

PLANNING APPLICATIONS COMMITTEE

Tuesday, 16th March, 2010

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Tuesday, 16th March, 2010, at 10.00 am
Council Chamber, Sessions House, County
Hall, Maidstone

Ask for: Andrew Tait
Telephone: 01622 694342

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

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 17 February 2010 (Pages 1 - 4)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

1. Proposal SH/09/1050 - Household Waste Recycling Centre, including a provision for the receipt of small amounts of trade waste at land at the end of Mountfield Road, New Romney - Kent Waste Management (Pages 5 - 28)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal CA/09/1951 - Modified half core Children's Centre with associated car parking and play areas at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury; KCC Children, Families and Education (Pages 29 - 40)
2. Proposal GR/09/972 - Change of use of upstairs room (known as the Chestnut Room) for meetings, launches, wedding ceremonies, receptions and other functions at Shorne Woods Country Park, Brewers Road, Shorne, Gravesend; KCC Country Parks (Pages 41 - 52)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications
2. Consultations on applications submitted by District Councils or Government Departments
3. County Council developments
4. Screening opinions under Environmental Impact Assessment Regulations 1999

5. Scoping opinions under Environmental Impact Assessment Regulations 1999
(None)

F. 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)

Peter Sass
Head of Democratic Services and Local Leadership
(01622) 694002

(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 sections C and D, are available to Members in the Members' Lounge.)

Monday, 8 March 2010

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, 17 February 2010.

PRESENT: Mr R E King (Chairman), Mr J F London (Vice-Chairman), Mr R Brookbank, Mr A R Chell, Mr T Gates, Mr W A Hayton, Mr C Hibberd, Mr G A Horne MBE, Mr J D Kirby, Mr S Manion (Substitute for Mr K Smith), Mr R F Manning, Mr R J Parry, Mr R A Pascoe, Mr M Robertson, Mr C P Smith and Mr A Willicombe

ALSO PRESENT: Mrs J Whittle

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mr J Crossley (Team Leader - County Council Development) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS

6. Minutes - 21 January 2010

(Item 4)

RESOLVED that the Minutes of the meeting held on 21 January 2010 are correctly recorded and that they be signed by the Chairman.

7. Site Meetings and Other Meetings

(Item A4)

The Committee noted that the next training session would be on the Minerals and Waste Development Framework on Tuesday, 16 March 2010. All Members of the County Council would be invited to attend.

8. Application SH/09/806 - Retrospective application to vary Conditions 1 and 15 of Permission SH/07/589 to allow the erection of a 5.5 m high close boarded fence and the installation of a surface mounted weighbridge at Rear of Century House, Park Farm Close, Folkestone; Jenner Group Ltd

(Item C1)

RESOLVED that permission be granted for the variation of Condition 15 of Permission SH/07/589 to allow for the erection of the close boarded fencing and the installation of the weighbridge as shown on the submitted Drawing Figure 2 Revision 5 (on Page 7 of the agenda papers) dated October 2009, subject to inclusion of the Conditions attached to Permission SH/07/589 covering amongst other matters limitations on stockpile heights; hours of operation; vehicle movements; noise; dust; windblown litter; site layout and the maintenance of the fence and the removal of both the fence and the weighbridge upon cessation of the waste use at the site.

9. Proposal CA/09/1361 - Erection of a canopy over bike-racks and parents' entrance alley and erection of canopy over reception class play area at St Peter's Methodist Primary School, St Peter's Grove, Canterbury; Governors of St Peter's Methodist Primary School

(Item D1)

- (1) The Head of Planning Applications Group informed the Committee that both references to "Canopy 2" in the recommendations in paragraph 36 of the report should read "Canopy 1".
- (2) The Head of Planning Applications Group reported the proposed amendments to the Proposal put forward by the applicants. The Committee did not approve them because of their impact on the Conservation Area and because of the very close proximity of the canopy to the neighbouring property which would have resulted.
- (3) RESOLVED that subject to the receipt of amended details for Canopy 1 restricting its height to no more than 2.8 metres and its length to no more than 9.25 metres, permission be granted to the proposal, subject to conditions including the standard time requirement for implementation; Canopy 1 being finished in a brown colour; and the development being carried out in strict accordance with the plans (as amended).

10. Proposals CA/09/1769 and CA/09/1972 - Demolition and removal of existing four classroom temporary structure and construction of a replacement four classroom two storey building; and removal of 2 existing playground shelters and the installation of 3 temporary classrooms on the school playground for a 12 month period during the proposed development at St Mary's Catholic Primary School, Northwood Road, Whitstable; Southwark Diocesan Board of Education and KCC Children, Families and Education

(Item D2)

RESOLVED that:-

- a) permission be granted to Proposal CA/09/1769 for the demolition and removal of an existing four classroom temporary structure and the construction of a replacement four classroom two storey building, subject to conditions including the standard time condition; the development being carried out in accordance with the permitted plans; external materials matching those of the existing teaching block; a requirement to reinstatement any damage to the school playing fields, hedges, fence and surfaces; reinstatement of the temporary access; and control over the transfer of mud from the school field onto the highway from the development whilst the temporary access is in use for construction purposes; and
- b) permission be granted to Proposal CA/09/1972 for the removal of 2 existing playground shelters and the installation of 3 temporary classrooms on the school playground for a 12 month period during the development of the replacement four classroom two storey building, subject to conditions requiring the removal of the 3 temporary mobile classrooms from the site and reinstatement of the application area to school playground within 12 months.

11. Proposal TW/09/3978 - New multi-use games area (MUGA) with enclosure fencing at St Gregory's Catholic Comprehensive School, Reynolds Lane, Tunbridge Wells; Governors of St Gregory's Catholic Comprehensive School and KCC Property Group
(Item D3)

- (1) The Committee noted the views of the local Member, Mr J R Bullock in support of the Proposal.
- (2) RESOLVED that permission be granted to the Proposal subject to conditions, including conditions restricting the use of the facility to school use; restricting usage to between 0845 and 1900 hours with very occasional weekend use during the same hours in term time only; and requiring car parking spaces within the school to be made available whilst the Multi Use Games Area is being used after school hours.

12. Proposal MA/09/2245 - All weather sports pitch with floodlighting including ball stop fencing and acoustic noise barrier at Swadelands School, Ham Lane, Lenham, Maidstone; Governors of Swadelands School
(Item D4)

- (1) Mrs J Whittle was present for this item pursuant to Committee Procedure 2.24 and spoke. She made a declaration of Personal Interest as she had applied to become an LEA-appointed Governor at Swadelands School.
- (2) RESOLVED that permission be granted to the Proposal subject to conditions, including conditions covering the standard time limit; the development being carried out in accordance with the permitted details; all trees and hedges within the site (other than the two shown for removal under the development footprint) being afforded the necessary protection and precautionary measures; details of a surface water drainage scheme being submitted to and approved by the County Planning Authority prior to commencement of the development; details of specification and external appearance of the 2m high acoustic fence being submitted to and approved by the County Planning Authority prior to commencement of the development; implementation of an archaeological watching brief ; a post-completion lighting test report being submitted to and agreed by the County Planning Authority before the pitch is brought into first operation; an acoustic fence being installed in accordance with the approved specification prior to the pitch being brought into first operation; a landscaping scheme being submitted to and approved by the County Planning Authority prior to commencement of the development to address under-storey planting along the southern boundary of the site; and the hours of use of the pitch being limited to 0800 to 2200 on Mondays to Fridays, 0800 to 2200 on Saturdays and 0900 to 2000 on Sundays and Bank Holidays.

13. County matters dealt with under delegated powers

(Item E1)

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

- (a) County matter applications;
- (b) consultations on applications submitted by District Councils and Government Departments;
- (c) County Council developments;
- (d) Screening opinions under Environmental Impact Assessment Regulations 1999; and
- (e) Scoping opinions under Environmental Impact Assessment Regulations 1999 (None).

Item C1**Application for a new Household Waste Recycling Centre including the provision for receiving small amounts of trade waste on land south of Mountfield Road, New Romney – SH/09/1050**SECTION C
MINERALS AND WASTE DISPOSAL

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 C1**Construction of a new Household Waste Recycling Centre including the provision of receiving small amounts of trade waste at land at the end of Mountfield Road, New Romney – SH/09/1050**

A report by Head of Planning Applications Group to Planning Applications Committee on 16 March 2010

This application has been submitted by Capita Symonds (Agent), on behalf of Kent County Council Waste Management (KWM) for a new Household Waste Recycling Centre (HWRC) and will act as a permanent replacement to the existing temporary weekend facilities at Station Road, Lydd and Church Road, New Romney.

Recommendation: Permission be granted subject to the completion of a Legal Agreement and conditions

Local Members: Mr Willie Richardson

Unrestricted

Site and surroundings

1. The application site is located on land currently in arable use adjacent to the southern end of the existing Mountfield Road Industrial estate on Mountfield Road. Mountfield Road Industrial Estate is located in the centre of New Romney and lies adjacent to the western side of the Romney Hythe & Dymchurch railway line.
2. Mountfield Road forms an uncontrolled priority junction with Station Road, which is the main link between the east and west of New Romney.
3. Mountfield Road is essentially a long cul-de-sac that is largely occupied by an industrial estate currently used by large and heavy goods vehicles accessing the commercial and industrial premises. A small number of residential properties lie adjacent to the western side of Mountfield Road immediately within the entrance off Station Road. The industrial estate is defined by the road layout which is in a 'd' shape arrangement.
4. The Mountfield Road industrial estate is the largest industrial estate in the Romney Marsh area, at approximately 9 hectares. The application site is a rectangular shape and relatively flat and covers approximately 1.31 hectares. The overall site dimensions are 120 metres in length (north to south; and 145 metres at the deepest point) and

Application for a new Household Waste Recycling Centre including the provision for receiving small amounts of trade waste on land south of Mountfield Road, New Romney – SH/09/1050

approximately 77 metres wide.

5. The application site which forms part of the permitted industrial estate is located on undeveloped agricultural land that is detached from the main built up area of Mountfield Industrial Estate.
6. The industrial estate is the predominant use along Mountfield Road. However, there is a small housing estate at the north-western extremity of the site comprising Greenly Way, Wells Close and Imbert Close. The residents of the housing estate share Mountfield Road with the industrial estate.

Background

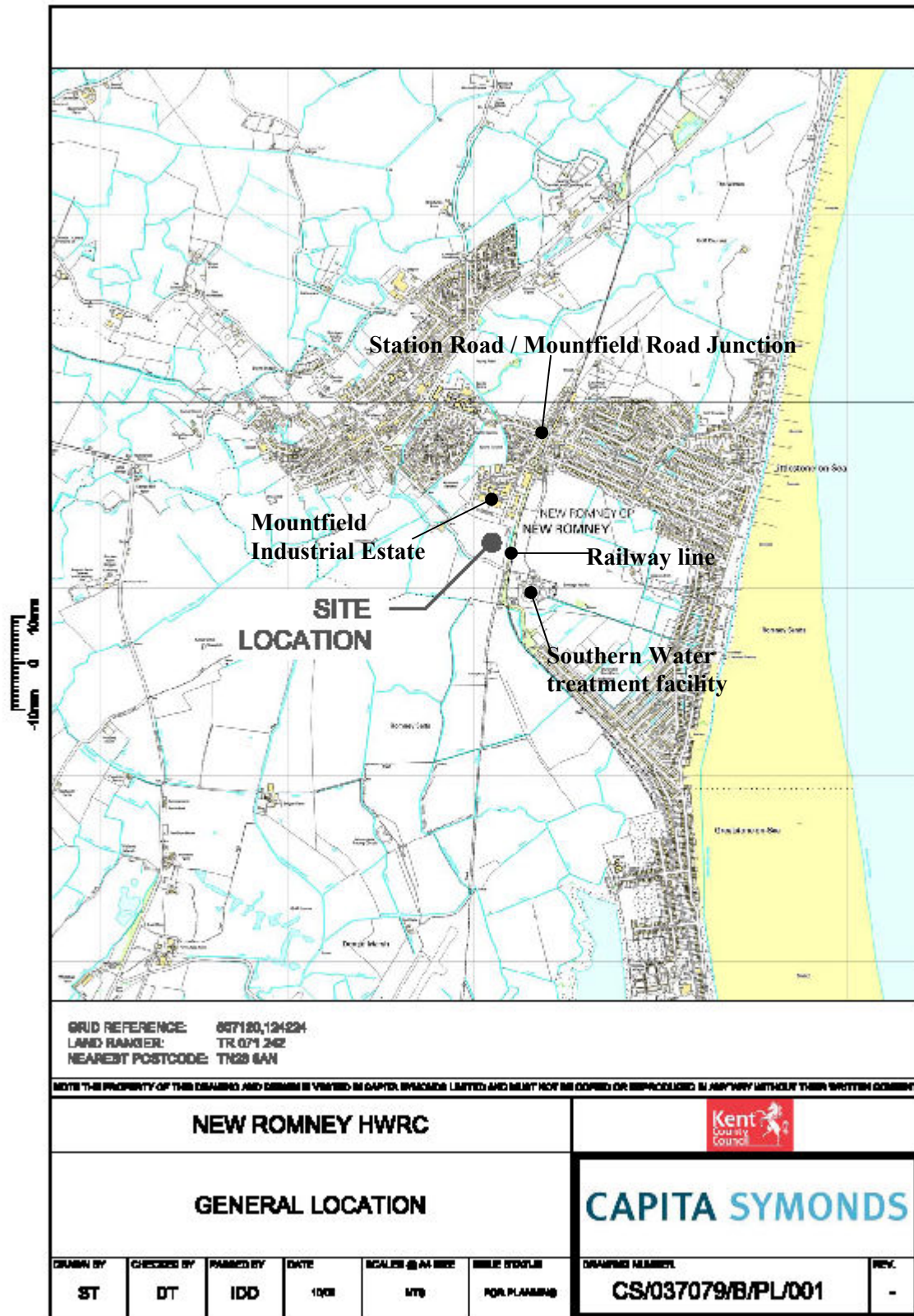
7. There are currently two temporary facilities located at Station Road, Lydd and Church Road, New Romney which both provide a limited service for householders to dispose of their unwanted bulky waste items. Both sites are operating under the terms of temporary permissions providing a weekend facility only. The temporary permissions were granted as a means of allowing a more permanent site to be found to serve the residents of Lydd and New Romney. The current proposal is considered by the applicant to represent an appropriate site.

