



## AGENDA

### PLANNING APPLICATIONS COMMITTEE

**Tuesday, 29th July, 2008, at 10.00 am**      Ask for:      **Andrew Tait**  
**Council Chamber - Sessions House, County**      Telephone:      **(01622) 694342**  
**Hall, Maidstone**

*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 - 24 June 2008 (Pages 1 - 8)
4. Dates of Meetings in 2009 (including change of date in January 2009)

A4

Thursday, 22 January <i>(Changed from 13 January)</i>	Tuesday, 18 August
Tuesday, 17 February	Tuesday, 8 September
Tuesday, 17 March	Tuesday, 6 October
Tuesday, 21 April	Tuesday, 3 November
Tuesday, 19 May	Tuesday, 8 December
Tuesday, 14 July	

#### **B. GENERAL MATTERS**

#### **C. MINERALS AND WASTE DISPOSAL APPLICATIONS**

1. Applications TM/97/1064R2, R5, R12 and TM/08/209 - (i) Variation of approved restoration and aftercare scheme together with changes to the waste types in order to accelerate the completion of Cells 1,2 and 3 and their restoration by the end of 2009 and of Cell 1A by the end of 2012; (ii) construction and operation of a new surface water balancing pond and soakway to serve the Margetts Pit landfill surface water drainage system at Margetts Pit Landfill, Margetts Lane, Burham, Rochester; Ayles (Pages 9 - 32)
2. Application SE/08/621 - Variation of Conditions 14, 15, 20, 26 and 27 of Permission SE/05/2526 (cessation of existing green waste composting facility and transfer station with the development of a new transfer station, modification of the existing household waste recycling centre and improvements to landscaping of the site) at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Sevenoaks; Darenth River Ballast Company Ltd. (Pages 33 - 46)

3. Applications AS/08/733 and AS/08/821 - Variation of Condition 5 of Permission AS/90/608 and variation of Condition 6 of Permission AS/90/1602 to allow working out of hours on up to 60 occasions for a temporary period until 31 December 2011 at Hothfield Works, Watery Lane, Westwell, Ashford; Tarmac Ltd. (Pages 47 - 60)

#### **D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL**

1. Proposal CA/08/516 - Beach volleyball facility with floodlighting and an associated storage building, and floodlighting to two adjacent tennis courts at the Victoria Memorial Recreation Ground, Knight Avenue, Canterbury; Governors of Canterbury Campus and KCC Children, Families and Education. (Pages 61 - 84)
2. Proposal GR/08/154 - Demolition of existing school buildings and construction of new two storey school building, the laying out of playing fields, multi-use games area, hard play area and courts, car parking and landscaping at Thamesview School, Thong Lane, Gravesend; Land Securities Trillium and KCC Children, Families and Education. (Pages 85 - 128)
3. Proposal SW/07/1271 - Single storey modular building for use as a community children's centre, including new pedestrian and vehicular access to Warden Bay Road, car park, hard surfacing, canopy, external storage units and fencing at Corner of Leysdown Road and Warren Road, Sheerness; KCC Children, Families and Education. (Pages 129 - 146)
4. Proposal TM/08/1377 - Extension and refurbishment of existing unused classroom within existing community building to create a children's centre including the installation of a canopy, buggy store and access ramps, plus the creation of pedestrian access off the footpath between Kings Road and Lodge Oak Lane and erection of security fencing to access routes at St Stephen's Primary School, Royal Rise, Tonbridge; KCC Children, Families and Education. (Pages 147 - 162)
5. Proposal SW/07/1184 - Single storey modular building for use as a community children's centre, including a canopied entrance, external storage units, fencing, landscaping, hard surfacing and car parking at Land to the corner of Rushenden Road and First Avenue, Queensborough; KCC Children, Families and Education. (Pages 163 - 178)
6. Proposal TH/08/384 - Single storey modular building on existing school car park and public car park for use as a children's centre, including the installation of canopies, external storage, fencing and external impact absorbent play areas, plus the demolition of a derelict chapel and creation of a new car park at Priory Infants School, Cannon Road, Ramsgate; KCC Children, Families and Education. (Pages 179 - 196)
- D6 Proposal TH/08/384 - Single storey modular building on existing school car park and public car park for use as a children's centre, including the installation of canopies, external storage, fencing and external impact absorbent play areas, plus the demolition of a derelict chapel and creation of a new car park at Priory Infants School, Cannon Road, Ramsgate; KCC Children, Families and Education.

(1) Mrs E Green and Mr A R Poole made declarations of Personal Interest. They addressed the Committee as local Members but took no part in the decision making.

(2) RESOLVED that permission be granted to the proposal subject to the imposition of conditions including (amongst others) the standard time limit; the

development being carried out in accordance with the permitted details; implementation of a programme of building recording; implementation of an archaeological watching brief; details of a scheme of landscaping being submitted; details of cycle parking being submitted; details of a gate to secure the proposed school car park; no external lighting being installed on site without prior approval; conditions as recommended by the Environment Agency relating to contamination and mitigation measures; the provision of adequate wheel washing facilities during construction; all construction vehicles and plant being stored on site; hours of use for the Children's Centre being restricted to 0800 to 1800 Monday to Friday; the use of the building being restricted specifically to use as a Children's Centre only; and submission, implementation and ongoing review of a Travel Plan for the Children's Centre.

## **E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS**

RESOLVED to note reports on items dealt with under delegated powers since the last meeting relating to:-

- (a) County matter applications;
- (b) consultations on applications submitted by District Councils or Government Departments (None);
- (c) County Council developments;
- (d) details submissions under Channel Tunnel Rail Link Act (None);
- (e) Screening options under Environment Impact Assessment Regulations 1999; and
- (f) Scoping opinions under Environmental Impact Assessment Regulations 1999 (None).

1. County Matters dealt with under delegated powers
2. Consultations on applications submitted by District Councils or Government Departments
3. County Council developments
4. Detailed submissions under Channel Tunnel Rail Link Act 1996 (None)
5. Screening opinions under Environmental Impact Assessment Regulations 1999
6. 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, 21 July 2008



**KENT COUNTY COUNCIL**

---

**PLANNING APPLICATIONS COMMITTEE**

MINUTES of a meeting of the Planning Applications Committee held at Sessions House, County Hall, Maidstone on Tuesday, 24 June 2008.

PRESENT: Mr R E King (Chairman), Mr A R Bassam (Vice-Chairman), Mr A R Chell (substitute for Mr J A Davies), Mr J Curwood (substitute for Mr F Wood-Brignall), Mr T Gates, Mrs E Green, Mr C Hibberd, Mr D A Hirst (substitute for Mr W A Hayton), Mrs S V Hohler, Mr G A Horne, MBE, Mr S J G Koowaree, Mr J F London, Mr T A Maddison, Mr R A Marsh, Mr W V Newman and Mr A R Poole.

OFFICERS: The Head of Planning Applications Group, Mrs S Thompson (with Mr J Crossley); the Development Planning Manager, Mr A Ash; and the Democratic Services Officer, Mr A Tait

**UNRESTRICTED ITEMS**

**41. Membership**

The Committee noted the appointment of Mr W A Hayton in place of Mr J B O Fullarton.

**42. Minutes**

RESOLVED that the Minutes of the meeting held on 13 May 2008 are correctly recorded and that they be signed by the Chairman.

**43. Update on new Validation requirements for planning applications.**  
*(Item B1 - Report by Head of Planning Applications Group)*

RESOLVED to:-

- (a) note the comments received from respondents to the public consultation, and agree that adjustments be made to the "Validation of Planning Applications" document in the light of the points raised before its publication on the County Council's website; and
- (b) delegate to the Head of Planning Applications Group the authority to validate or invalidate planning applications on the basis of the County Planning Authority's published information requirements.

**44. Planning Applications Group Business Plan**  
*(Item B2 - Report by Head of Planning Applications Group)*

(1) The Committee thanked the staff of the Planning Applications Group for its excellent work in producing well researched, professional reports and recommendations in the year 2007/08.

(2) RESOLVED that the report be endorsed.

**45. Proposal TH/08/522 - Multi play area with floodlights on existing playground area at Newington Community Primary School and Nursery, Princess Margaret Avenue, Ramsgate; Governors of Newington Community Primary School and Nursery and KCC Children, Families, Health and Education.**  
*(Item D1 - Report by Head of Planning Applications Group)*

(1) In agreeing the Head of Planning Applications Group's recommendations, the Committee asked for a report to a future meeting setting out suggested criteria for determining hours of use for community sports facilities in schools.

(2) RESOLVED that permission be granted to the proposal subject to conditions covering the standard time restriction for hours of operation; all spaces within the existing school car park being available during the operation of the Multi Play Area; hours of use of the Multi Play Area being 0800 – 2100 Mondays to Fridays and 1000 – 1700 Saturdays, with no use on Sundays and Bank Holidays; a Community Use Scheme being submitted and approved by the County Planning Authority prior to the commencement of the use of the facility; no trees, shrubs and hedges being removed; and the development being carried out in accordance with the permitted details.

**46. Proposal DA/06/868/R10 - Further details of walls, fencing, gates and other means of enclosure pursuant to Condition 10 of Permission DA/06/868 at Westgate Primary School, Summerhill Road, Dartford; KCC Children, Families, Health and Education.**  
*(Item D2 - Report by Head of Planning Applications Group)*

RESOLVED that the additional details submitted pursuant to Condition 10 of Permission DA/06/868/R10 be approved subject to further conditions, including conditions covering the fencing being installed within 2 months of the date of the decision; the development being carried out in strict accordance with the submitted plans; and controls over the hours of working during construction.

- 47. Proposal CA/08/316 - Partial demolition of existing school buildings with alterations and extensions to form new entrance block, roofing over existing courtyard and new sports hall, together with associated hard and soft landscaping and the provision of temporary mobile accommodation during construction period at Herne Bay High School, Bullockstone Road, Herne Bay; Land Securities and KCC Children, Families, Health and Education.**  
*(Item D3 - Report by Head of Planning Applications Group)*

(1) Mr D A Hirst made a declaration of personal interest as he was representing the views of his constituents. He addressed the Committee in his capacity as local Member but took no part in the decision-making process.

(2) RESOLVED that:-

- (a) 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; full details of all external materials being submitted to and approved prior to the commencement of operations; site levels and finished floor levels being submitted to and approved prior to any works commencing; details of contractor's compound and associated welfare facilities being submitted to and approved by the County Planning Authority prior to the commencement of any development on site; details of temporary mobile classrooms being submitted to and approved by the County Planning Authority prior to commencement of operations on site; all temporary accommodation (including both teaching and contractor's areas) being removed from the site, and the land being fully reinstated to its former condition within one month of the completion of the construction works; temporary construction access road being removed and land fully restored in accordance with previous contour levels upon completion of construction activities; the School Travel Plan being updated prior to first occupation of the development; parking being made available within the site for the contractor's vehicles associated with construction works; parking being made available out of school hours within the site in connection with community use; adequate measures being taken to ensure that vehicles leaving the site engaged in the construction work do not deposit mud or other debris on the public highway; construction works only taking place between the hours of 0800 to 1800 Mondays to Fridays, 0900 to 1300 Saturdays, and no working on Sundays or Bank Holidays; a landscaping scheme being submitted to and approved prior to the commencement of operations on site (to include a strong regard to soft landscaping measures as opposed to hard landscaping), and thereafter being fully implemented as approved within the first planting season following the completion of works; no development taking place until the applicant has secured the implementation of a programme of archaeological works; no development taking place until the applicant has secured the implementation of a programme of building recording; no development taking place until the applicant has submitted and had approved details of foundation design and below-ground works; a Community Use Scheme and Sports Development Plan being submitted to and approved in writing by the County Planning Authority

in conjunction with Sport England within 6 months of the date of first occupation; details of foul and surface water drainage being submitted to and approved prior to any development taking place; no discharge of foul or contaminated drainage from the site into groundwater or any surface waters; if during development, contamination is found to be present, development ceasing until the applicant has obtained written consent from the County Planning Authority; details of external lighting and CCTV being submitted to and approved prior to installation on site; and the development being carried out in accordance with the precautionary measures and mitigation strategies detailed in the Ecological Scoping Survey; and

- (b) the applicant be advised by Informative that the detailed landscaping should include a strong emphasis on soft landscaping measures to be submitted to and approved by the County Planning Authority prior to the commencement of operations on site.