Proposal

8. The proposed development involves the construction of a new HWRC comprising new hard-standing area, access road, car parking, hard and soft landscaping (including lighting columns and bund) and a balancing pond to accommodate surface water drainage.
9. The proposed facility is intended to provide local residents with a convenient and accessible, purpose-built, modern facility to deposit their recyclable materials and bulky waste/unwanted items. The proposal also makes provision for receiving a small amount of local trade waste such as building waste material and green waste cuttings.
10. The proposed facility would accept a range of materials including small quantities of special and hazardous waste i.e. engine oil and car batteries. In general, the type of waste would consist of paper/card, plastics, scrap metals, aluminium, glass, timber, textiles, spectacles, gypsum boards, asbestos sheets, florescent tubes, waste electrical and electronic equipment (WEEE), car and dry cell batteries, oils (mineral and cooking), soil and hardcore, tyres, garden green waste and residual waste. Separate bins would be provided to cater for the difference types of waste material.
11. The waste generated would be removed from the site in bulk containers by HGVs. The applicant expects that the HGV trips will be generally outside the highway peak hours to minimise their impact. Dependent upon the proposed throughout of waste, at maximum capacity, the applicant expects there will be less than 2no. HGV movement per hour, however this may increase during peak days or peak months, although this is unlikely to exceed 2no. HGVs per hour at any time.

Site location plan

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Proposed Layout Plan



NEW ROMNEY HWRC				Kent County Council			
GENERAL ARRANGEMENT PLAN				CAPITA SYMONDS			
DRAWN BY	CHECKED BY	ISSUED BY	DATE	SCALE @ A1 SIZE	SCALE STATUS	DRAWING NUMBER	REV.
ST	DT	IDD	10/09	1:500	FOR PLANNING	CS/037979/B/PL/003	-

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12. No mechanical treatment or sorting of waste is proposed on site. Instead segregation of waste will be made at point of deposit. However, there is proposed to be a limited amount of hand sorting to remove misplaced waste items. In order to make efficiency use of the containers and limit the number of HVG movements, the applicant may incorporate the use of specialist mobile equipment to compact waste material. However this will be reviewed after six months of operating.
13. At maximum throughput, the applicant anticipates the proposed facility would be capable of catering for up to 10,000 tonnes of waste per annum.
14. The proposed layout features two distinct elements; an area for the public to use and deposit waste items and an area where HGVs and site operatives would operate delivering and removing bulk containers (operations area). The public user area would be approximately 1,380m² with a width of 23 metres and length of 60 metres. The operations area (on the western side) would be approximately 1,170m² with a width of 30 metres and length of 39 metres
15. Overall, the proposed facility would comprise the following elements:
 - 6 grade waste container bins (including smaller recycling bins)
 - 10 bulk container bins (including 2 spare storage containers)
 - 2 storage containers
 - 'Drop off' parking area
 - Site cabin (approx' 4m² and 2.55 metres in height)
 - Staff car parking (plus 4 cycle spaces)
 - Entrance gate
 - 2.1 metre high perimeter fence
 - 1.0 metre high post and wire fence
 - 'Help point' cabin (approx '27.33m² and 2.55 metres in height)
 - 11, 8 metre high lighting columns
16. The proposed facility would be split level to enable public users to deposit/drop their recyclables and waste items into the appropriate bins/containers without having to negotiate stairs/steps. This proposed split level design would be created by raising the land at the user 'drop off' area by 1.6 metres to enable safe deposit. The dual level would create a clear distinction between the operator area and the user/public area. This feature would also enable the site operators to safely remove and replace the containers when necessary without disrupting the public users.
17. At the vehicular access point for the public user area, a height restriction of 2 metres is proposed, to regulate the size of vehicles that enter this part of the site. Trade vehicles will be limited to less than 3.5gvw and charged an appropriate fee. A separate trade waste container would be made available for these vehicles.
18. HGVs and operator vehicles will access the site along the western side of the facility and public users will enter along the eastern side in order to avoid conflict between users and site operators.
19. The compound of the proposed facility would be constructed of reinforced concrete

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retaining walls and walkways and would include asphalt and concrete hardstanding areas.

20. The proposed facility would be illuminated (during operational hours) by 11 static lighting columns located around the compound. Each proposed lighting column would be 8 metres in height and would be directed downwards to minimise any glare/illumination overspill beyond the perimeter of the site. The applicant's lighting assessment states that the level of illumination would not spill over more than 16 metres from the boundary.
21. In order to soften the appearance of the proposed facility, the applicant is proposing to incorporate soft landscaping throughout the site particularly along the southern and western boundary. A 2.0 metre high bund is proposed to wrap around the southern and western perimeter of the facility. The slope of the proposed bund would be 1:4 (max) easing to 1:5 at the corner and at the south face.
22. The proposed landscaping would include the planting of native species to create a habitat enhancement feature focussed on the southern aspect of the site incorporating the balancing pond to also create a wetland area. The proposed landscaping includes the planting of native hedgerows on all four aspects of the site including between the balancing pond and facility compound. The proposed hedgerow along the western boundary would run along the ridge of the 2.0 metre high bund in order to soften the impact of the facility from wider views.
23. A 1.0 metre high post and wire fence is also proposed along the southern boundary, set behind the proposed hedgerow. A 50 metre stretch of fence is also proposed along the eastern boundary and 35 metre stretch on the western boundary. A maintenance access gate is proposed on the southern boundary to enable access from Church Lane which runs some 200 metres to the south of the site.
24. The proposed balancing pond would be set in from the southern boundary by 7 metres and would cover an area of approximately 811m². The pond would have a capacity designed to accommodate surface water drainage from the site via an interceptor.
25. The proposal facility would employ 4 full time staff.
26. The applicant is proposing to operate the facility to enable an extended opening hours on Wednesdays during the Spring to Autumn period. The proposed operating hours set out below which are similar to those operated at other HWRC's would also enable the site to be prepared for opening and tidied at the end of the day:
 - 1st April to 31st September
 - Monday to Saturday: 07:30 to 18:00 hours
 - Wednesday: 07:30 to 20:30 hours
 - Sunday/Bank Holidays: 0830 to 16:30 hours
 - 1st October to 31st March
 - Monday to Saturday: 08:00 to 16:30 hours
 - Sunday/Bank Holidays: 08:30 to 16:30 hours

The opening hours, in which site will be open to the public are as follows:

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- 1st April to 31st September
 - Monday to Saturday: 08:00 to 16:30 hours
 - Wednesdays: 08:00 to 19:00 hours
 - Sundays/Bank Holidays: 09:00 to 16:30 hours

- 1st October to 31st March
 - Monday to Saturday: 08:00 to 1630 hours
 - Sunday/Bank Holidays: 09:00 to 16:00 hours

Further Information

27. The Divisional Transport Manager (DTM) and the County Council's noise advisor (Jacobs) raised some initial concerns and requested further information to satisfy their concerns. The information related to further clarification on the methodology used to assess traffic impacts and the modelling process used to assess the noise impact on the facades of the residential properties on Mountfield Road. Information subsequently provided satisfied their concerns.

Planning Policy Context

28. The planning policies summarised below are relevant to consideration of the application:

National Guidance – The most relevant to this application is set out PPS10 (Planning for Sustainable Waste Management), PPS23 (Planning and Pollution Control), PPG24 (Planning and Noise) and PPS 25 (Development and Flood Risk)

Regional Planning Policies – The most relevant Regional Planning Policies are set out in the South East Plan (adopted 2009), Policy W5 (Targets For Diversion From Landfill), W6 (Recycling and Composting), Policy W8 (Waste Separation), W17 (Location of Waste Management Facilities).

Kent Waste Local Plan (1998) (saved policies) – The most relevant Policies include Policies W3 (Proposals outside designated locations), W9 (Waste Separation and Transfer), W18 (Noise, Dust and Odour), W22 (Provision for adequate access arrangements including the need for any off-site highway improvements), W25 (Plant and Buildings) and W31 (Visual Impact and Landscaping).

Shepway Local Plan Review (saved policies) 2006 – These include Policies SD1 (Sustainable Development), E2 (New Employment Opportunities), U10 (Waste Disposal and Recycling), U15 (Light Pollution), TR11 (Access to the Highway network) and CO1 (Development in the Countryside).

Shepway Proposal Maps – The application site is located within an area designated for B1, B2 and B8 use (i.e. light industrial, storage and distribution). The site designation is linked to Local Plan Policy E2.

Consultations (final comments)

29. **Shepway District Council** – Raised no objections, in principle. Their full comments are set out below:

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“The Shepway District Council, the Planning Authority under the Town and Country Planning Act 1990 has now considered the details submitted with your consultation in relation to the above matter and has raised no objection to the proposal, but wishes to make the following comments:

- i) That no objection be raised in principle to the proposed household waste recycling centre*
- ii) That road infrastructure improvements be brought forward at an early stage with regard not only to the junction of Mountfield Road and Station Road but also with regard to other junctions and access routes in the area.*
- iii) That Kent County Council consult with Shepway District Council and New Romney Town Council with regards to the road infrastructure requirements of the proposed development.*
- iv) That Kent County Council screen the proposals with regard to Environment Impact Assessment*
- v) That should planning permission be granted then a condition be included that requires approval of measures to ensure suitable site management of the facility.*
- vi) That should planning permission be granted it includes a condition regarding approval of proposed lighting for the facilities”.*

30. Cinque Port Town of New Romney – Their final comments are set out below:

“Following lengthy discussion it was recommended, and subsequently ratified by Full Council, that a further letter be sent to you referring to attendance at the meeting of Development Control Committee and the support of Shepway District Council; reiterating that, in principle, the Town Council did not object to the proposal, with the exception of the objection made with regard to access/egress; pointing out that the suggested installation of traffic lights at the junction of Mountfield Road/Station Road could cause additional problems, especially insofar as the March Academy was concerned; requesting that, if approval is given to the application, a condition of such approval be that a new road from Hammonds Corner or Mountfield Road Industrial Estate is built within 3-5 years maximum.

31. The Divisional Transport Manager – No objection subject to compliance with Shepway Local Plan policy E2. Their comments are summarised below:

“I have no objections in principle to the development of the above site for a Household Waste Recycling Centre subject to a contribution being made towards junction improvements to the Mountfield Road/Station Road junction in accordance with Policy E2 D(ii) of the Shepway Local Plan Review - Adopted March 2006. The junction improvements have been estimated at £220,000. The size of the HWRC plot is approximately 1/5th of the Phase IV land subject of the Policy and as such I would apportion the cost at 1/5th of

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the overall cost which amounts to a contribution required of £44,000. Whilst the submitted TA does not demonstrate a negative impact at this stage of the build out I have taken the approach always adopted by the Highway Authority of apportioning the cost between all of the developers of a multiple occupation site (as they submit applications) to address the junction proposals when the need arises since they will all have a cumulative affect on the traffic increase.

The applicants agents have submitted swept path analysis and I can accept that Mountfield Road, throughout its entire length and at its junction with Station Road, has sufficient width to accommodate the type of vehicles to be generated by the site.

It will be necessary for the applicants to submit details of a Construction Management Plan for approval prior to commencing work on site since considerable lorry movements will be generated by the land raising operation. Wheel washing facilities will need to be provided on site during construction to prevent the deposit of mud on the public highway and provision will need to be made for contractors vehicles, plant and site personnel vehicles to be parked off the public highway during the construction period.

Subject to the above being appropriately addressed I do not wish to recommend the application for refusal.”

32. **Environment Agency** – no objections to the proposal subject to the submission and approval of details of a foul and surface water drainage scheme.

33. **KCC Noise Consultant (Jacobs)** – No objection. Their comments are set out below:

The frequency of the HGV movements to the site (6 movements per day) during the normal operational times of the site would appear to remove the reasons for my initial queries regarding the possibility of disturbance to the residential properties adjacent to the access road.

I therefore do not see any reason to raise any further queries or an objection to the proposal on the noise.

34. **Natural England** – has no objections to this proposal subject to biodiversity enhancement conditions.

35. **Kent Wildlife Trust** – no comments have been received to date. However, during the public consultation process, KWT confirmed they were in support of the application proposal.

Representations

- The application has been publicised by the displaying of a site notice adjacent to the application site off Mountfield Road and newspaper advertisement in the local press. In addition, 42 properties surrounding the site were notified of the proposals. At the

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time of writing this report, two representations have been received objecting to the proposal on the grounds of increased traffic, congestion, air pollution, vermin and property value.

Local Member

36. The County Council Member Mr William Richardson has made the following representation:

“As the Kent County Councillor for the Romney Marsh I am in full support for a Recycling Centre in New Romney but I am very concerned about the effects of even more through traffic in New Romney High Street. Myself and Carole Waters, Shepway District Councillor for New Romney would like to propose a new road to be installed from Hammonds Corner to Mountfield Road, this would by-pass New Romney High Street and Station Road where the Romney Marsh Academy is situated which is already a very big congestion area.”

“On the long-term plan, Shepway District Council are planning to put 400 new houses in New Romney so with the greatest respect could you and/or the Planning Department at Kent County Council look at the bigger picture and come up with some joined up thinking to prevent future traffic problems on the A 259 which is already gridlocked at times.”

Discussion

37. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. In the context of this application, the policies outlined in paragraph (28) above are of greatest relevance.

38. It should be noted that prior to the submission of this application, the applicant undertook an online public consultation exercise using the County Council’s website and also had pre-application discussions with relevant parties to draw out the main issues that would need to be considered. A summary of the responses received from the consultation and pre-application process are set out below.

39. Cinque Port Town of New Romney comments to this consultation were ratified at Full Council on the 12th October 2009. The Town Council agreed a HWRC was required however objected to the proposal on the following grounds:

- Unsuitable access
- Unsuitable location for a waste disposal operation
- Noise and smell impact on local residents
- Site area too large for a HWRC

40. Lydd Town Council confirmed, following their Committee Meeting on 5th October 2009, their support for a new HWRC and stated that it was their policy to support such a proposal as it would improve the level of recycling and reduce fly tipping.

41. Informal pre-application discussions were also held with the Planning Applications Group

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at KCC. The applicant's were advised that due to the potential for increased traffic generation any application should be accompanied by a Transport Assessment (TA) to demonstrate what impact would be caused to the local highway network. The applicant was also advised to bring the site closer to the existing industrial estate.

42. The applicant also consulted with the Environment Agency and the Divisional Transport Manager. The EA advised that a Sequential Test and Exceptions Test would need to be undertaken to demonstrate that there were no other reasonably available sites in the area with lower probability of flooding.

43. The DTM advised that an assessment of the main junctions should be carried out to determine their respective capacities to accommodate additional traffic levels and flows. The following junctions were to be assessed:

- Mountfield Road/Station Road
- Station Road/A259 High Street/Dymchurch Road, and
- A259 Lydd Road/B2075 Romney Road

44. The applicant was also advised to undertake a parking beat survey at the Mountfield Road/Station Road junction on a Saturday to determine whether residential parking would interfere with the junction for users of the HWRC.

Main issues:

45. Following formal consultations the main determining issues relate to:-

- Appropriate site/location for the proposed development
- Impacts from emissions and Noise on residential amenity
- Traffic generation

46. Currently, the residents of Lydd and New Romney are served by a limited weekend only bulking up facility operating under the terms of temporary permissions.

47. The proposed facility would replace those currently operating at Lydd and New Romney and create a permanent, fit for purpose facility that operates 7 days a week. The proposed hours of operation are detailed in paragraph 26 of this report. The applicant considers the current waste recycling arrangement is no longer appropriate for the growing demand and recycling needs of the area.

48. The nearest full time, permanent facility is located approximately 17 miles away, in Chart Leacon, Ashford. The proposed facility would therefore reduce car journeys to this facility and reduce the number of car miles travelled.

49. In the absence of any specific sites identified in the Development Plan relating to this area, the applicant, as part of their site finding process, carried out a site selection assessment in which 16 potential sites in Lydd and New Romney were identified to determine the most suitable location for the proposed facility.

50. Given there are no designated Waste Management Facility sites in New Romney or Lydd the sites identified were assessed on their accessibility, compatible land uses,

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location, size, impact on surrounding environments, flood risk and affordability.

51. Following the assessment of each of the 16 sites, most of which were considered unsuitable for a permanent HWRC mainly due to the sites being too small to meet Kent County Council's minimum size requirements for a HWRC (at least 1.01 hectares), the proposed site was considered as representing the most suitable.
52. The South East Plan advocates a growth in waste management facilities reflecting the waste hierarchy, which priorities reduction, re-use, recycling and recovery (in that order). The Plan seeks to reduce waste that is directed to landfill and, in these terms, Policy W5 (Targets for Diversion from landfill) states that a substantial increase in recovery of waste and reduction in waste to landfill is required in the region. Also, as part of the Plan are targets for the recovery of waste, Policy W6 (Recycling and Composting) sets regional targets for increasing the amount of all waste recycled and composted from around 9 million tonnes in 2002/03 to over 15 million tonnes by 2015 and almost 20 million tonnes by 2025. The proposed facility would therefore help contribute towards the Plan's objectives of reducing the amount of waste to landfill and improve waste recovery.
53. Policy W17 (Location of Waste Management Facilities) of the South East Plan advises potential new HWRC sites should be located in areas with compatible land uses such as previous or existing industrial land uses, land adjacent to sewage treatment works or contaminated or derelict land. The policy also advises that potential new sites should be assessed on good accessibility from urban areas or major new or planned development and good transport provision such as rail or water, where possible. The supporting paragraph 10.55 states that new facilities need to be developed close to the source of the waste and therefore close to urban areas. However, development in the countryside, particularly the urban fringe would also be appropriate.
54. Paragraph 20 of PPS10 states that in identifying suitable sites, waste planning authorities should consider a broad range of locations including industrial sites. In these terms, although the application site is on undeveloped land, the site is designated for employment use comprising the following classes B1, B2 and B8 in the District Council's adopted Proposals Map and has outline planning permission for such uses. Therefore, the principle of an industrial use in this location is established by the District Council in their current planning policy framework.
55. The proposed development is considered to be a Sui-Generis use. This means that the use does not fall within any of the use classes (under the Use Classes Order) as it is a combination of uses. The application site is located in an area where similar uses and activities are present. The blanket designation of the site also encourages this area to be used for industrial purposes and there is no specific restriction on the type of 'B' class use or the level/type of traffic permitted along Mountfield Road.
56. In order to determine whether the location of the proposed facility is entirely suitable, Annex E of PPS10 states that regard should be given to the following factors; a) protection of water resource, b) land instability, c) visual intrusion, d) nature conservation, e) historic environment and built heritage, f) traffic and access, g) air emission, including dust, h) odours, i) vermin and birds, j) noise and vibration, k) litter and, l) potential land use conflicts. Not all these factors would apply to the proposed development. Nevertheless, each factor has been assessed against the proposed

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development and details submitted in the application. These factors are also outlined in Kent Waste Local Plan policies W3 (Locational Criteria) and W9 (Waste Separation and Transfer).

a) Protection of water resource:

57. The applicant has undertaken a Flood Risk Assessment (FRA) to investigate whether the proposed development is safe from all sources of flooding in line with PPS25 (Development and Flood Risk). The assessment states that the site is located within the Environment Agency's Flood Risk Zone 3a (meaning it is at high risk of flooding with a 1% Annual Exceedance Probability (AEP) (1 in 100) chance of flooding from rivers in any given year and a 0.5% AEP (1 in 200) chance of flooding from the sea in any given year and the proposed land use is classified (under PPS25) as being 'more vulnerable' (between 'highly vulnerable' and 'less vulnerable'). The proposed development would therefore need to pass the 'Exceptions Test' in order to be considered acceptable.
58. In order to pass the 'Exceptions Test' it must be demonstrated that a) the development provides a wider sustainability benefit to the community that outweighs flood risk, b) the development should be on developable previously developed land or if it is not possible then development on undeveloped land will only be acceptable where no reasonable alternative sites on previously developed land are available, and c) a FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
59. Taking each element of the 'Exception Test', I make the following comments (a) – the proposed development would provide a modern, accessible HWRC with the capacity to process up to 10,000 tonnes of waste per annum (pa) in the longer term. The proposed development is expected to process approximately 7,000 tonnes pa on opening, meaning that the design has sufficient capacity to accommodate population growth in the Romney Marsh catchment area. With there being no permanent facility in the Romney Marsh, residents have to travel to Chart Leacon in Ashford to deposit their waste/recyclables. This facility is located approximately 17 miles away. The proposed development would therefore reduce the need to travel to, and overburden, this existing facility. The proposed facility would therefore create a sustainability benefit to the community in terms of accessibility.
60. The modern design of the proposed facility would incorporate a split level layout which would provide a distinct and natural division between the operation and public user zones. This design feature would ensure public safety is maintained. The proposed facility would also accept a wide variety of bulky waste items and recyclable materials, which would be segregated into individual recyclable and waste containers. On site operatives will also be on hand to ensure users deposit their waste/recyclable items correctly and safely. In these terms, the proposed development would represent a sustainability benefit to the community and in my opinion complies with element (a) of the test.
61. In terms of element (b) – As mentioned previously, the applicant undertook a site selection assessment in order to determine which site would be the most suitable to accommodate the proposed facility. In total, 16 sites were considered. The proposed site was finally selected as being the most appropriate due to its size, availability and location. Although the site is undeveloped agricultural land, it is located in an area

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designated for 'New Employment' uses in the Shepway District Local Plan and has outline planning permission for general industrial use. Therefore, based upon the applicant's site selection assessment, the site is considered to be appropriate for development in this regard and would thus comply with element (b) of the test.

62. In terms of element (c) – The applicant's FRA states that although the site is at risk from inundation (tidal) from the sea the proposed HWRC can be operated safely without increasing flood risk elsewhere. The FRA also states that the risk of tidal flooding occurring if the sea defences (which are 1.5km away) failed would be extremely low, but advises the effects of climate change is to increase the chances of failure over time. However, the residual risk could be safely managed through operational procedures.
63. Aside from the FRA, the applicant has also submitted a Drainage Design Strategy for the proposed development. It states that any surface water will be collected via a carrier drainage system fed via gullies or channel and pumped to the proposed balancing pond at the southern end of the site. The system would be designed to store a 1 in 30 year event with any surface flooding. In a 1 in 100 year plus event surface flooding would be allowed to collect in the operation area away from the container bins.
64. In terms of foul drainage, the Strategy states there will only be two requirements for this on the site from the site office and any contaminated surface water from areas subject to washdown. The nearest foul sewer is located approximately 120 metres away in Mountfield Road. The Strategy proposes that foul water from the site office would be discharged into the pumping station for the washdown storage tank to be located between the facility and balancing pond. The tanks would be sized to accommodate a 1 in 30 year return period storm. The Strategy also advises that the alternative solution would be to pump the discharge to Southern Waters Sewage Treatment plant located to the south east of the site.
65. In light of the above, I consider the proposed development to comply with the Exceptions Test in terms for flood risk and agree with the findings in the applicant's FRA and proposals of the Drainage Strategy. Also, the Environment Agency has raised no objections to the proposed development subject to a condition requiring a foul and surface water drainage scheme to be submitted and approved before the development is completed.

b) Land instability

66. Having regard to factor (b) Annex E of PPS10, the applicant has undertaken a Phase 1 Desk Study which has considered the site's geology, hydrogeology and hydrology and also identifies what surrounding environs are located in a 1000m buffer zone from the site. The study recommends that an intrusive ground investigation is undertaken to confirm the relevance of potential pollutant linkages and the contamination risk at the site.

c) Visual intrusion

67. Although the proposed development is located on agricultural land, the site is bound to the north by the buildings in Mountfield Road industrial estate and the railway embankment to the east. Against this backdrop, in my opinion the proposed facility would not cause any undue harm to the visual amenity of the area and nearby residents.

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However, in order to soften the visual appearance of the facility in terms of the operational aspect, the applicant is proposing to envelope the western and southern aspects of the site with a 2 metre high earth bund. The bund is proposed to be landscaped with native shrubs and trees in order to further reduce/soften the visual appearance of the facility. The level and type of landscaping proposed is considered to be appropriate and is considered an acceptable means by which to mitigate any concern regarding visual impact.

d) Nature conservation

68. The site is not located in or adjacent to an area of nature conservation such as a SSSI and nor is it located in any other statutory or non-statutory nature conservation designation. Notwithstanding this, the applicant has submitted an Ecological Scoping Report which advises that the land area of the proposed facility has limited ecological value and does not have the potential to support amphibians, reptiles, badger, bats, dormouse, otter, water vole, white clawed crayfish and notable invertebrates. However, the assessment states that if trees located close to the site boundary are affected or to be removed as a result of the proposed development then further survey maybe required. Other than this the report advises that no further surveys for any protected species are recommended. However, the report makes some recommendation that should be implemented during the construction phase, such as:

- Construction of an exclusion fence to prevent potential ingress of reptiles and great crested newts during the construction period
- Strim the small area of grassed land at the south of Mountfield Road to encourage any potential reptiles to disperse prior to commencement. Works to be overseen by an ecologist
- Should any of the elder trees be removed between March and August a pre-clearance nest check must first be completed by an ecologist.

69. The applicant has also submitted a landscape plan showing the areas of new planting around the operational area including a new balancing pond. All the new planting will be of native species. In addition to this, particular biodiversity enhancements have been proposed for habitat creation at the southern end of the site. The landscaping measures proposed are considered to be suitable to address any concerns regarding nature conservation and would in my opinion contribute towards improving the flora and fauna of this area. Should members be minded to grant permission I would recommend a condition be imposed requiring the submission of a detailed scheme of landscaping.

70. Kent Wildlife Trust and Natural England have raised no objections, however have requested conditions to be included on any permission that seeks bio-diversity enhancements.

e) Historic environment and built heritage

71. The site does not form part of historic site and there are no Listed Buildings within close proximity to the site.

f) Traffic and access

72. The applicant has submitted a Transport Assessment (TA), which has assessed the

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level of trip generations and capacity of the ‘hot spot’ junctions to accommodate additional traffic flows using existing road traffic data and model testing programmes.

73. The junction ‘hot spots’ are:

- Mountfield Road / Station Road junction
- Station Road / A259 High Street / Dymchurch Road junction and,
- A259 Lydd Road / B2075 Romney Road junction

74. These junctions were highlighted by the DTM during pre-application discussions as the three junctions that should be assessed in the context of traffic impact from the proposed development. The TA advises that the current waste recycling facilities attract 300 householders on Saturdays and around 200 on Sundays. These existing traffic levels were incorporated into the junction assessments model used in the TA. The TA concluded that each of the ‘hot spot’ junctions would have sufficient capacity up to 2020 to accommodate additional traffic generation.

75. The TA demonstrated that the Mountfield Road junction with Station Road, and the Hammonds Corner proposed roundabout work within capacity and the signal timings at the Station Road /A259 High Street junction could be increased to provide sufficient capacity to mitigate any detrimental effects.