**48. Proposal SE/08/1067 - Temporary mobile classroom at Amherst School, Witches Lane, Sevenoaks; Governors of Amherst School and KCC Children, Families, Health and Education.**  
*(Item D4 - Report by Head of Applications Group)*

(1) Mr J F London made a declaration of personal interest as his grand-daughter was a pupil at the School.

(2) The Head of Planning Applications Group reported further correspondence from the Head Teacher in support of the proposal.

(3) RESOLVED that permission be granted to the proposal subject to conditions, including conditions covering the mobile classroom being permitted for a temporary period of 3 years from the date of permission or being removed sooner upon the first occupation of a new classroom extension at the school; the development being carried out in accordance with the permitted details; and the mobile classroom being finished in dark green to match adjacent units.

**49. Proposal SH/08/502 - Additional classroom at Bodsham CE Primary School, School Hill, Bodsham, Ashford; Governors of Bodsham CE Primary School.**  
*(Item D5 - Report by Head of Planning Applications Group)*

(1) Correspondence from the Headteacher of Bodsham CE Primary School was tabled.

(2) The Head of Planning Applications Group reported the views of the local Member, Miss S J Carey in support of the proposal.

(3) In agreeing the recommendations of the Head of Planning Applications Group, the Committee asked for a letter to be sent to the school congratulating it on achieving the Platinum Travel Award.

(4) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard time condition for implementation;

trees and shrubs along the north and north-east boundary being retained; preparation of an updated School Travel Plan; and the development being carried out in accordance with the permitted details; and

- (b) the Chairman write to the school on behalf of the Committee congratulating it on achieving the Platinum Travel Award.

**50. Proposal DA/08/228 - Extension and refurbishment of existing school buildings, erection of minibus garage and boundary fencing and alterations to existing car park area (for relocation of Rowhill School) at Woodview Campus, Main Road, Longfield; KCC Children, Families, Health and Education.**

*(Item D6 - Report by Head of Planning Applications Group)*

(1) Mr A R Bassam made a declaration of personal interest as he had already given his views on the proposal. He took no part in the decision-making process.

(2) RESOLVED that the application be referred to the Secretary of State for Communities and Local Government as a departure from the Development Plan and that subject to her decision, and subject to the undertaking and submission of a written agreement to ensure that the planning permission at Rowhill School, Wilmington, is not implemented 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; details of external materials being submitted, including those for the garage; details of external lighting; a scheme of landscaping and tree planting, its implementation and maintenance; the protection of all trees being retained; protection of nesting birds; submission of a surface water drainage scheme; submission of a scheme detailing flood damage prevention methods; land contamination; provision and retention of car parking, cycle parking and turning area as indicated; implementation and ongoing review of a Travel Plan; and hours of working during construction.

**51. Proposal CA/08/271 - Partial demolition of existing school buildings, construction of new teaching and ancillary accommodation, car parking and landscaping, and the provision of temporary accommodation at The Community College Whitstable, Bellevue Road, Whitstable; Land Securities Trillium and KCC Children, Families, Health and Education.**

*(Item D7 - Report by the Head of Planning Applications Group)*

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; the submission of details of all materials to be used externally; a scheme of landscaping, its implementation and maintenance; measures to protect all trees being retained; details of surface water drainage; the development according with the recommendations made in the submitted Ecological Scoping Survey; a programme of archaeological work; revision of the School Travel Plan and subsequent annual review; submission of details of parking, turning and access; submission of a condition survey and subsequent repair of local roads; hours of working during construction; measures to suppress dust; and prevention of the deposition of mud on the local highway network.

**52. Proposal GR/08/138 - Replacement of existing secondary school on the site with a new two-storey school building, together with revised access arrangements, new car park, hard play areas, landscape works and the demolition of the existing school buildings (with the exception of the sports pavilion) on completion of the development at Northfleet Technology College, Colyer Road, Northfleet; Land Securities Trillium and KCC Children, Families, Health and Education.**

*(Item D8 - Report by Head of Planning Applications Group)*

(1) The Chairman declared this item to be urgent as it was necessary for the applicants and the financial sponsors to have the application determined in June so that it could meet the requirements of the PFI Project and minimise the risk to all three applications involved in the PFI Project of which it was a part.

(2) The Head of Planning Applications Group reported the views of the local Member, Mr R J E Parker in support of the proposal.

(3) The Head of Planning Applications Group informed the Committee that the last sentence of Paragraph 39 of the report should be amended to read that the proposal would not have an unacceptable impact in terms of the position, scale or massing in relation to the surrounding environment.

(4) RESOLVED that subject to the further views of Sport England, 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; the submission of details of all materials to be used externally; the submission of details of all external plant; the submission of a scheme of landscaping, its implementation and maintenance; measures to protect all trees being retained; the submission of details of the fencing arrangements proposed; the submission of details of surface water drainage; the submission of details of a combined Stage 1&2 Safety Audit on the access arrangements proposed; the submission of details of the cycle parking proposed; the submission of details of further site investigation, mitigation measures, and a closure report in line with the Environment Agency's recommendations on ground conditions; the development being carried out in accordance with the precautionary measures and mitigation strategies detailed in the Biodiversity Assessment; a programme of building recording; a programme of archaeological work; the submission of details of all below-ground excavation; the submission of details of all external lighting; the provision of a Community Use Agreement and Sports Development Plan, including details of types of activities, scale and hours of use; the School Travel Plan being updated to reflect the proposed development and the plan subsequently reviewed annually with KHS; hours of working during construction; week day construction traffic movements being restricted to a time period which does not conflict with peak hour school movements; the submission of details of a method statement to control noise and dust generated during construction; the submission of details of the contractor's compound, access, storage areas, vehicle parking and associated facilities; measures to prevent the deposit of mud on the public highway; noise controls on plant and equipment associated with building; and the access onto Colyer Road serving the playing field facilities being restricted to maintenance use only, with details being provided as to how this would be facilitated and policed.

**53. County matters dealt with under delegated powers**  
*(Items E1 – E6 – Reports by Head of Planning Applications Group)*

RESOLVED to note reports on items dealt with under delegated powers since the last meeting relating to:-

- (a) County matter applications;
- (b) Consultations on applications submitted by District Councils or Government Departments (None);
- (c) County Council developments;
- (d) detailed submissions under Channel Tunnel Rail Link Act 1996 (None);
- (e) Screening opinions under Environmental Impact Assessment Regulations 1999; and
- (f) Scoping opinions under Environment Impact Assessment Regulations 1999.

08/aa/pa/062408/Minutes

This page is intentionally left blank



SECTION C  
MINERALS AND WASTE DEVELOPMENT

BACKGROUND DOCUMENTS – the deposited documents, views and representation received as referred to in the reports and included in the development proposals dossier for each case and also as might be additionally indicated.

**Item C1**

**Planning permission: TM/97/1064/R2, R5, R7 and R12 – proposed variation of approved restoration and aftercare scheme together with changes to the waste types in order to accelerate the completion of Cells 1,2 and 3 and their restoration by the end of 2009 and Cell 1A by the end of 2012.**

**Planning Application: TM/08/209- The construction and operation of a new Surface Water Balancing Pond and Soakaway to serve the Margetts Pit Landfill Surface Water Drainage System. Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Recommendation: Approval be given to proposed variation of conditions and Permission be granted subject to conditions