76. In order to assess the potential vehicle trips to the proposed facility, the TA has taken into consideration the trips generated for an existing, similar sized facility, in a similar catchment area. The TA has also taken into consideration the proposed highway improvement works (roundabout) at Hammonds Corner which are associated with the proposed expansion works at Lydd Airport. In respect of trip generation, using the Deal facility as a model, the TA has predicted the following level of trip generations in from opening and up to 2020:

Development Trip Generation			
2010 Increased Development Flows	Arrivals	Departures	Total (two-way)
AM Peak (08:00-09:00)	23	23	66
PM Peak (17:00-18:00)	15	15	30
Sat Peak (12:00-13:00)	62	62	124
2020 Increased Development Flows			
AM Peak (08:00-09:00)	30	30	60
PM Peak (17:00-18:00)	20	20	40
Sat Peak (12:00-13:00)	82	82	164

77. The above table contains the traffic flows already on the road network, either using the existing facilities or ‘passing’ the site whilst travelling for other purposes. The TA has used the traffic flow associated with the Deal HWRC as new trips in their assessment of the proposed facility. The above table gives an accurate indication of the levels of trips that are likely to be generated in and out of the proposed site.

78. The applicant has also submitted a sweep path plan for a 16.5m articulated HGV and a standard 9m HGV, which demonstrates that the junction has sufficient capacity to allow

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HGVs to safely manoeuvre without causing any conflict with other road user. In these terms, HGV movements are not expected to exceed two per hour at the busiest times and 6 movements overall per day.

79. A parking beat survey was also undertaken to show that although there were a number of cars parked on Mountfield Road during the morning, this number significantly reduced during the day. The minimum number of parked cars were 3 at 16.00 hours. However during the peak hours of 12:00 to 14:00 there was a maximum of 7 vehicles which reduced to 4. The TA states that the number of parked cars is unlikely to create any potential hazards or capacity issues at the junction of the proposed development.
80. During the consultation process, the DTM requested further clarification on 3 aspects of the TA and proposal. The first aspect was regarding the survey results from the proposed roundabout junction at Hammonds Corner. The DTM requested further survey data from the junction without the proposed roundabout in place, as permission for the roundabout had not been granted, at that stage. The second aspect was to confirm the future of the existing facility at Lydd and the third aspect was to confirm the proposed number of employees. The requested information was submitted to the DTM for consideration. The DTM confirmed that the additional information provided was acceptable and satisfied his concerns to the extent that the proposed facility would not cause any adverse impact on the local highway network. On the basis of this advice, notwithstanding the request by the Town Council and local member Cllr Richardson for a new access road to be created from Hammonds Corner to Moutfield Road Industrial Estate, in my opinion this is not justified. However, the DTM also confirmed that a financial contribution would be required to comply with Policy E2 of the Shepway District Local Plan, which seeks to secure highway improvements in the form of traffic signals at Mountfield Road junction.
81. Following discussions between the DTM and Shepway District Council, an agreement has been reached over the level of contribution that should be sought from the applicant towards the overall cost of installing traffic signals at the junction of Station Road / Mountfield Road. The DTM has subsequently requested that the applicant make a contribution of £44,000 towards the overall cost of installing this traffic signal system, which will amount to some £220,000 in total. This level of contribution is based upon the application site forming one fifth of the land area of Phase IV of the industrial estate remaining to be developed (220,000 / 5). The rest of the £220,000 would be then made up on a pro-rata basis once all the remaining plots in Phase IV have come forward. In order to secure this contribution a Legal Agreement will need to be completed between the relevant parties including Shepway District Council, who own the site.
82. Mountfield Road has been designed to accommodate the type of traffic and traffic levels associated with an industrial estate. Improvement works to the highway were last completed for the Phase III element of the Industrial estate in 1998.

g) Air emissions including dust & h) Odours

83. The applicant has submitted an Air Quality Assessment which has assessed the impact of traffic emissions and also the effects of dust and odours that could arise from the operational element of the proposed development. Dust and odour mitigation measures have also been proposed to reduce any adverse impact on the users of the site and

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surrounding sensitive receptors. In addition, future predicted road traffic flows have been used to model air pollution levels.

84. The assessment has been undertaken in accordance with specific international, national and local policy and guidance such as the EU Air Quality Framework Directive 96/62/EC, EU Framework Directive on Waste, UK Air Quality Strategy 2007, Environment Act 1995, Environmental Protection Act 1990 and Kent Waste Local Plan 1998. As part of the assessment the location of the main sensitive receptors have been identified such as housing areas and schools.
85. In terms of traffic emissions, the assessment has calculated the concentration of NO₂ (Nitrogen Dioxide) and PM₁₀ (fine particles) levels at selected sensitive receptors for 'without development' and 'with' development scenarios. It should be noted that there are no sensitive receptors such as houses or schools within 200 metres of the site. The calculations also took into account the background pollutant levels. The assessment advises that Church Road would be the worst affected receptor from traffic emissions due to the development. However, it is predicted there would be a "*very small increase*" in NO₂ which would have a negligible effect on this receptor. In terms of PM₁₀, the worst affected receptor is located along Dymchurch Road. However the assessment predicts the traffic due to the proposed development would cause an "*extremely small increase*" in PM₁₀ levels. This small increase would have a negligible effect.
86. In terms of the dust and odour nuisance, the assessment has considered the effects from the construction and operational aspects of the proposed development and proposed measures to mitigate any adverse effects on surrounding receptors. Again, as with the traffic emissions assessment, the development has been assessed according to the location of sensitive receptors. The assessment advises that as there are no sensitive receptors within 200 metres of the proposed development the effects of dust nuisance arising from the operational development would be negligible. However, notwithstanding this, it states that best practice mitigation measure be implemented to reduce impact particularly during the construction phase though transport of material off site. The assessment advises on a number of way to reduce dust emissions in terms of site management, wetting and washing techniques, barrier techniques and direct clean up, such as:
- Limiting vehicle speed
 - Paving any dirt tracks on the approach to the site
 - Ensuring roads on site meet certain standards to give a smaller surface area for the settling and re-suspension of dust
 - Washing down wheels of vehicles entering and leaving the facility
 - Periodic washing down of roads and other hard standing areas
 - Considering wetting waste
 - Sheeting or netting vehicles and skips
 - Making covered transfers between waste containers
 - Using sealable containers
 - Installing rubber doors/strips sheeting at the entrances to enclose waste
 - Erecting windbreaks around areas where waste is moved or stored
 - Installing shaker bars and dry wheel spinning rollers to remove dust and mud from vehicles.

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87. In respect of odours nuisance, the assessment advises that there is no agreed odour limits with regarding to planning development and therefore each situation needs to be assessed individually. The 'Planning for Waste Management Facilities: A Research Study published by the ODPM, states that there is a limited potential for odour effects at a civic amenity site, and in any case the facility will operate under an (environmental) Permit imposing operating conditions which are defined and monitored by the Environment Agency.
88. The assessment advises that the odour situation at the proposed facility is complicated by the existing waste water treatment facility located 140 metre south east. The close proximity of the treatment facility makes it "extremely difficult" to determine which activity is generating malodours (Malodours is an odour that is created as a result of biological activity in the absence of oxygen, which can form ammonia, hydrogen sulphide , amines and mercaptans). However, the assessment states that odours nuisance can be readily controlled using simple measures and if operational measures are implemented the potential for odours will be negligible. The techniques suggested in the assessment are based upon the suggested methods produced by the Environment Agency such as:
- Residual waste: Attention to end of day cleanliness
 - Ages of waste: Process household waste quickly
89. However, although the proposed facility would accept residual waste, it is likely that most of the residual waste in the area will have been collected during weekly household waste collections. The assessment concludes that subject to the implementation of best practice measures, where relevant, the development is unlikely to have a significant effect on nearby sensitive receptors. In these terms, the proposed development is considered to be acceptable in this regard. However, conditions to ensure the mitigation measures proposed are implemented, where necessary.
90. No objections have been raised from the Environment Agency in this regard.

i) Vermin and birds

91. No specific assessment has been undertaken to assess the existing level of vermin and birds in this area. Although, were vermin and birds to cause an issue to public health and safety then the applicant would need to take appropriate measures to remove and control any likely infestation or harm arising.
92. No objections have been received from the Kent Wildlife Trust and Natural England.

j) Noise and vibration

93. The applicant has submitted a noise assessment to assess the noise impact from the proposed facility on surrounding receptors. The nearest noise receptors are the housing estates located north of the site along Mountfield Road and north-west at Church Lane. Both are approximately 450 metres away from the site in each direction.
94. The noise assessment has been carried out in accordance with the standards and guidance set out in BS5228 – 1:2009, Code of Practice for Noise and Vibration Control on Construction and Open Sites Part 1, BS4142:1997 Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas, Planning Policy Guidance 24 (Planning

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and Noise), Calculation of Road Traffic Noise (CRTN), World Health Organisation (WHO) guidelines and Shepway District Council's noise requirements.

95. Noise monitoring surveys were carried out at the two receptors to determine the background (baseline) noise levels of the area. The assessment states that the nearest significant noise source to the noise monitoring locations was from trains (every 30 minutes) passing along the railway line adjacent to the proposed facility. However, the other noise source was from general noise emanating from the existing occupiers in the industrial estate i.e. delivery vehicles etc...
96. The assessment also included noise levels survey from a similar sized facility at Footh Cray (Maidstone Road, Bexley) in order to predict and assess the noise impact arising from the proposed facility. Two surveys were undertaken at Footh Cray to take into account the different noise levels on weekdays and weekends. In total 5 noise activities were recorded on the site which included mechanical compactors equipment. The proposed facility does not currently benefit from this. The survey of this site concluded that the dominant noise sources were from lorries unloading and loading containers, deposit of hard and heavy objects such as metal, glass wood into their containers and the operation of compacting containers. The noise levels from the mechanical compactors were the most dominant at 88.6 $L_{Aeq, 5 \text{ mins}}$ (at 10m dB) and 105.6 L_{AMAX} (at 10m dB) and therefore used to provide the basis of a 'worst-case' scenario in the noise modelling process. (For reference, the general noise levels inside a bus is between 80-90 dB(A) and an alarm clock which is 1 metre away is between 100-110 dB(A)).
97. The noise levels recorded from the Footh Cray site and the background noise levels at the proposed site were then used to predict the noise levels at the façade of the nearest residential properties. The World Health Organisation (WHO) guidelines were used to assess the predicted noise levels. The WHO recommends an external noise limit of 50dB. The assessment concluded that noise levels at the façade of the nearest residential properties to the site would be below the WHO recommended external noise levels.
98. The noise level data was also used to predict the noise levels arising from road traffic to and from the site on the nearby residents between 2010 and 2020. This assessment predicts there will be a 1dB increase in noise levels on the façade of the properties along Mountfield Road, Station Road, The Meadows and Church Lane. However, the assessment advises that the predicted increase in noise levels may be reduced by approximately 3.5dB when resurfacing of Mountfield Road is undertaken during the period of 2010 and 2020.
99. The noise assessment concludes that noise levels from the operations at the proposed facility and from road traffic will not produce any adverse noise impact at the nearest dwellings to the proposed facility. No objections have been raised from the County Council's noise consultant (Jacobs) and therefore, in these terms, the proposed facility is considered to be acceptable from a noise impact perspective.

k. Litter

100. The applicant will need to apply to the Environment Agency (E.A.) for an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2007. However, a permit can only be applied for once planning permission

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has been granted. A permit requires the operator to undertake and deliver the following requirements:

- Identification, assessment and management of environmental impacts;
- Compliance with legal and other requirements applicable to activities impacting on the environment;
- Establish operational controls to prevent and minimise significant environmental impact;
- Preventative maintenance programmes for relevant plant and environment;
- Emergency planning and accident prevention;
- Appropriate training;
- Monitoring and control mechanisms;
- Communication and reporting of incidents of actual or potential non-compliance and complaints; and
- Corrective action to analyse faults and prevent recurrence.

101. In these terms, litter would be controlled under any future Permit issued by the E.A.

I. Potential land use conflict

102. The application site forms part of Phase IV of Mountfield Road Industrial Estate, which is designated, in the adopted Proposals Map, for B1, B2 and B8 uses and has outline planning permission for such uses. In my opinion, the proposed use of the land as a HWRC would, in principle, be appropriate in this location and would not conflict with other potential land uses.

103. The District Council have raised no objections to the location of the proposed facility subject to necessary contributions towards highway improvements.

Conclusion

104. Having assessed the proposed development and supporting technical documents in conjunction with the relevant national guidance and regional and Development Plan Policies, I consider the proposed development would be located in a suitable location for the specific reasons identified above.

105. Whilst I note the Town Council have objected to the proposal on highway grounds the applicant's Transport Assessment concludes that the existing infrastructure has sufficient capacity to support the proposed facility. I am satisfied having regard to comments made by other consultees including the DTM that the proposed facility would not cause any significant adverse impact on the local highway network.

106. Other than the Town Council, only two other objections were received from the neighbour notification process. The objections related to highway congestion and safety, air pollution, vermin, and property value. The latter objection is not a material planning consideration and therefore cannot be considered. In all other respects, I am satisfied that the applicant has provided sufficient information in order to demonstrate that the proposed facility would not have a detrimental impact. The DTM has raised no objections to the proposed facility, subject to a contribution towards road improvements. In terms of air pollution, the applicant has demonstrated in their Air Quality Assessment

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that the proposed facility would not create any adverse air or dust nuisances due to the distance (over 200 metres) from sensitive receptors such as houses and schools. Notwithstanding this, the assessment has recommended some mitigation measures which the applicant could implement if considered necessary. I do not consider it appropriate that specific air or dust mitigation measures would be required for the proposed facility due to its distance from sensitive receptors (over 400 metres) and location behind an established industrial estate and adjacent to an existing railway line. Any infestation of vermin would need to be appropriately controlled and monitored. It would be the applicant responsibility to ensure vermin does not create a public health and safety issue. This would also be controlled under separate legislation.

107. In conclusion, I am satisfied that provided appropriate conditions are imposed to control any potential adverse impacts there are no overriding objections to the proposal and consider the facility would be of benefit to the local communities of Lydd and New Romney. On this basis, I recommend that planning permission be granted subject to the satisfactory completion of a legal agreement and conditions.

Recommendation

108. I RECOMMEND that SUBJECT TO the satisfactory completion of a legal agreement to secure a contribution towards local highway improvements PERMISSION BE GRANTED SUBJECT TO conditions including those to cover the following aspects:

- Standard three year time limit;
- The development to be carried out in accordance with the permitted details;
- Details of a programme for the implementation of landscaping on the site including specific details of habitat creation
- A scheme for foul and surface water drainage
- Groundwater protection
- Operating hours
- Noise restriction
- Details of signage
- Details of construction of bunding
- Ecological works (as set out in paragraph 68 of this report)
- Construction Management Plan

Case Officer: Sav Patel	Tel. no. 01622 221053
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Background Documents: see section heading.
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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 proposal dossier for each case and also as might be additionally indicated.

Item D1

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

A report by Head of Planning Applications Group to Planning Applications Committee on 16 March 2010.

Application by Kent County Council Children, Families and Education for the development of a modified half core Children's Centre and associated car parking and play areas at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury (CA/09/1951).

Recommendation: Planning permission be granted, subject to conditions.

Local Member(s): Mr. A. Marsh

Classification: Unrestricted

Site

1. Hersden is a village located to the north-east of the city of Canterbury accessed by the main A28 (Island Road) leading out of Canterbury towards Thanet. Hersden Primary School is located at the end of a residential cul-de-sac [Shaftesbury Road] which in turn is accessed from the main A28 via 'The Sycamores' and 'The Avenue' roads. The school is located on a parcel of land on the edge of the built-up area, consisting of the main school buildings to the west and open playing fields to the east. Beyond the school grounds to the north is open countryside used for agricultural purposes. To the south the school grounds are bordered by residential dwellings located on Shaftesbury Avenue. There are no specific Local Plan designations relating to this site.
2. The application site for the proposed Children's Centre is located to the southern boundary of the school grounds, immediately adjacent to marked out sports pitches and the boundary of No. 5 Shaftesbury Road. *A site location plan is attached on page D1.2*

Proposal

3. This application proposes the creation of a half core Children's Centre on a section of undeveloped grassland to the frontage of the school site. The proposed location is situated adjacent to an existing marked-out football pitch used by the school, and adjoining a residential boundary with No. 5 Shaftesbury Road. The application site would be accessed directly from the existing vehicle turning head located at the end of Shaftesbury Road. The proposal includes the provision of four dedicated parking bays, plus one accessible space for users of the centre. The half core Children's Centre is proposed to be used as a community facility to support existing nurseries in the surrounding area. It is proposed to operate as a separate unit from the school with the school having no direct control over its day-to-day operation.
4. The proposed modular building would contain a multi-purpose room for use by parents who are using the centre as well as a flexible space for use as a crèche and informal meeting room. An interview and medical room would be provided together with a consultation room, a kitchen, reception and office accommodation, toilets and dedicated baby changing facilities. To the front of the building a steel and polycarbonate-clad

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Site Location Plan

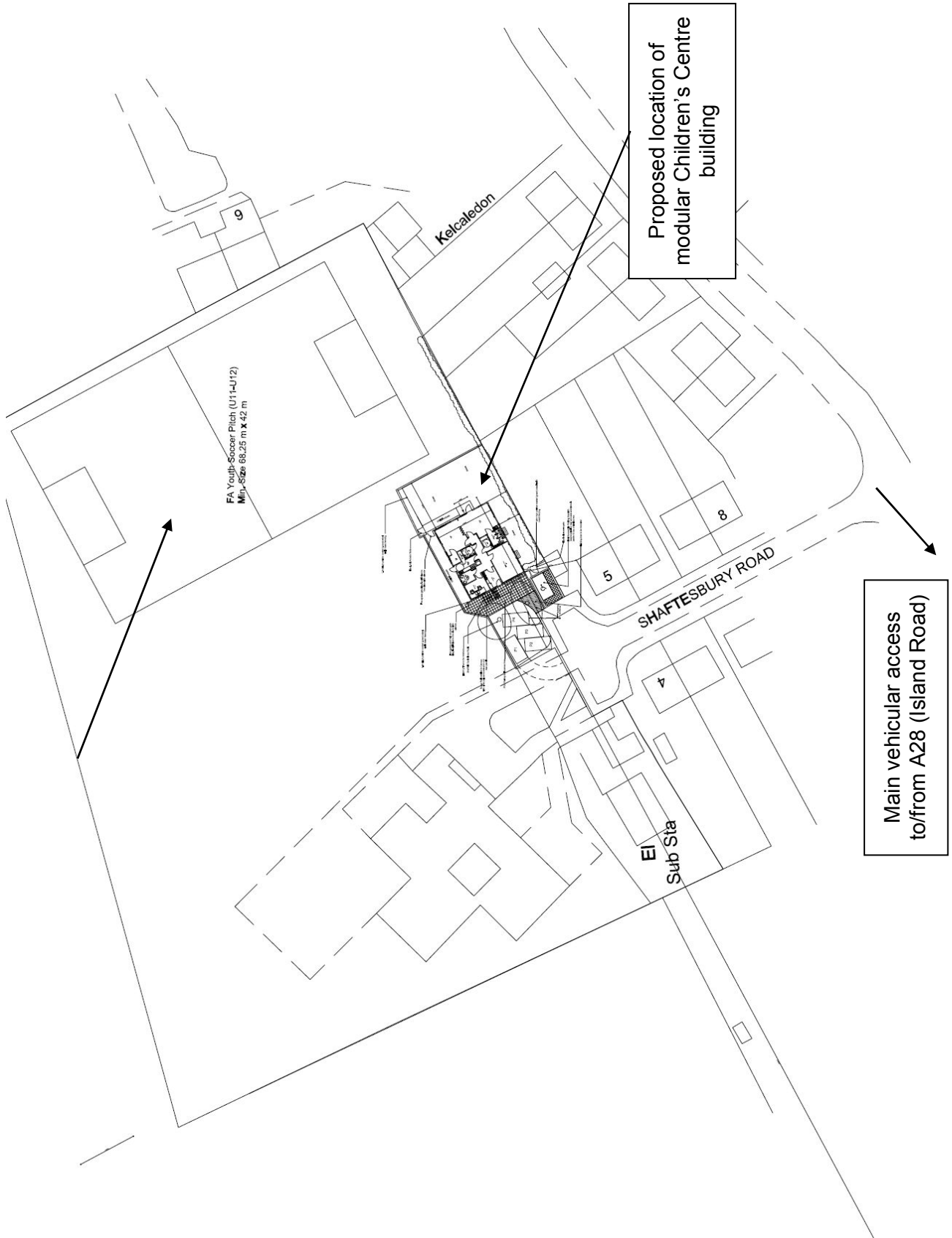


Site Location Plan: Hersden Primary School
Scale 1:2500

Item D1

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Proposed Site Plan



Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

canopy would be erected to provide shelter across the entrance, together with the provision of buggy parking facilities and cycle storage racks. To the rear of the proposed centre, a small area of hard-surfaced playground would be created, together with a larger area of soft landscaped gardens enclosed and separated from the existing school facilities by powder coated green weld mesh fencing at 1.8m high.

5. The proposed opening hours of the Centre would be from 8:00 to 18:00, five days a week for 48 weeks of the year. The majority of these hours would be within the existing school opening times. The centre would employ three members of staff on a regular basis with the number rising for special events. Staff employed would be encouraged to use public transport, walk and car share as part of a travel plan and it is anticipated that the employees will live locally. The application states that the Centre is expected to generate up to 30 visitors in a normal day, spread out over the 10 hours of operation. It has been stated that only when a particular event, such as a seminar is being provided, would there be a number of people arriving at any one time.
6. The application has been made on behalf of the County Council's Children, Families and Education Directorate. The scheme is one of a number of similar applications which have been built across the County as part of Central Government's National Sure Start Programme, funded by the Department for Education and Skills (DfES). The main aim of the Sure Start Programme is to increase the availability of childcare for all children, improve health and emotional development for young children and support parents in their aspirations towards employment. The aim of the Children's Centre is to offer a range of health, adult education and family support services for the local community.
7. The proposed Children's Centre is of a modular type construction and would be built in major sections off-site and shipped to site and fixed on pre-constructed foundations. The building comprises of a single storey flat roofed unit with a total internal floor area of approximately 180 square metres. The external appearance of the building would comprise of a mixture of sand colour render and vertical natural-finish cedar wood cladding to the corners of the building. Part of the requirement for funding for this (and other Children's Centres across the county) is the requirement for the building to be constructed to have a minimum life span of at least 25 years. A plan showing the proposed external appearance of this Centre can be found on page D1.5.
8. The application sets out that the footprint for the Centre has largely been dictated by the available space within the school grounds, avoiding the need to compromise playing field provision at the school. The footprint has been positioned approximately 4 metres away from an existing well-vegetated boundary with no. 5 Shaftesbury Road. This boundary vegetation is proposed to be protected during construction operations. In addition, there are two existing trees located to the front of the proposed Centre. The application sets out that one of these trees will be retained, whilst the other would be removed in order to facilitate parking provision for the centre. A plan showing the two trees in relation to the proposals can be found on page D1.4.
9. The application sets out that the site proposed has been chosen after extensive consultation and deliberation through the Kent County Council Children's Centre Team with appropriate parties. The existing site as an educational establishment is seen as the only reasonable location for the development of a Children's Centre within the locality and its use and conjunction with the existing primary school would allow for a continuity of educational and additional needs and would encourage community use of the existing facilities.

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Planning History

10. The following planning history has been sought from both records held by the County Planning Authority and Canterbury City Council Planning Department:
- CA/98/0552/STU: Planning permission granted by Canterbury City Council in August 1998 for the siting of a mobile classroom north of the main vehicular entrance to Hersden Primary School for the Hersden under 5's Project;
 - CA/04/193: Planning permission granted by the County Planning Authority in March 2004 for the provision of a single court sports hall with changing accommodation to the rear of existing Hersden Primary School buildings; and
 - CA/07/1193: Planning permission granted by the County Planning Authority in September 2007 for the erection of a front porch and alteration of footpath to create access for disabled users.

Planning Policy

11. The Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted 2009 **South East Plan**:

- Policy SP3** The prime focus for development in the South East should be in urban areas, in order to foster accessibility to employment, housing, retail and other services, and to avoid unnecessary travel.
- Policy CC1** The principle objective of the Plan is to achieve and maintain sustainable development in the region.
- Policy CC4** The design and construction of all new development, and the redevelopment and refurbishment of existing building stock, will be expected to adopt and incorporate sustainable construction standards and techniques
- Policy CC6** Actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities.
- Policy T4** Local development documents should adopt restraint-based maximum levels of parking provision for non-residential development, reducing provision in locations with good public transport, and ensure the provision of sufficient cycle parking at new developments.
- Policy S6** The mixed use of community facilities should be encouraged by local authorities, public agencies and other providers, through local development documents and other measures in order to make effective use of resources.
- Policy BE1** Seeks new development to help improve the built environment with design solutions relevant to local character, distinctiveness and sense of place.

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

(ii) The adopted 2006 **Canterbury City Council Local Plan (Saved Policies)**:

Policy BE1 – The Council will expect proposals of high quality design that respond to the objectives of sustainable development by having regard to, amongst others, the need for the development, accessibility and safe movement within the proposed development, the landscape character and way the development is integrated into the landscape, the conservation of natural features, and the form of the development.

Policy NE5 – Development should be designed to retain trees, hedgerows, woodlands or other landscape features that make an important contribution to the amenity of the site and the surrounding area

Policy C1 – In considering the location or control of new development, the Council will, amongst other matters, take account of the following principles: controlling the level and environmental impact of vehicular traffic; providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport

Consultations

12. **Canterbury City Council**: has raised no objection to the application.

Divisional Transportation Manager: no objections to the application, subject to the provision of the off-street parking contained within the proposals. He notes that the development, without the parking provision proposed would lead to overspill parking in the vicinity, to the potential detriment of pedestrians, road users and the free flow of traffic.

Environment Agency: has raised no objection to the application, subject to advice offered to the applicant and the imposition of a condition on any forthcoming consent covering land contamination.

Sport England: has raised no objection to the application.

Kent Police Architectural Liaison Officer: makes recommendations relating to security of the proposed Children's Centre in terms of window and door specifications, external lighting, boundary fencing and landscape planting.

Local Member

13. The local County Member, Mr. A. Marsh, was notified of the application on the 11 December 2009.

Publicity

14. The application was publicised by the posting of a site notices at the main entrance to the school off Shaftesbury Road. In addition, 27 neighbouring residential properties were individually notified of the application.

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Representations

15. I have received a resident's petition objecting to the proposed Children's Centre signed by 9 residents from Shaftesbury Road and The Avenue. A summary of the main points of objection are outlined below:
- do not want any more traffic going up and down Shaftesbury Road
 - in this day and age when the Government are promoting healthy eating and fitness why are you taking away part of the children's play area?
 - years ago a playschool tried to put the same type of building there and that was turned down then, so why should it be granted now?
 - There is a fantastic building in the village called the neighbourhood centre [The Methodist Church, The Avenue, Hersden]. It has a garden, purpose built children's play area, lots of rooms and kitchen facilities. Why when there is a suitable building on the door step is another building needed?