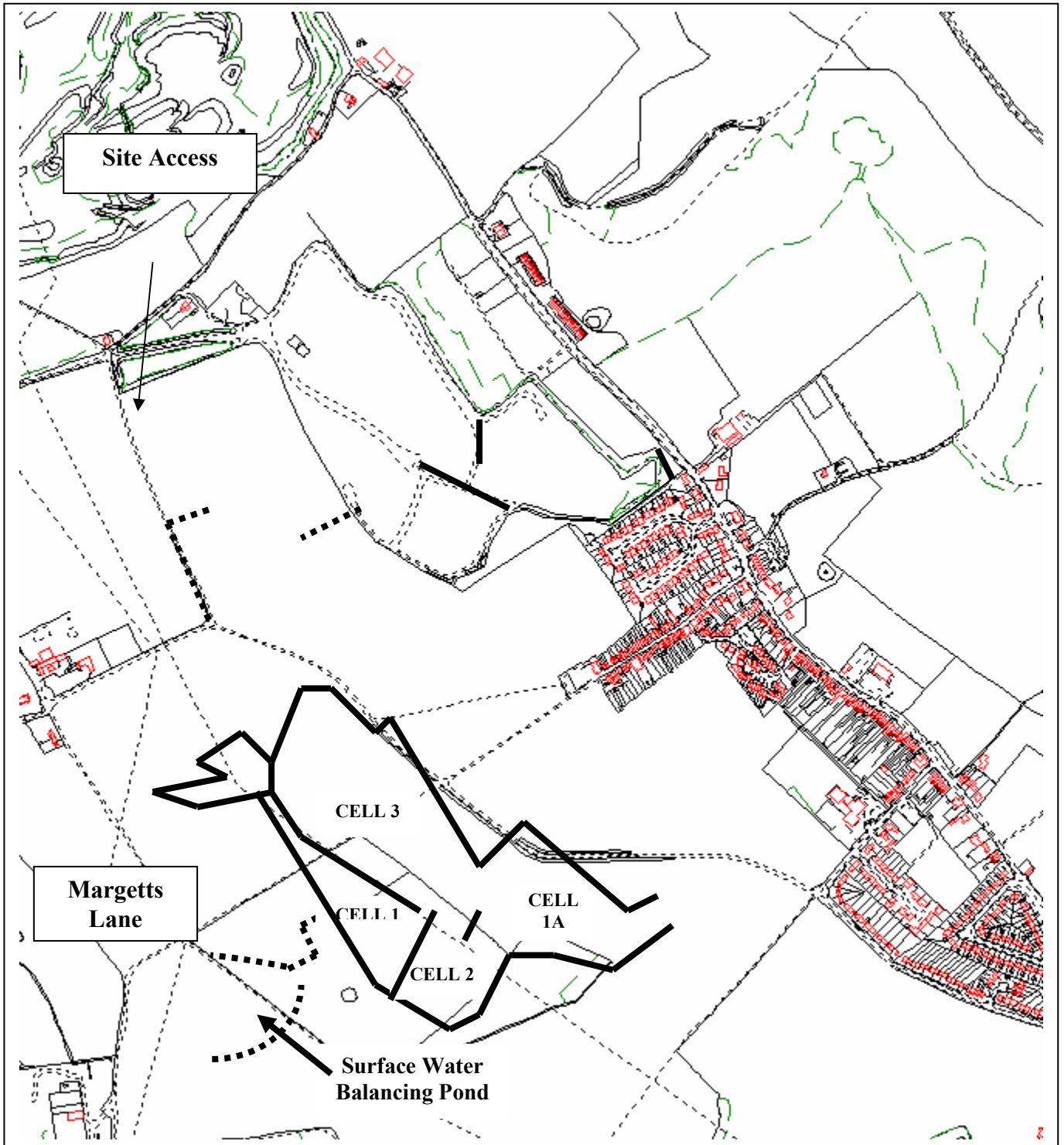
Local Member: Mr G. Rowe

Unrestricted

**Site description and Background**

1. Margetts Pit is situated approximately 3.5 km south of the centre of Rochester and is equal distance north of Maidstone. This former Chalk Quarry is cut into the lower slopes of the North Downs in the Medway Valley with the surrounding landform sloping down from the north-east to south-west from the steeper hills of the North Downs to the River Medway. The Landfill covers an area of approximately 15.9 hectares. It forms the northern boundary to the village of Burham with its northern, western and a large proportion of its southern edge lying adjacent to agricultural land.
2. The site is currently accessed via Margetts Lane from the junction of Margetts Lane and Scarborough Lane. To the east of the site Margetts Lane joins Court Road, with Court Road continuing east to its junction with Rochester Road. Rochester Road continues south, changing to Pilgrims Way to its grade separation junction with the A229. The A229 provides access to the motorway network, the M2 and M20.

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

**Court Road**

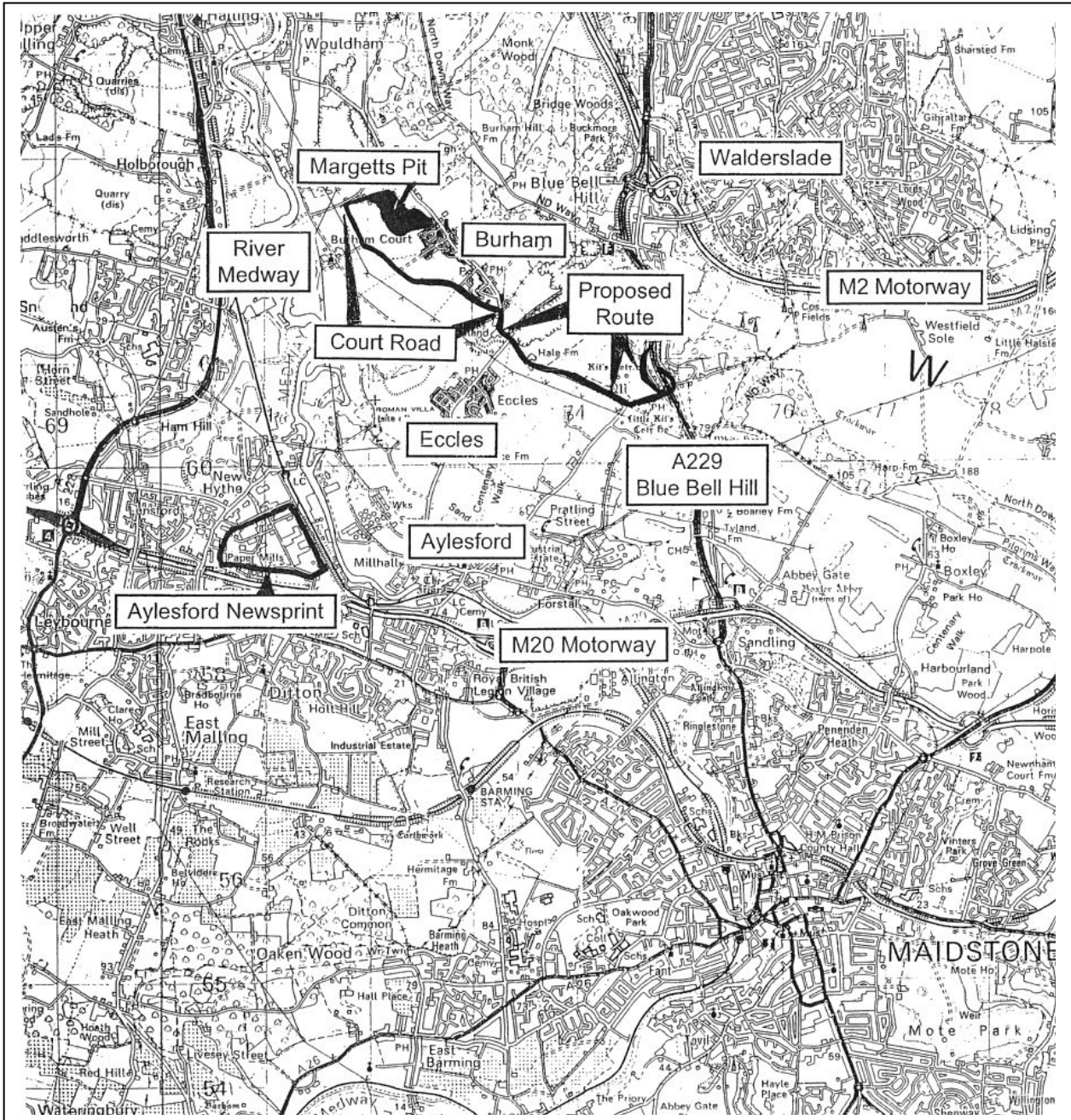
This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.  
Scale 1:9000

This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.

**Site Location Plan (1)**



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

3. Planning permission was originally granted in March 1969 for the use of Margetts Pit for the disposal of factory waste, subject to conditions which made provision amongst other matters for the site to be restored which blended in with the surrounding contours and then planted with a mixture of grassland and trees designed to enhance its nature conservation interests. In February 1998 permission was granted (Ref. TM/97/1064) in respect of minor amendments to the approved restoration scheme which involved adjustments to the final restoration contours and seed mixes consisting of Chalk Grassland. Whilst the site itself has no nature conservation designations, Burnham Down and the Wouldham to Detling Escarpment part of the North Downs to the east) are classified as a Site of Scientific Interest (SSSI). Peter's Pit to the north of the site is also a SSSI.
4. Preliminary archaeological investigations on land lying to the south of the Landfill have identified areas of interest including a Neolithic Causewayed Enclosure and the potential presence of an Iron Age Settlement.
5. In 1996 the site was purchased by Aylesford Newsprint Ltd. Since then it has accepted waste from the company's nearby waste paper recycling facility in Aylesford defined as de-inking paper sludge, filler cake and rejects (i.e. waste arising from the sorting process such as plastics and free offers from newspapers and magazines). This waste is biodegradable and classified as Non Hazardous waste.

**Proposal**

## VARIATION TO THE APPROVED INFILLING AND RESTORATION SCHEME

6. Margetts Pit Landfill originally operated under the provisions of the Waste Management Licence Regulations (Control of Pollution Act 1990). In 2000 these Regulations were replaced by the Pollution Prevention and Control Regulations 2000. These have also since been amended to comply with the European Landfill Directive which requires that all Landfills are operated under a much tighter regime in order to ensure they are properly engineered to prevent any potential pollution escaping from them. Those Landfills which cannot be brought into line with the Directive are required to close as soon as possible. With the exception of Cell 1A where it is still possible to engineer the site to the required Directive standard, the remainder of the site in respect of Cells 1,2 and 3 represents one such site and is required to close by 16 July 2009 at the very latest
7. In order to secure the required closure of Cells 1,2 and 3 by the July 2009 deadline the applicants are proposing amendments to the infilling and restoration scheme approved under the existing permission (Ref. TM/97/1064). As part of the proposed amendments it is also intended that Cell 1A would be completed by the end of 2012. An integral part of these amendments is a requirement as part of the closure of the site to relocate an existing Surface Water Balancing Pond currently located within the Landfill to an area outside the site, and whose position is dictated by the need to ensure the whole of the capped and restored Landfill, including Cell 1A, naturally drains into it. Given the surrounding topography, exacerbated by the known presence of archaeological remains which need to be taken into account, the location at which the Pond can be positioned to achieve this is limited. As the proposed location of the new Pond falls outside the boundary of the current permission, this is subject to a separate application ( Ref. TM/08/209 ), albeit forms an integral part of the proposals.



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

8. The proposed amendments to the existing infilling and restoration scheme include the creation of a final landform such that surface water will freely drain from the site in order to prevent any ingress through the capping layer into the Landfill, and thus prevent any pollution to the underlying groundwater. The proposed Surface Water Balancing Pond has been designed to accommodate all of the surface water runoff from the restored Landfill during the predicted rainfall from a storm of a 1 in 100 year event with an extra 20% to account for the potential effects of climate change, together with its regulated discharge into the underlying groundwater.
9. Whilst there are currently no restrictions on waste inputs to the site, given that the source of the material is limited to serving the applicants' nearby waste paper recycling facility, this has in effect regulated the number of lorry movements to and from the site involving on average some 35 loads of material delivered to the site each day. In order to achieve the proposed final restoration contours within the required timescale it is proposed that additional waste materials are imported from other sources. Such materials would include rocks and soils, ceramics and concrete, furnace slag and ash together with low inorganic compounds. Additionally it is proposed that Cell 1A be allowed to accept stable Non-Reactive Hazardous Waste. These include materials which have hazardous properties, but which are stable under controlled landfill conditions. These controls would be exercised under separate authorisation which would first need to be obtained from the Environment Agency before being brought onto the site. The importation of these additional materials would significantly increase the number of lorry movements to and from the site normally associated with the landfill operations.
10. The applicant estimates some 640,000 tonnes of fill is required to achieve the proposed final restoration contours, resulting on average in some 123 loads (246 movements) of material being delivered to the site each day. In order to take into account daily fluctuations this would rise to a maximum of 185 loads (370 movements) per day. Upon the completion of Cells 1,2 and 3 movements would thereafter reduce to some 100 movements per day during the time in which Cell 1A is infilled up until 2012 at which time the whole site would have been restored. In support of their proposal whilst the applicants accept this represents an increase in vehicle movements over the current operations, in their view this has to be weighed against the advantage of the completion of the Landfill at an earlier date than could otherwise be achieved under the current permission where, based on current inputs this would not be until 2022.
11. It is not proposed to fundamentally change the approved restoration contours or the final planting details. The Landfill would therefore still be capped and restored to a nature conservation afteruse predominantly Chalk Grassland with some woodland planting to soften the impact in the landscape.

**PROPOSED NEW SURFACE WATER BALANCING POND**

12. The proposed Surface Water Balancing Pond which would measure some 130m x 70m occupying an area of approximately 2.4 hectares in total would be located in the field lying to the south of the Landfill adjacent to the eastern side of Margetts Lane. The applicant considers it represents the optimum location which takes account of the need to avoid having a direct impact on areas of known archaeological interests, minimises the impact in the landscape by avoiding the need for major engineering works, whilst being positioned at a sufficiently low level to ensure the whole of the restored Landfill drains naturally into it. Only surface water from the capped areas of the Landfill would be

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

allowed to drain into the pond and would therefore be uncontaminated. Initially water would only be collected from Cells 1 and 2, and then eventually Cells 3 and 1A as restoration progresses across the whole site.