DiscussionIntroduction

16. The application seeks planning permission for a new build modular single storey Children's Centre within the grounds of Hersden Primary School. The application is being reported to the Planning Applications Committee as a result of the objections received in the form of a resident's petition, as outlined in paragraph (15) above. In considering this proposal, regard must be had to the Development Plan Policies outlined in paragraph (11). Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case relate to the design and location of the proposed building in terms of any adverse impact on the existing school grounds/facilities and surrounding residential amenity, together with any highway impacts resulting from the proposal.

Location and design issues

17. The application site is located on undeveloped grassland to the front (southern) edge of the school grounds, immediately adjacent to the main vehicular access to/from the school and adjacent to the boundary of No. 5 Shaftesbury Road. The application site is located on the edge of the school's existing playing field, and as shown on the site plan on page D1.2 the proposals would not impede the School's ability to provide a marked-out football pitch within their grounds. Consultations have been undertaken with Sport England, the statutory body responsible for ensuring that playing field is not lost for development without special overriding circumstances, and it is noted that they have raised no objections to the proposals. Whilst the area in question forms part of amenity space around the main playing field, given the limited size of the school grounds, I am unable to identify an alternative parcel of land within the school grounds for such development. Therefore, in the absence of an objection from Sport England, I am minded not to raise an objection to the proposals on the basis of no significant loss of recreational facilities for the existing school. Furthermore, I note the general thrust of Development Plan Policy, most notably South East Plan Policy S6, which encourages the mixed use of community facilities in order to make effective use of existing resources. I therefore see no reason to presume against further development in

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

principle within this site, subject to amenity and highway considerations as discussed below.

18. An important consideration in this instance is the proximity of the proposed Children's Centre building to the closest residential property (No. 5 Shaftesbury Road) in order to ensure that residential amenity would not be unduly impacted upon as a result of the proposals. I note that the modular building proposed comprises a single storey flat roofed building, which adjacent to two storey pitched roof residential dwellings would not appear overbearing. Furthermore, I note that the Children's Centre building would be partially screened behind an existing tree to be retained immediately adjacent to the vehicle turning head at the end of Shaftesbury Road. There is also a well-established boundary hedge between the school playing field and the boundary to No. 5 Shaftesbury Road which the applicant intends to preserve as part of the development proposals. Subject to the retention of one of the existing trees and mature hedgerow, I consider that the proposed Children's Centre building would have a limited impact on the wider street-scene and would not result in any significant detrimental harm to the adjoining residential dwelling. I therefore consider the proposals to be in line with the general thrust of Local Plan Policy NE5 in terms of retaining important landscape features in the locality.
19. The design of the proposed Children's Centre, whilst not in-keeping with the wider street-scene of two storey residential dwellings is more akin to that of the buildings found on the school site. The buildings at Hersden Primary School comprise 1960's flat roofed accommodation blocks interspersed with windows and curtain walling panels. Whilst the Children's Centre building would be located some distance from the main school buildings, I consider that the enhanced modular construction proposed would be appropriate in this local context and for the scale of development sought. Furthermore, I note that the proposed building comprises a mix of external treatments, including sand-coloured external render interspersed with vertical natural-finished cedar wood panelling wrapping around the corners of the building. In my opinion, I consider that the design and external appearance of the Children's Centre building is acceptable in this locality and context, and is in general conformity to the principles of Policy BE1 of the Local Plan.

Traffic and access issues

20. Another element of the application that requires consideration is the potential for the proposed Children's Centre use to generate additional traffic activity, including movements to and from the site, and whether this would result in an unacceptable impact on the surrounding area. Members will note that such concerns have been expressed through the residents' petition received, as summarised in paragraph (15) above. The application sets out that the Children's Centre proposed would operate 'drop-in' style facilities to support young families in the immediate local community, providing a community facility with crèche, meeting and staff accommodation.
21. The application proposes four dedicated car parking spaces plus one accessible bay as part of the proposals, immediately adjacent to the centre entrance. Whilst it is noted that there would be 3 full-time members of staff employed at the proposed Centre, with the number rising for special events, the application sets out that staff would be employed from within a close proximity to the site and would be expected to walk, cycle or car share to the centre.
22. The applicant states that all the centres in Kent have been strategically located to minimise travel distances for the majority of the residents it is intended to serve. The

Proposed Children's Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Sure Start scheme puts a great deal of emphasis on "buggy pushing distance" with the users of the centre encouraged to walk. It is estimated that the centre would have up to 30 visitors in a day; however the applicant advises that these visitors would be spread out over the 10 hours of operation and visiting primarily via an appointment system, rather than all on site at any one time. Only when a particular event, such as a seminar, is being provided would there be a number of people arriving at one time.

23. I consider that should the proposal be approved, there is a potential risk for traffic and congestion levels to increase on some occasions, but it is unlikely that this would be on a regular basis, or to be sufficient enough to recommend refusal of the application on these grounds alone. From a policy point of view, it is considered that the proposal accords with the general thrust of South East Plan Policy T4 by adopting a restraint-based maximum level of parking provision, by providing secure cycle storage facilities and encouraging users to access the centre in a sustainable manner. Furthermore, I note that the Divisional Transportation Manager has raised no objections to the proposals in respect of highway matters, subject to the provision of off-street parking included within the application. Accordingly, I am minded to agree with the professional highway advice received and would not seek to raise an objection to these proposals on highway matters.

Other issues

24. Members will note residents concerns, as detailed in paragraph (15) relating to the use of an alternative site within the Methodist Church on The Avenue in Hersden. I have sought clarification on this matter from the applicant who has confirmed that they have, over a two year period, undertaken extensive investigations into the use of this building, but unfortunately it was deemed not to be viable. Whilst I can recognise the concerns of local residents in terms of the desire to use existing accommodation in lieu of building new facilities, this matter is directly outside of the scope of planning permission. Members will be aware that it is for the Committee to determine whether this proposal is acceptable in principle on its own merits, as opposed to becoming involved in the procurement of alternative sites.
25. Members will also note that residential concerns have also been raised, as detailed in paragraph (15) above relating to a previous planning application refusal for a playschool at the site. Having carried out a search of the site's planning history from both County Council Planning and City Council Planning records, I have been unable to establish a history of such application refusal. In any case, I note that individual planning applications must be determined on their own merits as has been the case with this particular proposal.
26. For the reasons discussed above, I see no overriding reason why planning permission should not be granted for the community Children's Centre development in this instance.

Conclusion

27. Having regard to the Development Plan Policies, in addition to the material considerations raised by local residents in this case, I consider that the proposed single storey modular Children's Centre is in general conformity with the Development Plan. Whilst I note the concerns of the residents relating to highway matters and the use of an alternative building within the locality, I consider these are issues where either a planning objection could not be sustained or are matters directly beyond the scope of planning control. I therefore recommend that planning permission be granted as set out in paragraph (28) below.

Proposed Children’s Centre at Hersden Primary School, Shaftesbury Road, Hersden, Canterbury – CA/09/1951

Recommendation

28. I RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT TO conditions, including conditions to cover the following aspects:

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- tree and hedge shown for retention be afforded protection during construction in accordance with the current British Standard;
- off-street parking (as detailed within the proposals) be provided prior to first occupation of Children’s Centre, and thereafter be retained solely for that use for the duration that the Centre is in use.

Case officer – Julian Moat	01622 696978
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Background documents - See section heading
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Item D2**Change of use of upstairs room (Chestnut Room) at Shorne Woods Country Park, Brewers Road, Shorne, Gravesend - GR/09/972**

A report by Head of Planning Applications Group to Planning Applications Committee on 16 March 2010.

Application by Kent County Council Country Parks for the change of use of the upstairs room (known as the Chestnut Room) for meetings, launches, wedding ceremonies, receptions and other functions at Shorne Woods Country Park, Brewers Road, Shorne, Gravesend (GR/09/972).

Recommendation: Planning permission be granted, subject to conditions.

Local Member(s): Mr. M. Snelling

Classification: Unrestricted

Site

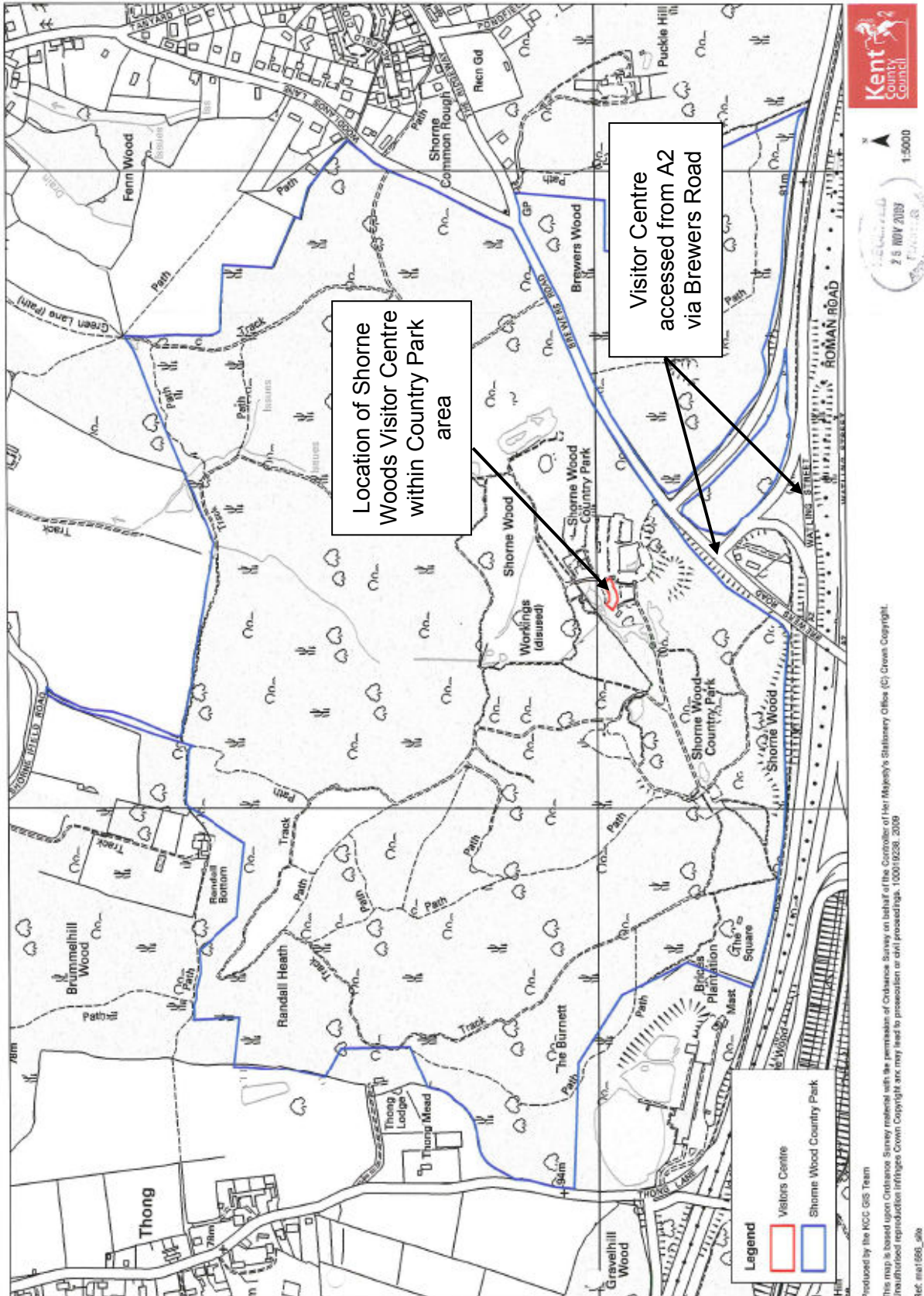
1. Shorne Woods Country Park Visitor Centre first opened to the public in July 2006 with a remit to provide visitor facilities with interpretive space, environmental educational facilities, catering, welfare facilities and administrative office space. The visitor centre was granted planning permission by the County Council's Planning Applications Committee on 15 February 2005, under reference GR/04/967, and consists of an environmentally sustainable building constructed using timber from local woodlands and using a range of microgeneration technologies (including photo-voltaic cells, biomass heating and a wind turbine) to generate much of its own energy requirements.
2. Shorne Woods Country Park occupies a strategic position in the narrow belt of countryside separating Gravesend from the Medway Towns within the Thames Gateway area. The Park is located within the Shorne ward and is within the Metropolitan Green Belt. It is also within an Area of Outstanding Natural Beauty (AONB) and a Site of Special Scientific Interest (SSSI). The entrance to the park is situated along Brewers Road, accessed off the A2. *A site location plan is attached on page D2.2.*
3. An upstairs classroom within the visitor centre (known as the Chestnut Room) was provided to cater for educational teaching, facilitated by a full-time Education Ranger employed to provide environmental education sessions both inside the Chestnut Room and outside in the Park.