13. The Balancing pond would initially be used as a source of water for suppressing dust during the remainder of the operation of the Landfill, following which it would only function for balancing the volume and discharge of water from the restored site into the local groundwater. During the period in which water abstraction is required, a newt fence would be erected along the perimeter fence of the pond. To accommodate the transfer of water from the pond to the Landfill a stone access track would also be created between the Landfill and pond and thereafter retained for maintenance purposes.
14. As part of its design the pond would incorporate screen planting around its perimeter consisting of a mixture of hedgerow and tree planting in order to help screen it from view. Once established the vegetation would be maintained in order to provide optimum conditions for local wildlife with its subsequent management and that of the restored Landfill being proposed in the longer term. It is considered this will result in the pond developing a high nature conservation value as it would provide a natural aquatic environment and vegetation for wildlife. In this respect it is considered likely that the pond would become colonised by protected species from Peter's Pit SSSI.
15. The water quality and level in the pond would be monitored along with the accumulation of silt on its floor which would be checked every 4 years, and if necessary removed by dredging in order to maintain its design capacity.

**Subsequent amendments to the Proposals**

16. Following initial consultations a number of issues were raised by consultees in respect of both elements of the proposals. Firstly, the adverse impacts that would be caused by the significant increase in traffic generated as a result of the need to import the volume of waste required to secure the proposed final restoration profiles within the required timescale. As a result a formal objection was raised by the Divisional Transport Manager (DTM), who considered such an increase in traffic would increase the risk of accidents and delays on the local highway network. He therefore urged the applicant to vigorously explore alternative restoration options, which would lead to a reduction in the levels of traffic. This approach was also supported in the comments made by Tonbridge & Malling Borough Council.
17. Secondly, the location of the Surface Water Balancing Pond and its impact, particularly on the landscape setting of the nearby archaeological remains. As a result, following detailed discussions I held with the applicant and statutory consultees, particularly the Environment Agency (E.A.) and Divisional Transport Manager (DTM), subsequent amendments were made; -

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.***Variation of approved infilling and restoration scheme to accelerate the completion of the Landfill*

18. My discussions with the applicant, E.A. and DTM over the required closure of Margetts Pit Landfill sought a compromise between the need to minimise the adverse impacts from the increase in lorry traffic whilst securing the satisfactory closure of the landfill such that any long term pollution to the underlying groundwater post site closure would be reduced. The amendments make provision for a reduction in the restored profile from a 1 in 25 slope to 1 in 100 and which almost halves the volume of material needing to be imported to the site from an original total of 333,127 cubic metres to some 174,191 cubic metres. This also has a corresponding effect on the number of associated lorry movements which would be reduced from an original average of 123 loads per day rising to a maximum of 185 loads taking account of daily fluctuations (*i.e. 246/370 movements*) to some 63 loads per day on average with a daily maximum of 75 loads (*i.e. 126/150 movements*). This compares with on average some 35 loads (*i.e. 70 movements*) being generated by the applicants' current operation. These figures are based on an 11 month period for completing operations by the July 2009 deadline assuming permission is granted. In support of these amendments, should there be any further delay in determining the application, given that Cells 1,2 and 3 have to completed by July 2009 at the very latest, the applicant has provided a comparison of the number of lorry movements associated with a 10 and 9 month period for importing the same volume of material. Compared to an average of 63 loads per day (*126 movements*) these are projected as rising to an average of 70 loads per day (*140 movements*) and 77 loads per day (*154 movements*) respectively.

*Proposed New Surface Water Balancing Pond*

19. Given the concerns raised over the impact on known archaeological remains and also the potential for other areas of archaeological interests to be directly affected, English Heritage and the County Archaeologist sought amendments to the proposed location of the pond. This was to allow for it to be moved further away from the site of the Neolithic Causewayed Enclosure and which would also likely to have less direct impacts on other potential areas of interest.
20. In addition to the issues raised in respect of archaeology, concerns were also raised by the Biodiversity Projects Officer over the need to safeguard the potential ecological interests on site given the proximity of Peter's Pit SSSI. This view was also shared by Natural England who recommended further survey work be undertaken for the presence of protected species in advance of any works taking place at the site. They also recommended that the period for the proposed future management of the site including the restored Landfill, be extended. Finally, both parties required amendments to the proposed planting scheme in order to create a habitat more suitable for nature conservation purposes.
21. In response to the issues set out under paragraphs 19 and 20 above, subsequent amendments were made to the application involving minor adjustments to the pond location, whilst having regard to the need to avoid substantive engineering works which would otherwise result in an adverse impact in the landscape. With regard to the proposed planting scheme it was agreed in the event of permission being granted this would be conditioned to require the submission of specific details for approval on which relevant consultees would be consulted before any decision is issued. Upon completion of restoration and aftercare provision is made for the implementation of a 30 year



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

management plan beyond which the intention would be for the site to be passed on to a conservation charity.

**National and Regional Policy Context**

22. Proposed changes to Regional Planning Guidance for the South East (RPG9) requires the restoration of Landfills in a timely manner so as to protect and, wherever possible, enhance the environment. In particular, it considers that restoration can assist in delivering other regional and national environmental objectives, such as habitat re-establishment and biodiversity targets.
23. PPS10 (Planning for Sustainable Waste Management) requires Waste Planning Authorities to work effectively with pollution control authorities to ensure the best use is made of expertise and information, and that decisions on planning applications and pollution control permits are delivered expeditiously. A key objective is to ensure the disposal of waste without endangering human health and without harm to the environment.
24. PPG16 Provides guidance on the issues to be taken into consideration in the determination of planning applications which may affect areas of archaeological interest including the need for appropriate archaeological investigations together with measures to either record their remains before being removed from the site or their preservation in situ.

**24. Kent and Medway Structure Plan 2006**

The Kent and Medway Structure Plan identifies the need to minimise the environmental impact of waste as a key issue.

**Policy EN1:** Seeks to enhance Kent's countryside for its own sake

**Policy EN3:** Seeks to protect and enhance Kent's landscape and wildlife habitats

**Policy EN6:** Development will not be permitted where it would directly or indirectly or cumulatively harm the scientific or nature conservation interests of a Site of Special Scientific Interest

**Policy EN8:** Seeks to protect, conserve and enhance wildlife habitats and species through long term management and habitat creation schemes.

**Policy TP15:** Requires that development which generates significant increases in traffic, especially heavy goods vehicles to be well related to the primary and secondary route network

**Policy QL2:** Makes provision to improve the appearance, design, safety and ambience of the public realm including green space and vistas in both town and country through a number of investment programmes.

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

**Policy Q17:** Requires an assessment to be undertaken of the potential impacts from development on sites of archaeological interest together with appropriate mitigation measures

**Policy N5:** Development should be planned to avoid, or adequately mitigate pollution impacts.

**25. Kent Waste Local Plan**

**Policy W12:** Supports proposals for landfill which will assist in the restoration of mineral workings which would benefit from being returned as near as possible to original levels

**Policy W18:** Requires adequate means of control of noise, dust, odours and landfill gas

**Policy W19:** Requires the employment of measures to ensure ground water resource interests are protected

**Policy W20:** Requires proposals to take account of settlement, land stability, drainage, flood control and the minimisation of rainwater infiltration

**Policy W21:** Requires measures to safeguard any ecological interests to be safeguarded

**Policy W22:** Requires a satisfactory means of access to and from the site

**Policy W31:** Requires that appropriate landscaping schemes form an integral part of the development

**Policy W32:** Requires that appropriate restoration and aftercare schemes form an integral part of the development

**26. Tonbridge & Malling Borough Local Plan and Core Strategy 2007**

**Policy CP2:** Requires that any new development to be consistent with the principles of sustainable transport.

**Policy P3/17:** Requires the impact of noise from transport related sources to be considered within defined noise exposure categories

**27. Consultations**

**Tonbridge & Malling Borough Council:** Raise strong objections regarding the significant increase in HGV movements and the potential detrimental impact on the local communities. The significant increase in traffic movements will also have an adverse impact on the local highway network, which includes stretches of narrow single width lanes, some of which are already in poor condition as a result of use by unsuitable vehicles. As such the proposal is contrary to policies TP15, NR5 and QL2 of the Kent & Medway Structure Plan,

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

CP2 of the Tonbridge & Malling Borough Core Strategy 2007 and the saved policy P3/17 of the Tonbridge & Malling Borough Local Plan.

Also raise objection unless assurance can be given that all options for achieving the closure of the site have been considered before deciding on an option that requires such a significant increase in traffic on the local road network, such options to include lower level restoration. Advice should be sought from the Environment Agency to explore the scope for extending the deadline for infilling.

Due consideration be given to proposed works to Court Road as part of Peter's Pit development

The County Council to satisfy itself that adequate provision will remain for the disposal of the applicant's waste.

*(N.B. Views on subsequent amendments made to the proposals awaited)*

**Burham Parish Council:** Whilst need the site to be closed as soon as possible (within the regulations), careful consideration of the increase in traffic is needed. The impact of the shortened timescale to complete the majority of the site's restoration is unacceptable with respect to the increase lorry movements on Court Road residents and all other users of the local road.

*(N.B. Views on subsequent amendments made to the proposals awaited)*

**Aylesford Parish Council:** Reiterate its strong opposition to the proposal.

Although some effort has been made to reduce the number of vehicle movements originally proposed these are still some 50% greater than the volume of HGVs refused by KCC on the same route for the Southern Water application on rural roads which are totally inadequate.

Note the permission granted in 1998 for a maximum of 104 movements and revised on 10 June 2003 would cease on or before 10 June 2004. Therefore all operations since then have been in breach of the permission.

The capping requirement has been known by relevant parties for some 12 years therefore if the E.A. and the applicant had agreed a workable solution in a timely manner there would be no need for the vast escalation in HGV movements. Consequently the current proposal could have been avoided and therefore residents should not be subjected to the inherent dangers of high volumes of traffic.

**Wouldham Parish Council:** Object most vehemently to the application as the local infrastructure would not be able to cope with the proposed lorry movements causing chaos on these roads and substantially affecting the quality of life in both villages. There would also be an increased risk of accidents because of the narrow nature of these roads.

*( N.B. Views on subsequent amendments made to the proposals awaited )*

**Divisional Transport Manager:** The number of lorry movements that would be generated from the revised proposals are significantly below the previous estimates for the full restoration of the site. However, the reduced lorry movements are still likely to result in approximately double that generated by the applicants current operations. Currently there are no restrictions on lorry movements although they have been limited by virtue of the

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

restriction on the source of materials from one site. Due to continuing efficiencies at that site the amount of material has been incrementally reduced thus reducing the number of lorry movements currently experienced. With no restriction on lorry movements, potentially the number of lorry movements could increase at any time subject to additional material becoming available.