Proposal

4. This application is made by Kent County Council (Country Parks) and proposes the partial change of use of the upstairs classroom (known as the Chestnut Room) during periods when it is not fully occupied by educational bookings. The applicant has demonstrated that since the visitor centre opened in 2006, their educational business has grown to the point in 2008/09 where they offered 81 days of school visits in the Chestnut Room, out of a possible 195 term-time weekdays. However, the applicant has identified that there is still a considerable period when the room is lying empty and under-used. This under-use has brought about the decision by the Country Parks Service to allow occasional bookings in the Chestnut Room for meetings and training sessions. Over the past year, the extent of enquiries for use of the room have increased to the point that the applicant considers that a formal application be made for a change of use to allow the room to be used for meetings, launches, wedding

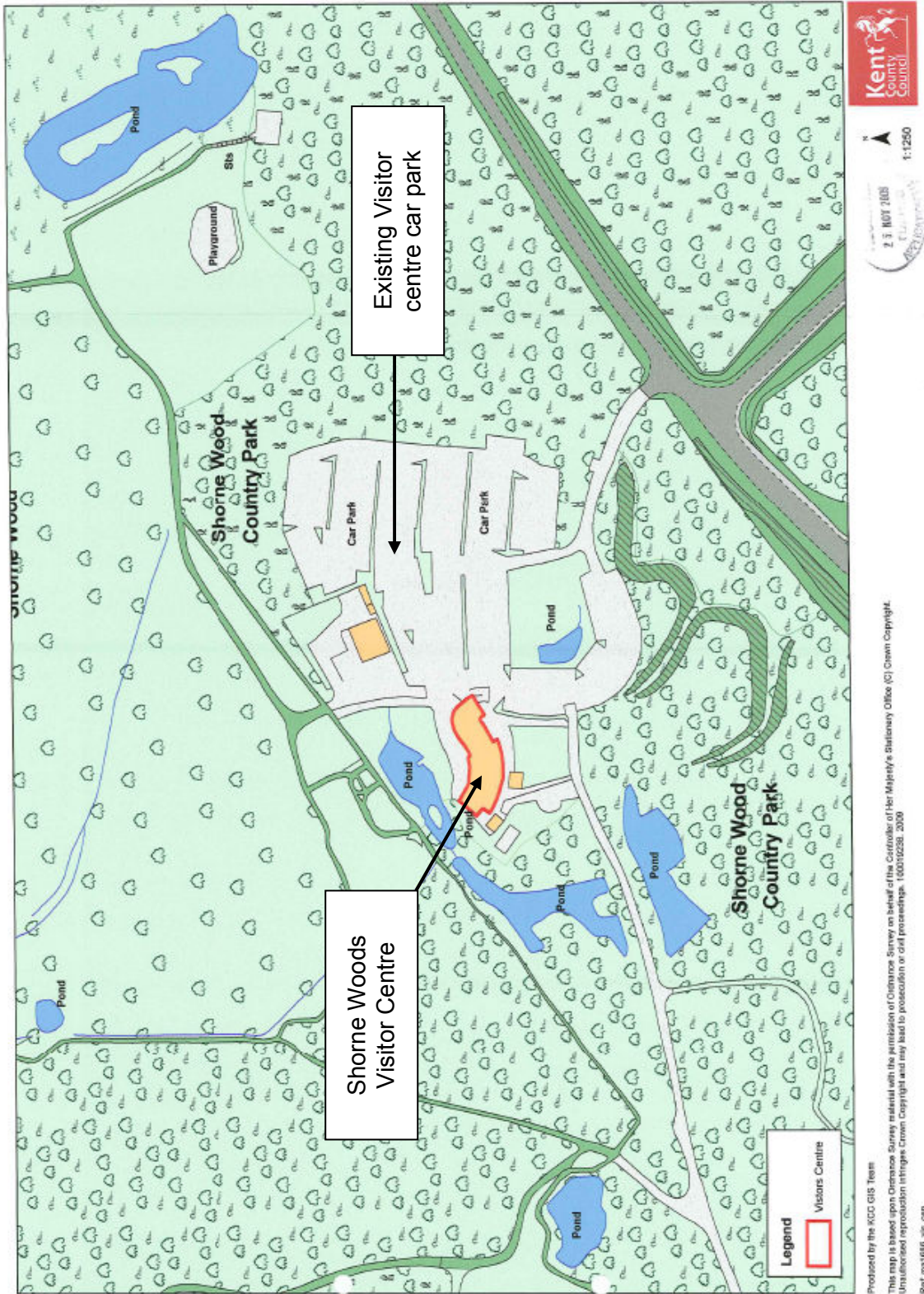
Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

Site Location Plan



Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

Shorne Woods Visitor Centre & Car Park



Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

ceremonies, receptions and other functions during times when the room is not being used for educational purposes.

5. The applicant intends to continue to use the Chestnut Room principally for educational purposes, although many of their educational activities are now taking place outside in the Park. The applicant has just won a contract to deliver Forest School sessions every morning and afternoon of term-time for the next two years to allow all pre-school/nursery age children in the Gravesham Borough area to use the Park's facilities. As a commitment to their educational aims, the applicant has also confirmed that they have taken on another two part-time Education Rangers so that they can continue to broaden the range of educational activities they offer.
6. The applicant intends to expand the facilities offered to function attendees/delegates should they receive planning permission for a change of use, through encouraging delegates using the room to use the park whilst they are on-site. The applicant intends to develop a range of team-building activities, such as ranger-led guided tours, geocoaching (an electronic treasure hunt around the park), orienteering, participation in archaeological digs, sustainability tours and volunteering activities, which can be offered to attendees after their meetings/courses. This would offer hirers an alternative to meetings held in urban environments and hotels, but instead encourage them to experience the fresh air of the countryside and a rural environment to hold meetings in. The applicant has also been liaising with the Kent County Council Registrar Service with a view to offering wedding ceremonies and receptions in the Chestnut Room. A separate licence would be required to hold wedding ceremonies/receptions at the venue, which the applicant has confirmed they would not be pursuing until any planning consent for a change of use is established.
7. The Chestnut Room is approximately 97 square metres and can accommodate a maximum number of delegates/attendees of around 60, however the applicant has indicated that the enquires received to date for training sessions/meetings has usually tended to be for around 20-30 delegates. The applicant notes that the existing Country Park is very well located in terms of its accessibility onto the highway network being just off the main A2 trunk road, and is well catered for in terms of parking provision with an existing large visitors' car park (as shown on Page D2.3). Furthermore, the applicant has considered that given the majority of functions would take place Monday to Friday, which are the Park's quietest days, they do not foresee that there would be any parking issues in terms of space constraints. A management measure to ensure car-sharing would be introduced to room bookings, through the inclusion of only ten car parking tickets in the room hire charge.
8. The applicant considers that on the basis of school trips being mostly seasonal, they feel that the Chestnut Room can be managed in such a way as to be able to deliver both education and functions without adversely impacting on each other. An example of such day-to-day management has been highlighted within the application to include the prioritisation of educational bookings within the Chestnut Room between May and June, the peak school visits time of the year.
9. The applicant sets out that the maximum hours of use of the function room would not exceed 08:00 to 22:00 seven days a week as part of these proposals.
10. Whilst the applicant recognises that the intended change of use of the facility would represent a partially commercial use of the building, they have confirmed that it is not the intention of the facility to generate a profit or detract from the principle use of the building as an educational/interpretation facility. Instead, running functions within the

Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

Chestnut Room has the potential to generate a reasonable amount of income to the Park to directly offset its running costs and help allow to keep the park open as a public service.

Planning Policy

11. The Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted 2009 **South East Plan**:

- Policy SP3** The prime focus for development in the South East should be in urban areas, in order to foster accessibility to employment, housing, retail and other services, and to avoid unnecessary travel.
- Policy SP5** Existing Green Belts in the region will be retained and supported and the opportunity should be taken to improve their land-use management and access as part of initiatives to improve the rural-urban fringe.
- Policy CC1** The principle objective of the Plan is to achieve and maintain sustainable development in the region.
- Policy CC6** Actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities.
- Policy T4** Local development documents should adopt restraint-based maximum levels of parking provision for non-residential development, reducing provision in locations with good public transport, and ensure the provision of sufficient cycle parking at new developments.
- Policy S6** The mixed use of community facilities should be encouraged by local authorities, public agencies and other providers, through local development documents and other measures in order to make effective use of resources.
- Policy C3** High priority will be given to conservation and enhancement of natural beauty in the region's Areas of Outstanding Natural Beauty (AONBs) and planning decisions should have regard to their setting. Proposals for development should be considered in that context.

(ii) The adopted 1994 **Gravesham Local Plan 1st Review (Saved Policies)**:

- Policy GB2** There will be a strong presumption against permitting new development in areas subject to Green Belt policies
- Policy C3** In Areas of Outstanding Natural Beauty, the Borough Council will expect all applications to contain sufficient details to enable the impact of the development to be assessed. Proposals

Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

which do not make a positive contribution to the environment will not normally be permitted.

- Policy C7** Where development proposals affect Sites of Special Scientific Interest directly or indirectly, the Borough Council will not permit such development, unless it can be shown that the proposals will not materially harm the maintenance of the significant interest.
- Policy T1** The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network.
- Policy T4** The Local Planning and Highway Authorities will not normally permit any proposed development outside the confines of the built up area that generates significant vehicular or pedestrian traffic.
- Policy P5** In considering application for the change of use of buildings, the Borough Council will seek to ensure that the Vehicle Parking Standards are met.

Consultations

12. **Gravesham Borough Council:** has raised no objection to the proposals subject to control over the hours of use as applied for and controls over noise emitted from the premises. On the latter it is recommended that amplified sound from the premises shall not exceed Noise Rating Curve 30 over the full spectrum octave range at nearby noise sensitive premises' habitable rooms.

Shorne Parish Council: the Council wishes to register an objection to the application on the following grounds: -

- (a) "The building in question was erected to provide support and interpretive facilities for the Country Park and to enable the Park to be used as an educational resource. The proposed use is inappropriate in that it has no connection with the Country Park;
- (b) The proposed use represents the introduction of a non-conforming commercial use into this Green Belt site. The proposed use is not pursuant of agriculture, forestry or mineral extraction. No special circumstances have been put forward to justify overriding Green Belt policy;
- (c) The facilities have been publicly funded as part of the Country Park and there use for this purpose could represent unfair competition;
- (d) The proposed use has the potential to be in conflict with the use of the building as an ancillary to the Country Park facility".

Divisional Transportation Manager: has raised no objections to the proposed change of use.

**Change of use of upstairs room at Shorne Woods Country Park,
Shorne, Gravesend – GR/09/972**

Local Member

13. The local County Member, Mr. M. Snelling, was notified of the application on the 3 December 2009.

Publicity

14. The application was publicised by the posting of a site notice at the main entrance to the Country Park with Brewers Road.

Representations

15. I have received no letters of representation to date in respect of this application.

Discussion

Introduction

16. The application seeks planning permission for a partial change of use of the upstairs room (Chestnut Room) within Shorne Woods Country Park Visitor Centre to allow meetings, launches, wedding ceremonies, receptions and other functions to be held within the Visitors Centre in addition to its existing use as an educational/interpretational centre. The application proposes no built development as part of these proposals, and is purely based on a change of use of the existing classroom space within the Visitor Centre. The application is being reported to the Planning Applications Committee as a result of the objection received from Shorne Parish Council, as outlined in paragraph (12) above. In considering this proposal, regard must be had to the Development Plan Policies outlined in paragraph (10). Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case relate to any impacts associated with the partial change of use of the Chestnut Room within the existing Visitor Centre in terms of additional highway movements, the acceptability of the proposed development given the Visitor Centre location within the Metropolitan Green Belt, together with any associated impacts arising from the proposal in terms of the Kent Downs Area of Outstanding Natural Beauty (AONB) or the Site of Special Scientific Interest (SSSI) designations.

Metropolitan Green Belt

17. Members will note that Shorne Woods Country Park, and indeed its Visitor Centre, is located within the Metropolitan Green Belt. The overarching principles of the Green Belt, in terms of maintaining tight planning controls over any development taking place within Green Belt land is reaffirmed within Circular 11/2005. Within this Circular, the Government expects that all planning applications for development (*the term 'development' includes a material change of use*) in the Green Belt will be subject to the most rigorous scrutiny, having regard to the fundamental aim of Green Belt policy as set out in Planning Policy Guidance Note 2 (PPG2), that is to prevent urban sprawl by keeping land permanently open. The openness of Green Belts is considered to be their most important attribute and therefore there is a general presumption against

Change of use of upstairs room at Shorne Woods Country Park, Shorne, Gravesend – GR/09/972

inappropriate development, which is by definition harmful and should not be permitted, unless it can be justified by very special circumstances. Therefore in the context of National Planning Policy and Development Plan Policies that apply, consideration needs to be given to whether or not the proposal involve inappropriate development, and if so, whether there are 'very special circumstances' that would warrant setting aside the general presumption against the development.

18. The use of land within Green Belts, as set out in PPG2, states that land within these designations has a 'positive role to play in providing opportunities for access to the open countryside for the urban population' as well as 'providing opportunities for outdoor sport and outdoor recreation near urban areas'. In addition, PPG2 describes that development within the Green Belt is inappropriate unless it is for, amongst other purposes, 'essential facilities for outdoor sport and outdoor recreation which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it'. It is considered that the partial change of use of the Chestnut Room within the existing Shorne Woods Visitor Centre, to include use for meetings, wedding ceremonies, receptions and other functions, in addition to its primary use as an educational/interpretation facility would be inappropriate development within the Green Belt.
19. In considering the impact of the proposed development on the Metropolitan Green Belt, it is noted that the proposal includes no physical 'built development' over and above the existing Visitor Centre and its associated car parking facilities. Therefore the overall openness of the Green Belt, its most important attribute, would not be compromised in any way by this proposal.
20. In this particular case, I consider that the applicant has been able to demonstrate the current under-use of the Chestnut Room within the existing Visitor Centre building. They have provided details of the types of uses of the Chestnut Room which they would like to offer on a commercial basis in order to complement the primary role as an educational/interpretation facility, together with proposing a way in which to generate an amount of revenue from the building to put towards the day-to-day running of the Country Park as a public facility. Whilst I note concerns raised from the Parish Council regarding the intended uses of the Chestnut Room having no direct connection with the Country Park, I recognise the current under-use of the room and the scope for hiring the room out for functions not directly related to education or the interpretation of the Country Park. I therefore see no reason, in principle, to the managed use of the Chestnut Room at times when it may otherwise be available for such purposes.
21. Members will note that the use of the site as a Country Park has long been established, and is itself in any case an 'appropriate use' within the Green Belt (as defined by PPG2). Whilst the development proposed in this particular case is considered to be 'inappropriate development' within the Metropolitan Green Belt, and is unlikely to be permitted ordinarily within a Green Belt location should the proposal involve the construction of built development, I consider that the applicant has been able to demonstrate a case of need for the change of use of the Chestnut Room when it may otherwise be available. When balancing this against the general policy thrust of South East Plan Policy S6 which encourages the mixed use of community facilities to make effective use of resources, I see no reason, in principle, to reject the proposal primarily on Green Belt grounds. Furthermore, I consider that any change of use of the upstairs room would be ancillary to the use of the Visitor Centre as an educational/interpretation within the wider purpose of the Country Park as an 'appropriate use' within the Green Belt in terms of providing 'opportunities to the outdoor countryside for sport and recreation', as defined by PPG2.

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22. Taking account of the proposals impact on the Green Belt, in particular given that it proposes no built development which would otherwise impact on the openness of the Green Belt, I consider that the justification put forward by the applicant and the ancillary nature of the development when considered against the wider purpose of the building as an educational/interpretation centre within the Country Park account to a very special set of circumstances capable of outweighing the presumption against inappropriate development. For this reason, I consider that the proposal accords with the general presumptions contained within National Green Belt Policy together with Development Plan Policies covering Green Belt land, notably South East Plan Policy SP5 and Local Plan Policy GB2.

Site Designations

23. Members will note that Shorne Woods Country Park Visitor Centre is located within the Kent Downs Area of Outstanding Natural Beauty (AONB) and within a Site of Special Scientific Interest (SSSI). However, as noted the proposal includes no form of built development and therefore there are no visual or ecological impacts to consider as part of this proposal. It is therefore considered that any impact resulting from the proposed change of use would be negligible both on the Kent Downs AONB and the surrounding SSSI. For this reason, I consider that the proposal accords with the general principles contained in South East Plan Policy C3 and Local Plan Policies C3 and C7.

Transport Issues

24. The existing Country Park and its Visitor Centre benefits from a large car park consisting of 287 car parking spaces, 17 disabled bays, 14 motorcycle spaces and a further 7 cycle parking spaces. The current proposal seeks no alteration to the level of existing parking provision on site as the applicant considers that the level will be adequate to accommodate both visitors to the Country Park and its Visitor Centre, whether that be for meetings, launches, wedding ceremonies/receptions or for educational functions as originally intended. The existing Country Park enjoys a direct access from the main A2 trunk road via Brewers Road (as shown on Page D2.2).
25. Members will note that the Divisional Transportation Manager has raised no objections to the proposed change of use. I am therefore minded to agree with the professional advice received and on this basis would not seek to raise an objection to the proposed development on the basis of highway matters, and consider that the proposal is in general conformity to South East Plan Policy T4 and Local Plan Policies T1, T4 and P5.

Other Issues

26. It is noted that the Parish Council has raised concerns that the facilities of the existing Country Park have been publicly funded and that their use for a commercial purpose could represent unfair competition. I consider that in the case of this proposal, the applicant has been able to demonstrate a suitable use for the Chestnut Room at times when it may otherwise be vacant, which would bring in an income to help further reduce public funding of the site in terms of the day-to-day running costs of the County Park as a public service. This approach would therefore appear to be a sensible use of public funding in terms of reducing day-to-day running costs of an existing important public service whilst maximising the use of the Chestnut Room at periods when it may otherwise be vacant. I would therefore not raise an objection to this proposal on this particular point raised by the Parish Council.

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27. As part of the consultation process with the Borough Council, Members will note that Gravesham Borough Council raised no objections to the proposed change of use subject to appropriate controls being imposed on any planning consent to secure the maximum hours of use of the Chestnut Room and noise controls to limit any noise nuisance at nearby noise sensitive premises' habitable rooms. Whilst I am minded to agree with the Borough Council with regards to limiting the maximum hours of use of the Chestnut Room to those applied for (i.e. between 08:00 to 22:00 seven days a week) I do not consider that the noise control measures proposed to be warranted, based on a large separation distance of approximately 650 metres between the Visitor Centre and nearest noise sensitive residential property located to the east of the Visitor Centre and separated by Brewers Road. That said, I consider that any noise nuisance issues arising from the Visitor Centre, be they from existing issues or any aspects associated with the change of use, they would be best dealt with under the Borough Council's Environmental Health remit.

Conclusion

28. The proposal seeks to supplement the current use of the Chestnut Room within the existing Shorne Woods Country Park Visitor Centre when it may otherwise be under-used or vacant. The Country Park is located within the Metropolitan Green Belt and within the sensitive areas of the Kent Downs Area of Outstanding Natural Beauty and a Site of Special Scientific Interest. Whilst it is noted that the use of the room for meetings, launches, wedding ceremonies and receptions would not in themselves constitute appropriate uses within a Green Belt location, I consider that the applicant has been able to demonstrate a set of very special circumstances to warrant the setting aside of the general presumption against the development in this instance. I consider that when balanced against the general thrust of South East Plan Policy S6 to encourage the mixed use of community facilities to make effective use of resources, the fact that the proposed change of use would complement the existing educational/interpretation role of the Visitor Centre and be ancillary to the site's main purpose in providing opportunities for leisure and recreation within the countryside, together with any additional benefits of generating a revenue stream to help sustain the day-to-day running of the Country Park as a public facility, the proposed change of use should not be presumed against on Green Belt grounds alone. Furthermore, I note that given the proposals do not include any aspect of built development there would not be any noticeable impact on the sensitive areas of either the Kent Downs Area of Outstanding Natural Beauty or the Site of Special Scientific Interest.

29. Having regard to National Planning Policy in relating to development within the Green Belt, adopted Development Plan Policies, the duty of regard to protect Areas of Outstanding Natural Beauty, and the material considerations raised by the Parish Council in this instance, I consider that the proposed change of use of the upstairs room (known as the Chestnut Room) within the existing Shorne Woods Visitor Centre to be in general conformity to Local and National policies, and I therefore see no overriding reason why the development should be presumed against in this instance. For the reasons set out above, I therefore recommend that planning permission be granted for the proposed change of use as set out in paragraph (30) below.

Recommendation

30. I RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT TO conditions, including conditions to cover the following aspects:

- the standard time limit;

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- the development to be carried out in accordance with the permitted details;
- the use of the Chestnut Room be solely used for the uses applied for and no other uses shall take place unless otherwise agreed in writing by the County Planning Authority; and
- hours of use of the Chestnut Room be limited to 08:00 to 22:00 seven days a week.

Case officer – Julian Moat	01622 696978
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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.

- | | |
|------------------|--|
| DA/09/1474 | Retrospective planning application for the installation of an emergency water tank, sprinkler system and pump house.
The Depot, Station Road, Southfleet, Gravesend |
| DO/09/974 | Application to vary conditions (2) and (4) of permission DO/96/383 to amend site layout and site cabin details and to alter the types of waste accepted at the site.
Tilmanstone Works, Pike Road Industrial Estate, Eythorne, Dover |
| MA/09/1013/MR108 | Application for determination of new conditions on old mineral planning permissions under the terms of the Environment Act 1995 (Section 96 and paragraphs 6 and 10 of schedule 14: first periodic review).
Shepherd's Farm Quarry, Lenham Heath, Maidstone, Kent |
| TH/09/1039 | Application for Certificate of Lawful Use for part use of site as a waste transfer station, with associated storage of empty skips.
Land adjoining 'The Bungalow', Queensdown Road, Woodchurch, Birchington |

E2 CONSULTATIONS ON APPLICATIONS SUBMITTED BY DISTRICT COUNCILS OR GOVERNMENT DEPARTMENTS DEALT WITH UNDER DELEGATED POWERS - MEMBERS' INFORMATION

Since the last meeting of the Committee, I have considered the following applications and - decided not to submit any strategic planning objections:-

Background Documents - The deposited documents.

- | | |
|----------|--|
| AS/10/90 | Change of use from agricultural grazing land to enable the construction of a combined pedestrian & cyclist path connecting Park Farm Kingsnorth with Ashford, including the construction of a steel footbridge over the Aylesford Stream and renovation of an existing brick arch bridge over the River Stour
Land known as Willesborough Dykes South of East Stour Way, Willesborough, Ashford |
|----------|--|

DO/09/1086	Erection of a bus shelter. Bus Shelter, New Dover Road, Capel-le-Ferne, Folkestone
GR/10/60	Renewal of outline planning permission 20010970 renewed under 2007896 for outline application for erection of light/general industrial development within class B1c, B2 & B8 of the Town & Country planning (use class) order 1987 Marshland between Comma Oil & Southern Water. Lower Range Road, Southern Water, Gravesend
MA/10/70	Erection of CCTV column with camera equipment (6m in height) on south side of St Faith Street, opposite Station Road, to replace existing camera on north side of St Faith Street CCTV column, St Faith Street, Maidstone
SH/09/1210	Variation of condition 1 of planning permission SH/07/1562 to allow the continued use of land as a street market on Saturdays and Thursdays Land at Guildhall Street & Sandgate Road, Guildhall Street, Sandgate Road, Folkestone

E3 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/05/687/R12 & AS/06/435/R12	Details of a School Travel Plan. John Wesley Primary School, Wesley School Road, Cuckoo Lane, Singleton, Ashford
AS/09/1170	Construction of a new 2 and 3 storey building of integrated multi-agency public service provision including a new library and facilities for adult education, adult social services and Ashford Registry Office together with Ashford Gateway Ashford Library, Church Road, Ashford
CA/09/1852	Demolish former caretaker's bungalow and erection of a single storey building to provide food technology teaching facility with linked restaurant/internet café area, external seating area and paved link to main school and 1 no. disabled parking bay. Simon Langton Grammar School for Boys, Nackington Lane, Canterbury

CA/09/1920	Improvements to connection between new and existing modular buildings and extension to existing modular building. (Revised scheme to planning permission CA/09/1163). Simon Langton Grammar School for Boys, Nackington Lane, Canterbury
CA/10/1	Construction of new access arrangements consisting of platforms, ramps and steps Petham Primary School, Church Lane, Petham, Canterbury
DO/10/26	Extension for a disabled wet room/wc (phase 1) and extension to the existing staff room (phase 2). Preston Primary School, Mill Lane, Preston, Canterbury
GR/10/55	Change of use from retail (A1) to library and community use (D2). The units will operate as a temporary library, whilst the current Gravesend Library is renovated. Units 26 and 27, St. George's Shopping Centre, Gravesend
MA/09/2250	Internal access road. Maidstone Grammar School for Boys, Barton Road, Maidstone
SH/10/33	A two storey extension to an existing residential care home to provide a new dementia centre and day centre. Externally there will be an enclosed garden for the residents and additional car parking spaces. Broadmeadow Care Home, Park Farm Road, Folkestone
SH/10/36	Section 73 application for variation to condition (5) of planning permission SH/06/1663 (for two storey link block) to allow opening of the premises for building works between 0700 to 1900 Mondays to Fridays and 0700 to 1300 Saturdays; and variation to condition (6) of planning permission SH/06/1663 (for two storey link block) to allow construction of the development in accordance with plans, elevations, details and specifications, as shown on amended drawings 3349/09-012/00 Rev.A, 06 Rev.A, 07 Rev.A, 08 Rev.A and 09 Rev.A. St. Marys CE (Aided) Primary School, Warren Road, Folkestone
SW/09/1200	New glazed classroom extension. Highsted Grammar School, Highsted Road, Sittingbourne

SW/09/1257	Installation of a single storey Portakabin Ultima double classroom building for the temporary hire period of 2 years to be used as teaching space. Cheyne Middle School (Isle of Sheppey Academy West Site), Jefferson Road, Sheerness
TH/08/242/R2A	Amendments to elevations and roof of new food technology and kitchen areas and inclusion of new energy intake room adjacent to caretaker's compound. Charles Dickens School, Broadstairs Road, Broadstairs
TH/08/384/R3	Details pursuant to condition 3 (archaeological watching brief) of planning permission TH/08/384 for a Children's Centre. Priory Infant School, Cannon Road, Ramsgate
TH/08/384/R5	Details pursuant to condition 5 (ground conditions) of planning permission TH/08/384 for a Children's Centre. Priory Infant School, Cannon Road, Ramsgate
TH/08/384/R8, R9 & R15	Details pursuant to conditions 8 (drainage), 9 (foundation design) and 15 (external lighting) of planning permission TH/08/384 for a Children's Centre. Priory Infant School, Cannon Road, Ramsgate
TM/09/263/R	Non-material amendments to elevations and ramp details of new building permitted under reference TM/09/263. St Katherine's School, St Katherine's Lane, Snodland
TW/10/28	Retention of four mobile classroom units. Tunbridge Wells Grammar School for Boys, St. Johns Road, Tunbridge Wells

E4 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 1999 – SCREENING OPINIONS ADOPTED UNDER DELEGATED POWERS

Background Documents –

- *The deposited documents.*
 - *Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.*
 - *DETR Circular 02/99 – Environmental Impact Assessment.*
- (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:-

MA/09/TEMP/0041 - Application for the construction of the new Archbishop Courtenay C of E Primary School, including the demolition of existing buildings and construction of two storey school building, single storey nursery building, new one way vehicular access from Eccleston Road through to Beaconsfield Road with drop off zone, car parking, separate access and pedestrian access from Eccleston Road, sports pitches and play area.
BT Depot Site, Beaconsfield Road, Tovil, Maidstone

SW/10/TEMP/0005 – The construction of a Multi Agency Specialist Hub for disabled children, together with associated access roads and car parking.
Former St Bartholomew’s School, Atlee Way, Sittingbourne

TM/10/TEMP/0004 – Proposed provision of a teaching and demonstration ‘food pod’ facility with associated herb/vegetable garden.
Wrotham School, Borough Green Road, Wrotham, Sevenoaks

TM/10/TEMP/0005 - Construction of a floodlit synthetic turf pitch, including fencing, on school playing fields.
Tonbridge Grammar School, Deakin Leas, Tonbridge

(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.

E5 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 1999 – 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) (England and Wales) Regulations 1999.*
- *DETR Circular 02/99 - Environmental Impact Assessment.*

None.

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