It is clear that limitations on the sourcing of the restoration material and associated limited lorry movements have been of benefit to all residents living along the haul route or indeed in the vicinity and to users of the road network in general. But it has to be remembered that potentially a higher level of regular lorry movements could have been experienced since Aylesford Newsprint took over the landfill in 1996. I am of the opinion that a balance has to be struck. The landfill site has to be restored and the current proposal is the minimum acceptable. The level of lorry movements will be more than currently experienced but potentially this level could have already been experienced. These will be over an 11 month period after which lorry movements to Cells 1,2 and 3 will cease. Potentially the site could have gone on to 2022. Residents are quite rightly concerned about the current level of lorry movements and the expected additional movements and the likely impact. However, this current proposal will see a cessation of lorry movements to Cells 1,2 and 3, as opposed to these lorry movements continuing for sometime. Movements associated with Cell 1A will continue to 2012.

With the expected increase in movements an existing road condition survey would normally be appropriate to establish a benchmark by which future deterioration of the roads can be assessed. However, under the current permission this was not a requirement and it is unlikely that such a condition could be applied to this proposal.

Balancing the comparatively short term disruption against the long term cessation of lorry movements I would support this proposal.

**Environment Agency:** As stated previously the original restoration gradient of (1:25) represents the best option from a groundwater protection and long-term site management perspective on the basis that it would shed more surface water from the site and therefore reduce the amount of long-term management required to reduce the infiltration of surface water through the cap. The (1:25) gradient would also be better for long-term landfill gas management.

A lower gradient than (1:25) is likely to require the applicant to carry out more remedial works over time, for example surcharging the waste to maintain a suitable profile. At a lower gradient these works will need to be undertaken more frequently and continue for potentially a longer period of time after the site closes. However no objection is raised to the (1:100) profile now proposed should this prove to be the most acceptable overall compromise between environmental protection and other factors such as lorry movements. With regard to the proposed Surface Water Balancing Pond, in the light of further supporting information to demonstrate there is sufficient capacity to cope with the predicted discharge from the restored landfill, no objection is raised.

**Biodiversity Project Officer:** No objections in principle subject to a protected species survey being undertaken prior to the commencement of any works on site together with further details being submitted for approval in respect of proposed restoration and landscaping. Welcomes the commitment to the long term management of the site and the intention to hand the site over to a nature conservation organisation.

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

**Natural England:** Welcomes the commitment to the extension of the management regime which should secure restoration in the long-term

**Kent Wildlife Trust:** Raise no objection in principle but invites a review of the proposed landscape planting around the pond which would be more beneficial for nature conservation.

**County Archaeologist:** No objections in principle subject to the imposition conditions requiring the implementation of a programme of archaeological works together with the submission of details in respect of proposed landscaping.

**Jacobs (Noise):** Notwithstanding the conclusions drawn from the modelling results in the Noise Impact Assessment that the proposed increase in vehicle movements would have a minor adverse impact on road traffic noise, this is based on the assumption that vehicle movements would increase from a base level of 100 movements per day to 200 movements adding some 2.7 dB to noise levels. However, any increase above this number of movements would add further increased noise levels. It is generally accepted that an increase in noise levels of 3dB represents a significant increase. An increase of 124 movements would result in noise increases over 3 dB creating the potential for adverse comment from residents. Consider noise predictions should be based on a worst case scenario.

**Jacobs (Landscape):** Consider overall there would be no real landscape issues. The proposals provide an opportunity to provide new landscape planting which would help create ecological interest.

**English Heritage:** Welcome the proposal to restore Margetts Pit. No objections in principle subject to the imposition of conditions requiring archaeological investigations together with measures to ensure that the proposed landscaping minimises the impact on the landscape setting of the nearby archaeological remains

**Airfield Safeguarding:** No objections

**Kent Downs AONB Team:** Does not wish to comment

**Representations**

28. The application was advertised in the local press and notices posted on site. In addition I also wrote to the occupiers of some 153 most directly affected by the proposal. As a result I have to date received some 1300 representations, a large majority of which are in a standard format as set out in Appendix 1.

29. All of the representations I have received object to the proposal, principally on the grounds that the large number of HGV's that would be generated would compromise highway safety of other users given the nature of the routes that would be used leading to the site. Furthermore, the increase in traffic would have an adverse impact on the local amenity due to increased noise and dust nuisance. I attach under Appendix 2 for Members information a leaflet, which I was sent from the applicant urging the local communities to write to the County Council about the proposals.

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

**Local Member**

29. The Local County Member, Mr Geoff Rowe was notified of the proposal on 21 January 2008. During discussions I have had with him he has drawn attention to the need to ensure the interests of local residents are taken into account, particularly from any additional impacts from traffic. He also pointed to the existing adverse impacts experienced by residents from the current operations in terms of nuisance from dust.

**Discussion**

30. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore these proposals need to be considered in the context of the Development Plan Policies, Government Guidance and other material planning issues arising during the consideration of the proposals.

31. These proposals are driven by the need for the operator to comply with the requirements of the European Landfill Directive which sets strict deadlines for the closure of landfills such as Margetts Pit, no longer able to meet the high quality engineering standards demanded to enable it to continue operating in its current form. In this context the main issue for consideration is how best its closure can be achieved in order to ensure in the longer term that once restored, it would not pose an unacceptable risk of pollution to the local environment.

32. There are two distinct elements to the proposals albeit interrelated. Firstly, it is proposed to accelerate the rate at which infilling of Cells 1,2 and 3 to proposed final levels is undertaken such that with the exception of the final capping layer, above which sub-soil and topsoil would be spread in preparation for seeding/ vegetation, this part of the site would no longer accept waste after 16 July 2009. After which the Infilling of Cell 1A is proposed to continue with the aim of completing this remaining part of the landfill by 2012. Secondly, as an integral part of the development it is proposed to create a Surface Water Balancing Pond off site as a replacement for an existing pond which currently sits within the landfill. The intention would be that upon completion of the restoration of the whole of Margetts Pit Landfill, the restored profile would allow for surface water to naturally drain from the site into the new pond from where its discharge into the groundwater would be regulated. Both elements have raised a number of separate issues;

*Surface Water Balancing Pond*

33. The proposed location of the replacement pond is fundamentally dictated by the surrounding topography and the need for it to fall below the lowest point of the restored landfill to ensure surface water naturally drains from it into the pond. During the course of formal consultations it became apparent that the optimum location for the purposes of site drainage fell near to where known important archaeological remains exist. Furthermore, following preliminary surveys these revealed the potential for further archaeological remains within the site itself. Comments were also made in relation to the proposed landscaping details, where various parties wished to see the species selected on the basis that they would create a suitable habitat for nature conservation purposes.

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

34. Following discussions with the applicants and relevant consultees amendments were made involving adjustments to the location and shape of the pond which sought a compromise between the need to safeguard the interests of archaeology whilst minimising the potential visual impact in the landscape. Further information was also provided to address concerns raised by the Environment Agency over the capacity of the pond which needs to be of a sufficient volume to accommodate the maximum predicted flow of water from the restored landfill into it.
35. Upon further consultation with relevant consultees no objections are raised to this element of the proposal. On this basis I do not consider there are any overriding objections to this element of the proposal.

*Variation of approved infilling and restoration scheme to accelerate the completion of the Landfill*

36. In order to create a final profile of (1:25) across the restored Landfill as originally proposed, the applicants estimated some 640,000 tonnes of waste (i.e. 333,127 cubic metres) would be required to be imported to the site. In their view this represents the minimum amount in order to ensure the long term protection of the environment and which they state, in respect of Cells 1,2 and 3, has previously been accepted by the Environment Agency (E.A.) as representing the best long-term environmental option in terms of reducing the infiltration of surface water through the cap into the landfill. Whilst this view is shared by the E.A. I am also mindful during discussions I have held with them and the applicant, that a shallower gradient, whilst not representing the best option from a land drainage standpoint, would also be acceptable provided it was of a sufficient angle to allow surface water to naturally shed off site.
37. In the light of a formal objection raised by the DTM together with the large numbers of representations I received objecting to the proposal on the grounds of the adverse impact from traffic, I held detailed discussions with the applicant, DTM and E.A. My intention was to establish whether a compromise could be reached whereby a reduction in traffic to an acceptable level could be achieved whilst still providing for the satisfactory long-term closure of the site, having regard to the requirements of the European Landfill Directive.
38. The subsequent amendments to the proposal as set out in paragraph 18. above, are considered by the applicant as representing the bare minimum that is required to achieve the closure of the site. However, they nevertheless draw attention to potential difficulties that could arise from the permanent establishment of a relatively shallow (1:100) slope, which in their view would be insufficient to ensure all surface water sheds from the site and thus prevent any from infiltrating through the capping layer into the deposited waste materials. In their view as the cap deteriorates with time due to differential settlement across the site, this will inevitably lead to surface water filtering through into the landfill and which will leach into the underlying groundwater.
39. Following formal consultations on the proposed amendments the DTM has withdrawn his objection on the basis that in his view a balance has to be struck between the impact from traffic and the need for the site to be restored within the required timescale. In reaching this view he has recognised that whilst the number of movements would be significantly below those originally proposed, they would still be above that currently being experienced at the site. However, he makes reference to there being no controls restricting lorry movements under the terms of the existing permission and where therefore vehicle movements could have been much higher. Whilst in his view local

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

residents are quite rightly concerned about the current and expected level of lorry movements from the latest proposal, balancing what he considers to be the comparatively short term disruption against the long-term cessation of lorry movements he would support the proposal.

40. Notwithstanding the concerns raised over traffic, I am mindful that the other principle determining issue is the need to secure the satisfactory closure of the site such that the potential for pollution to the underlying groundwater is minimised. Having regard to advice from the E.A., whilst they support the applicant's assertion that the original proposal involving the creation of a (1:25) restored profile represents the best engineering solution, they nevertheless raise no objection to the (1:100) profile now proposed. This is on the basis that whilst not being ideal, remedial works to the cap post closure could nevertheless be undertaken to maintain a suitable profile. Albeit they accept such works would need to be undertaken on a more regular basis than would otherwise need to occur for a (1:25) profile.
41. Turning to other issues regarding noise and dust, in their response to the original proposal the County Council's noise advisor Jacobs, drew attention to the need for further information to be provided in the light of the noise assessment submitted in support of the proposal not having fully assessed the potential impacts based on a worst case scenario. This was on the basis that the assessment was made using a base level of 100 vehicle movements per day with the assumption that there would be an additional 100 movements generated (i.e. 200 movements overall). With this level of movements it was predicted that this would add some 2.7dB to existing noise levels which is below the 3dB threshold above which there would be potential for complaints from local residents. Whereas in the supporting documentation up to a maximum of 370 movements was predicted. However, since receiving these comments the revised proposals have significantly reduced the number of associated lorry movements that would be generated to the effect that the maximum number of daily movements (i.e. 150) now falls below the 200 movements on which the original assessment was based. In support of these revisions the applicants have provided a further noise assessment based on the latest figures and which demonstrate that noise levels would be less than those originally predicted. Furthermore, the current proposal restricts hours of operation to 0700 to 1700 Monday to Saturday whereas the existing permission also allows working on Sundays between 0700 to 1200 hours. Having regard to the earlier advice of Jacobs, who agreed with the initial assessment that based on 200 movements per day the increase in noise levels would be less than the 3dB threshold where complaints are likely to be received, in my opinion there are no material objections to the proposal on the grounds of adverse impacts from noise.
42. With regard to dust, there are conditions on the existing permission which require the implementation of approved dust control measures. In the event that Members are minded to grant permission I would intend to impose a similar condition, furthermore I would also propose to add a condition requiring that all vehicles visiting the site are sheeted. In my view with the imposition of such conditions there are no material reasons to object to the proposal on the grounds of dust nuisance.
43. Finally, Aylesford Parish Council have drawn attention to what they consider is a breach of the existing permission in so far as in their view operations should have ceased by or before 10 June 2004. However, I should point out that under the base line permission (Ref. TM/97/1064) there are no time limits set for completing operations, although the applicants have made reference to operations being completed by 2022 based on current waste inputs. The permission to which the Parish Council are referring was for



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

---

the importation of restoration materials from an alternative source to the applicants waste paper recycling facility and which did stipulate the 10 June 2004 deadline which they refer to. I am satisfied that operations since then have been undertaken in accordance with the terms of the existing permission and there has therefore been no breach of planning control.

**Conclusion**

44. Given the requirements of the European Landfill Directive there is a clear and urgent need for measures to be undertaken at Margetts Pit Landfill in respect of Cells 1,2 and 3 such that this part of the site no longer accepts waste after 16 July 2009 and that it is satisfactorily restored so as to ensure that it minimises the risk of groundwater pollution in the longer term.
45. With regard to the offsite Surface Water Balancing Pond required to accommodate surface water draining off the restored Landfill, on the basis of consultees responses I am satisfied there are no overriding objections to this element of the proposal. In my opinion it would not only serve to accommodate surface water drainage from the site but would also be of benefit to nature conservation in the longer term.
46. The proposed variation to the approved restoration scheme in terms of the restored afteruse has not attracted any objections, and I am therefore satisfied there are no material reasons for refusing this element of the proposal. However, with regard to the request to import materials from sources other than the applicants paper recycling facility, I consider this represents the main determining element. Notwithstanding amendments to the original proposal, of those consultees who raised objections, with the exception of the DTM, previous objections have been maintained on the grounds of the detrimental impacts from traffic. In my opinion, whilst there would be an adverse impact from traffic during the duration of operations, this has to be carefully balanced against other material planning considerations. Fundamentally these relate to the need for the site to be satisfactorily restored such that it will minimise the potential for pollution to the underlying ground water. In this respect I am mindful of advice from the E.A. that whilst the proposed revised scheme does not represent the best engineering solution, despite concerns raised by the applicants over the long term integrity of the restored site, it represents an acceptable compromise. On this basis I am satisfied that with regular maintenance the potential risk to future groundwater pollution would be kept to an acceptable level. Furthermore, the early closure and restoration of the site than would otherwise be achieved under the terms of the current permission must, in my view have positive benefit both to those residents directly affected by the site and those who are indirectly affected by lorry traffic along the routes leading to the site. On balance, I consider that the need for the site to be satisfactorily closed and restored, together with the benefits from its' early closure outweigh the relatively short- term adverse impacts from lorry traffic. Accordingly, I would recommend that approval be given for the proposed variation to the approved infilling and restoration scheme.

**Recommendation**

47. I **RECOMMEND** that;

## Item C1

### **Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

- (A) **PERMISSION BE GRANTED** to Planning Application TM/08/209 for the creation of a replacement Surface Water Balancing Pond **SUBJECT TO** the imposition of conditions requiring amongst other matters the submission of details of proposed landscaping and tree planting, programme of archaeological investigations together with hours of working;
- (B) **APPROVAL BE GIVEN** for a variation to conditions 2,5,7, and 12 of Planning Permission TM/97/1064 in respect of proposed amendments to the approved infilling, restoration and aftercare scheme, together with changes to the source of waste materials in order to accelerate the infilling and restoration of Margetts Pit Landfill.

#### **Informative**

The applicant be reminded that all other conditions imposed under Planning Permission TM/97/1064 remain in effect.

Case Officer: Mike Clifton
----------------------------

01622 221054
--------------

Background Documents: See Section Heading
---

**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**



Name: .....

Address: .....

.....

.....

.....

Date: .....

Sharon Thompson,  
Head of Planning Application Group  
Kent County Council  
1<sup>st</sup> Floor, Invicta House  
County Hall  
Maidstone ME14 1XX

Dear Ms Thompson,

**Planning Permission: TM/97/1064/ R2, R5, R7, R11, R12 – Proposed Variation**

As a resident of Wouldham I wish to register my objection to the proposed volume of lorry movements and their route to Margetts Pit, and to request that you reject the above planning application.

The route comprising the Pilgrims Way and its junctions with Rochester Road Aylesford, Bull Lane Eccles, Alex Hill and Court Road Burham is already inadequate for the current traffic levels. Without major road enhancement the proposed additional 370 HGV visits per day will result in both severe and fatal accidents involving innocent local residents.

Yours sincerely,



**Margetts Pit Landfill, Margetts Lane, Burham, Rochester, Kent.**

# In touch



For more information about the work local Conservatives are doing in your area, please visit our website:

with Burham, Eccles & Wouldham. April 2008

[www.traceycrouch.org](http://www.traceycrouch.org)

## URGENT RESPONSE REQUESTED

### **AYLESFORD NEWSPRINT - HGVs ON PILGRIMS WAY & COURT ROAD**

Our villages spent 3 years successfully fighting Southern Water's plan to flood our local roads with 128 HGV movements per day. We are now faced with 370 HGVs thundering along from the A229 via Pilgrims Way, Rochester Road and Court Road to Margetts Pit between Burham and Wouldham.

This is being proposed by Aylesford Newsprint in a race to fill Margetts Pit with industrial waste before new EU environmental regulations come into force in July 2009. The proposal is for 640,000 tonnes of waste to be delivered at a maximum rate of 370 HGV movements per day. That is an average rate of one HGV every 1 3/4 minutes from 7:00 am to 6:00 pm every day. We will be working with the 3 Parish councils to do all we can to prevent this disruption to our roads and our quality of life.

**We now need your help.** If you object to the application, please write a letter to reach KCC by the 1<sup>st</sup> May to: Sharon Thompson, Head of Planning Application Group, 1<sup>st</sup> Floor, Invicta House, County Hall, MAIDSTONE. ME14 1XX. The letter needs to quote "Planning permission: TM/97/1064/ R2, R5, R7, R11, R12" and then say that you object to the HGV movements. It will then count.

By all means add any reasons you have to your letter eg road safety, pets being killed, noise, vibrations and any other reason you have. If you need help or advice to make your point, ring us and we will get help to you to write the letter. Or send your letter by e-mail by the 1<sup>st</sup> May to: [sharon.thompson@kent.gov.uk](mailto:sharon.thompson@kent.gov.uk).

If you cannot make the 1<sup>st</sup> May please still write. We are fighting to get the deadline extended but if we do not we will still do our best to ensure your letter counts.

Eccles showed us how to do this with Southern Water. Your letter or e-mailed letter will count.

### **TONBRIDGE AND MALLING BOROUGH COUNCILLOR SURGERY**

Your Borough Councillors, Roger Dalton and Dave Davis, will run another of their regular surgeries on Saturday 10<sup>th</sup> May. Come along with any problems you have or to just find out what is going on. They will especially have details of the latest news on Aylesford Newsprint and what is going on with the Peter's Village development.

The surgeries will be at:

- 09:30 to 10:30 Eccles Church Hall, Bull Lane, Eccles
- 10:30 to 11:30 Burham Church Hall, Church Street, Burham
- 11:30 to 12:30 Wouldham Village Hall, High Street Wouldham

## Your Borough Councillors

**Roger Dalton**

Tel: 01634 867281  
[roger.dalton@tmbc.gov.uk](mailto:roger.dalton@tmbc.gov.uk)

**Dave Davis**

Tel: 01634 869650  
[dave.davis@tmbc.gov.uk](mailto:dave.davis@tmbc.gov.uk)

Printed and promoted by Andrew Kennedy on behalf of Chatham & Aylesford Conservative Association, all at 200 Canterbury Street, Gillingham, Kent, ME7 5XG

**VARIATION TO APPROVED RESTORATION SCHEME FOR PERMISSION TM/97/1064; AND APPLICATION TM/08/209 – CONSTRUCTION AND OPERATION OF A NEW SURFACE WATER BALANCING POND AND SOAKWAY TO SERVE THE MARGETTS PIT SURFACE WATER DRAINAGE SYSTEM;**

NOTES of a Planning Applications Committee Members' site tour to Margetts Pit, Burham on Tuesday, 18 March 2008.

MEMBERS PRESENT: Mr R E King (Chairman), Mr J A Davies, Mrs E Green, Mr G A Horne, Mr C Hibberd, Mr S J G Koowaree, Mr J F London, Mr T A Maddison, Mr W V Newman, Mr A R Poole and Mr F Wood-Brignall .

OFFICERS: Mr M Clifton (Planning); Ms L Dyson and Ms W Rogers (Archaeology), Ms S Taylor (Biodiversity) and Mr A Tait (Legal and Democratic Services).

TONBRIDGE AND MALLING BOROUGH COUNCIL: Mr A Hill (Planning).

BURHAM PARISH COUNCIL: Cllrs M Harvey and B Stead.

THE APPLICANTS: Aylesford Newsprint: Mr I Broxer. Faber Maunsell (Agents): Dr E Slaney, Mr D Smith, Ms H McLean and Mr R Wardle.

- (1) Members travelled to the site by coach from Aylesford News Print, along the A20 and the A229, Pilgrims Way, Court Road and Margetts Lane. This enabled them to use the same route that would be used by the HGVs for the proposed development.
- (2) The Chairman opened the meeting. He explained that its purpose was for the Committee Members to familiarise themselves with the site and to listen to the views of interested parties.
- (3) Mr Clifton explained that the need for an amended restoration scheme had arisen as a result of changes to the Pollution Prevention and Control (PPC) Regulations. Those landfills which could not be brought into line with European requirements were now required to close by July 2009.
- (4) Mr Clifton then said that the new proposed restoration scheme would involve infilling with waste which would be brought in along the route taken by the coach (*this would actually use the M20 rather than the A20*). The site would finally be restored its original contours, except for Cell 1A to the South East, which would continue to be worked.
- (5) Mr Clifton went on to say that the amendments to the restoration scheme would not alter its contours or afteruse aspects. In order to meet the July 2009 deadline, it would be necessary for the quantity of imports to increase from their current levels. There were currently no restrictions imposed. The applicants believed that this would be acceptable as they

## Appendix 3 Item C1

had previously increased vehicle movements by 100 per day to bring in materials to form the capping layer. The applicants had estimated that this proposal would need a further 700k cubic metres of infill material, normally resulting in 83 loads (166 movements), but possibly rising to 124 loads (248 movements) per day.

- (6) Mr Clifton then turned to the separate application for a surface water balancing pond. Its purpose would be to passively drain all surface water from the landfill. It therefore would need to be sited at a lower level than the lowest point of the restored landfill. This requirement limited the number of places where it could be accommodated.
- (7) The best location from an engineering point of view was compromised by being in an area which was known to contain items of archaeological interest. These included a Neolithic causeway enclosure and Iron Age settlements. The applicants had therefore searched for a location that best matched engineering needs with those of historical preservation. Whilst they were still considering alternatives, the currently preferred option had less archaeological impact and would be cut into the sloping ground, minimising its visual impact.
- (8) Mr Clifton said that the pond would ultimately bring ecological benefits through enhanced wildlife and vegetation. There would, however need to be protection for the newts around the perimeter of the proposed pond.
- (9) Mr Clifton then highlighted the comments of consultees. The Environment Agency supported the proposal in principle but had submitted a holding objection pending detailed calculations of the size of the pond. This would need to cater for a one in a hundred year flood and a further 20% for climate change. English Heritage had called for attention to be given to the visual context of the archaeological site. Tonbridge and Malling BC had raised no objection but wished to be satisfied with the quality of the linkway from the landfill to the pond and on the details of the works that would be necessary along Court Road. They had pointed out that Court Road would probably need to be re-aligned in the light of the recent Peter's Pit permission for 1,000 new houses. They also sought a condition requiring the drainage of the highway and land adjacent to the site.
- (10) In response to a question from Mr Maddison, Mr Clifton said that Cells 1, 2 and 3 were unable to meet modern landfill standards. Cell 1A was able to do so, but the applicants wanted to finish that part of the site by 2012.
- (11) Mr Horne asked how strong the requirement was for the surface water pond to be constructed. Mr Clifton replied that it was of key importance. There was no "do nothing" option.
- (12) Mr Stead (Burham PC) asked whether the existing conditions would be transferred to the new application. Mr Clifton replied that, with the

### Appendix 3 Item C1

exception of those conditions the applicants were seeking to vary on the existing landfill permission, all other conditions would continue to remain in effect.

- (13) Mr Broxter (Aylesford Newsprint) asked the Committee to note that lorries would actually travel from Aylesford to Burham along the M20 via Junction 4 rather than using the New Hythe Lane/A20 route. Not all lorries would originate at Aylesford Newsprint.
- (14) Mr Harvey (Burham PC) asked what the likely starting date would be when the number of deliveries of waste to the state would increase. Mr Clifton replied that he hoped to be in a position to report to the Committee within the next two to three months and, if permission were granted, the number of deliveries would increase soon after that.
- (15) Members then travelled to the site of the proposed Surface Water Balancing Pond. Mr Clifton pointed out the preferred location next to the eastern side of Margetts Lane. A stone access track would be created between the landfill and pond, through a gap in the hedgerow planting. The size of the pond would be about 2.4 hectares (130m by 70m).
- (16) Dr Slaney said that the initial idea had been to site the pond next to the Landfill. However, a geophysical survey had identified an Iron Age settlement. The proposed location now represented the optimum solution as it would avoid both the settlement and the other known areas of archaeological interest. The possibility also existed that there might be further archaeological finds, so the applicants proposed to carry out trial excavations during the construction period. Proposals for this work would be agreed with English Heritage.
- (17) Ms Dyson confirmed that research had shown small anomalies which could represent archaeological data. These would need to be preserved, possibly by recording.
- (18) Mr Clifton said that once permission was granted, it would be unlikely that construction work could be terminated if a significant find was uncovered. In such an event he anticipated arrangements would be in place setting out a specific brief for mitigation and recording.
- (19) Ms Dyson said that the survey undertaken by the applicants had identified the causeway and Iron Age enclosure. Very little had so far been identified at the proposed location, which therefore had the lowest potential risk. Trial trench digging was not necessarily the perfect answer but would be the best solution available if done to a high archaeological standard.
- (20) Mr Koowaree asked how deep the pond was intended to be. Dr Slaney replied that the final details were still being worked out with the Environment Agency, who were expected to withdraw their holding agency

### **Appendix 3 Item C1**

once finalised. The calculations were based around the need to plan for once every hundred year flooding plus twenty per cent.

- (21) The Chairman thanked everyone for attending. The notes of the site tour would be appended to the report to the determining Committee meeting.



**Item C2**

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 (New transfer station and modification of existing household waste recycling centre) at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621.**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Application for variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 (cessation of existing green waste composting facility and transfer station, with the development of new transfer station, modification of the existing household waste recycling centre and improvements to landscaping of the site) at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent.

Recommendation: Planning permission be granted subject to amended conditions.

Local Member: Mr Richard Parry

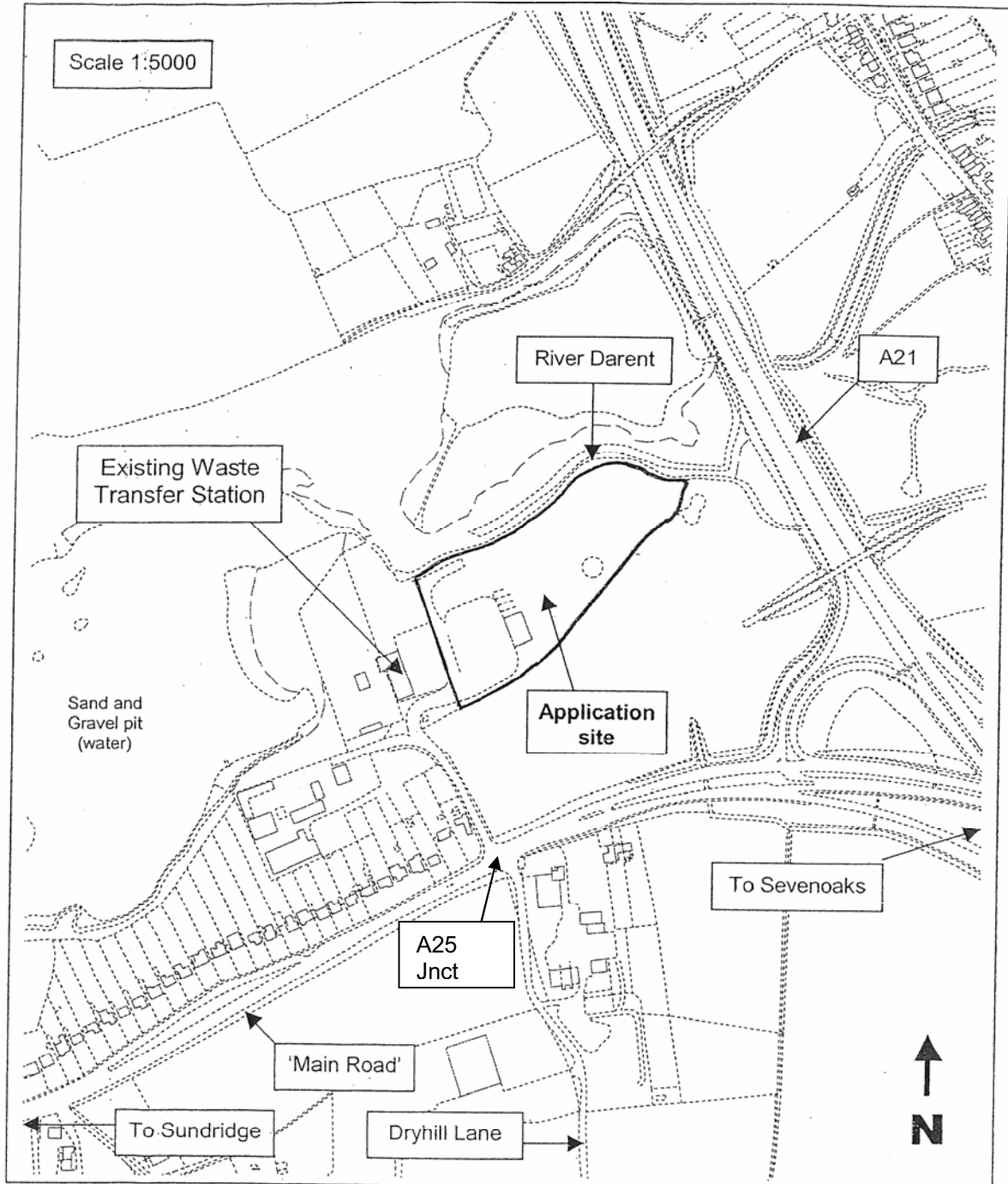
Unrestricted

### **The Site and Background**

1. The application site is 1.6 hectares in area, located to the North of the Main Road, Sundridge. The eastern part of the site is currently occupied by a green waste composting facility and the western part by a Household Waste Recycling Centre (HWRC). To the west of the site is the existing Waste Transfer Station (WTS), the access to the A25 and a number of other uses (including a Sevenoaks District Council Depot, two private builders yards and a private fishing lake). The River Darenth lies immediately to the north of the site, and the A21 just to the east. The boundary of the nearest residential property is approximately 50 metres away. The site lies within the Metropolitan Green Belt (MGB), the Kent Downs Area of Outstanding Natural Beauty (AONB) and the North Downs Special Landscape Area (SLA). It is also within an aquifer protection zone and land susceptible to flooding and to landfill gas. A site location plan is included at page C2.2. The site is accessed via a dedicated junction with the A25. This junction was upgraded about 15 years ago.
2. Planning permission SE/05/2526 for the redevelopment of the 1.6 ha site (which this application seeks to vary) was granted on 15 February 2007. The permission provides for the cessation of the current green waste composting facility, the development of a new waste transfer station, modifications to the existing HWRC and improvements to existing landscaping. This permission has not yet been implemented and redevelopment of the site has not begun.

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

Location Plan



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.



**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

**Proposal**

3. The application seeks to vary conditions 14, 15, 20, 26 and 27 of planning permission SE/05/2526 in the following ways:-

Condition 14:

4. Condition 14 currently states:

“14. The roller shutter doors of the vehicle access points of the waste transfer building hereby permitted shall be kept fully closed unless required for vehicular access.”

This could be interpreted as meaning that the doors should be closed after each vehicle enters or leaves the building. The applicant states that this would cause health and safety, logistical problems and vehicles delivering or collecting waste queuing unnecessarily outside the building. The applicant proposes that the condition be varied to allow the roller shutter doors to remain open during hours of operation and that condition 14 be reworded to read:

“14. The roller shutter doors of the vehicle access points of the waste transfer building hereby permitted shall be kept fully closed outside the hours of operation of the waste transfer station.”

Condition 15

5. Condition 15 currently states:

“15. All external illumination shall only be operated at those times when it is specifically required to enable work to be carried out while the premises are open for business.”

As the applicant proposed that conditions 26 and 27 be varied to allow essential repairs and maintenance to take place outside normal hours of operation it also wishes to vary condition 15 to facilitate this should external lighting be required during such times. Accordingly, it proposes that condition 15 be reworded to read:

“15. All external illumination save for the low level security lighting shall be extinguished outside the hours when the premises are open for business except where such lighting is required for repairs or maintenance which can only be carried out when the premises are closed for business.”

Condition 20

6. Condition 20 currently states:

“20. No more than a total of 112 HGV movements (56 in/56 out) associated with the operation of the household waste recycling centre and waste transfer station

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

shall enter or leave the site in any one day (i.e. between 00.01 and 24.00 hours).”

The applicant states that there was a misinterpretation of the term “vehicle movements” in the original planning application which resulted in the condition allowing far fewer HGV movements than actually required to enable the facility to operate as intended. It now wishes to correct this error. It proposes that condition 20 be reworded to read:

“20. No more than a total of 256 HGV movements (128 in/128 out) associated with the operation of the household waste recycling centre and waste transfer station shall enter or leave the site in any one day (i.e. between 00.01 and 24.00 hours).”

The application is supported by a new traffic report which explains this and corrects that submitted previously.

Condition 26

7. Condition 26 currently states:

“26. No operations shall take place at the Waste Transfer Station, nor shall there be any movement of waste transporting vehicles to or from the Waste Transfer Station, except between the following times:-

Monday to Friday:	0700 to 1800 hours
Saturday (immediately following a Bank Holiday):	0700 to 1600 hours
Saturdays (other):	0700 to 1500 hours
Sundays, Bank or other Public Holidays:	No Operations”

As explained in paragraph 5 above, the applicant wishes to be able to undertake essential repairs and maintenance outside these hours. The applicant states that such works can only be undertaken when the facility is closed and is necessary to ensure that health and safety is not compromised. It proposes that the first part of the condition be reworded as follows (the second part to remain the same as above):

“26. No operations save for repairs and maintenance which can only be carried out when the premises are closed for business shall take place at the Waste Transfer Station, nor shall there be any movement of waste transporting vehicles to or from the Waste Transfer Station, except between the following times:-“

Condition 27

8. Condition 27 currently states:

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

“27. No operations shall take place at the Household Waste Recycling Centre, nor shall there be any movement of waste transporting vehicles to or from the Household Waste Recycling Centre, except between the following times:-

Monday, Tuesday, Thursday, Friday and Saturday:	0800 to 1630 hours
Wednesday (1 October to 31 March inclusive):	0800 to 1630 hours
Wednesday (1 April to 30 September inclusive):	0800 to 2000 hours
Sunday, Bank Holidays and Public Holidays:	0900 to 1600 hours
Christmas Day, Boxing Day, 27 December and New Years Day:	None (site closed)”

The applicant wishes to vary the condition to allow essential repairs and maintenance outside these hours (for the reasons above) and to correct the inclusion of 27 December as a day on which no operations are permitted. It states that 27 December was included in the original application in error as it happened to be a bank holiday in 2005. Accordingly, the applicant proposes that the condition be reworded as follows:

“27. No operations save for repairs and maintenance which can only be carried out when the premises are closed for business shall take place at the Household Waste Recycling Centre, nor shall there be any movement of waste transporting vehicles to or from the Household Waste Recycling Centre, except between the following times:-

Monday, Tuesday, Thursday, Friday and Saturday:	0800 to 1630 hours
Wednesday (1 October to 31 March inclusive):	0800 to 1630 hours
Wednesday (1 April to 30 September inclusive):	0800 to 2000 hours
Sunday, Bank Holidays and Public Holidays:	0900 to 1600 hours
Christmas Day, Boxing Day and New Years Day:	None (site closed)”

9. The application originally sought to vary condition 7(e) of planning permission SE/05/621 but this element was withdrawn.

**Planning Policy Context**

10. **National Planning Policy:** PPS1 (Delivering Sustainable Development), PPG2 (Green Belts), PPS7 (Sustainable Development in Rural Areas), PPS10 (Planning and Waste Management) and PPG13 (Transport).

11. **Regional Planning Policy:** Policies E1 (Landscape Quality), E3 (Green Belts), E7 (Air and Water Quality), W16 (Waste Transfer), W17 (Location of Waste Management Facilities) of RPG9 (as amended). Policies C2 (AONBs), CC10a (Green Belts), NRM7 (Air Quality), NRM8 (Noise), W16 (Waste Transfer) and W17 (Location of Waste Management Facilities) of the emerging South East Plan.

12. **Kent and Medway Structure Plan (September 2006):** Policies SP1 (Conserving and Enhancing Kent’s Environment and Ensuring a Sustainable Pattern of

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

Development), SS1 (Green Belt), EN1 (Protecting Kent's Countryside), EN3 (Protecting and Enhancing Countryside Character), EN4 (AONB), QL1 (Quality of Development and Design), TP12 (Development and Access to the Primary / secondary Road Network), TP15 (Development Traffic and HGVs), NR5 (Pollution Impacts), WM1 (Integrated Waste management) and WM2 (Assessment Criteria for Waste Proposals).

13. **Kent Waste Local Plan (March 1998):** Policies W3 (Locational Criteria), W6 (Need), W9 (Waste Separation and Transfer), W18 (Noise, Dust and Odour), W22 (Road Traffic and Access) and W25 (Lighting, etc).
14. **Sevenoaks District Local Plan (March 2000):** EN6 (AONB), GB1 (Green Belt), EN31 (Outdoor Lighting) and NR10 (Pollution of the Environment).

**Consultations**

15. **Sevenoaks District Council:** No objection. Asks that the County Council consider the amenity implications of the increase in HGV traffic movements.
16. **Sundridge with Ide Hill Parish Council:** Objects to the proposed variation to condition 20 (HGV movements). States that even if it is accepted that the issue was misunderstood previously a doubling of HGV movements would be 224 not 256 (i.e. a further 14%). Expresses concerns about the impact of additional HGVs (when added to the increased number of cars already envisaged for the site) on the junction with the A25. States that KCC Highways had accepted that the junction (which also serves Dryhill Lane on the other side of the A25) was dangerous but have reversed a decision to implement improvements. Considers that improvements are still necessary. Requests that KCC Highways consider the matter before the application is approved.

Has no objection to the other elements of the application but requests that any increased hours for maintenance be restricted to between 07:00 and 22:00 hours.

17. **Chevening Parish Council:** Expresses considerable concern about any increase in vehicle movements (particularly HGVs) at the site access from the A25 Westerham Road and states that these should only be permitted as part of improvements to that junction and its approaches and if cars within the facility are managed so that they do not back up to the A25.

Has no objection in principle to the use of low level security lighting to allow repairs and maintenance outside the hours when the station is open for business but would object to any operations outside the hours of 07:00 and 22:00.

18. **SEEDA:** No comments to make on the proposal.
19. **SEERA:** Considers that based on the information provided, the proposed variation in planning conditions would not materially conflict with or prejudice the implementation of the regional spatial strategy (RPG9) and the draft South East Plan. Advises the

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

County Council to secure appropriate mitigation measures to reduce adverse environmental impacts in line with the objectives of Policies W16 and E7 of RPG9 and Policies NRM7 and NRM8 of the draft South East Plan.

20. **Natural England:** Raises concerns about the potential impact or incremental degradation which the variations would have on this part of the Kent Downs AONB in terms of increased noise and pollution from additional traffic movements and increased light pollution from use of lighting. States that there is nothing in the application to suggest how the variations to the conditions can be designed with landscape as the prime driver for design leading to incremental improvements. Urges the County Council to seek the views of the Kent Downs AONB Unit and to incorporate their suggested improvements so that the proposal does not erode the quality of the AONB at this location.
21. **Kent Downs AONB Unit:** No comments received.
22. **Transportation Planning Manager:** No Objection as the proposals are unlikely to have a significant impact on highway safety.

Advises that the site is well related to the residential areas it serves and is well located in terms of access to the main road network. Is satisfied that there has been a misunderstanding relating to HGV movements and that the proposed total of 256 HGV movements (128 two-way movements) in a 24 hour period is unlikely to give rise to an increased risk of accident or result in significant delays. Notes the concerns that have been raised with regard to sight lines and the ability of vehicles to access and egress from the site in a safe manner. Advises that the accident records for the past three years show that there have been three incidents (two slight and one serious), however, states that these can not be attributed to the use of the access for the purposes of waste disposal. States that the allowing repairs and maintenance outside normal operating hours would be unlikely to have an impact on highway safety. Given the proximity of the A21 and M25 recommended that the Highways Agency be consulted.

23. **Highways Agency:** No comments received.
24. **Environment Agency:** No objection.
25. **KCC Noise, Dust and Odour Consultant (Jacobs):** Advises that subject to suitable odour management being employed the proposed variation of condition 14 would not present any particular problems in terms of noise and odour as the proposed building would be orientated away from residential properties.

**Local Members**

26. The local Member Mr R Parry was notified of the application on 25 February 2008. At the time of writing this report no comments have been received.



**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

**Representations**

27. The application was advertised in a local newspaper and with site notices and 23 local properties were notified. Two written representations have been received. These object to the application on the grounds that the development would result in an unacceptable impact in terms of:
- Lighting, particularly during any working outside normal operating hours – any lighting should be kept to an absolute minimum and designed to minimise impacts on local amenity (floodlighting should not be allowed);
  - Opening hours (generally) – these should be further restricted than currently permitted;
  - Noise (current and future), including reversing beepers on dustcarts, HGVs and loading shovels and the movement of skips – audible reversing warning devices should be toned down or alternatives used;
  - Maintenance hours – should be limited and not open-ended as proposed;
  - Landscape screening – further landscaping should be required to help screen the development given the AONB status and to help reduce noise impact (e.g. quick growing evergreen trees on the northern boundary);
  - Odour – Smells from the site (and in particular the green waste composting facility) have been a problem for many years and the issue needs to be properly controlled at the new facility; and
  - Cumulative impacts.

**Discussion**

28. 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.
29. As the principle of development of a new waste transfer station (WTS) and household waste recycling centre (HWRC) has only recently been established by the granting of planning permission SE/05/2526 on 15 February 2007, following the completion of a Section 106 Agreement which secured (amongst other things) the cessation of the existing green waste composting operation and use of the existing WTS<sup>1</sup>, it is not necessary or appropriate to reconsider the principle of its development. However, any issues arising from the proposed variations of conditions must be considered.
30. The main issues arising from the application are:-
- Whether the requirement that the roller shutter doors of the vehicle access points of the WTS be closed after each individual vehicle enters or leaves is reasonable and whether not doing so during the normal working day would give rise to unacceptable impacts (e.g. odour or noise);

---

<sup>1</sup> The former on implementation of planning permission SE/05/2526 and the latter within 14 days of waste being imported to the new WTS.

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

- Whether it is necessary to allow essential repairs and maintenance outside normal working hours and whether such use is acceptable even if this requires external lighting (e.g. noise, light pollution and general disturbance);
- Whether 256 HGV movements (128 in/128 out) each day would be acceptable in terms of highway capacity and safety and potential environmental impacts (on local amenity and the AONB status of the site);
- Whether it is reasonable for the HWRC to open on 27 December each year; and
- Whether any of the proposed changes themselves give rise to the need for further changes or controls.

Each of the proposed variations of condition will be considered against the above issues, development plan policy and other material planning considerations.

Condition 14 (roller shutter doors)

31. No specific objections have been received in relation to the proposed variation to condition 14 although concerns have been expressed by two local residents about noise and odour associated with existing waste operations at the site (i.e. the green waste composting facility, WTS and HWRC). The County Council's noise, dust and odour consultant has advised that not closing the doors during normal working hours should not present problems in terms of odour subject to the use of suitable controls or noise as the doors in question are orientated away from local properties. The WTS and HWRC will both need to be operated in accordance with an Environmental Permit (issued by the Environment Agency) which will provide detailed controls in respect of odour. The Environment Agency has raised no objection to the proposals.
32. On the basis of the above, I consider that the proposed variation of condition 14 would not result in unacceptable adverse impacts and would be consistent with the above adopted and emerging development plan policies.

Condition 15 (external illumination)

33. Concerns have been expressed by Chevening Parish Council, Natural England and local residents about potential light pollution associated with poor design or unrestricted use of external lighting. It should be noted that with the exception of low level security lighting the proposed variation to condition 15 would only allow external lighting to be used exceptionally to facilitate essential repairs and maintenance that could not be undertaken during normal working hours. It should also be noted that condition 7 of planning permission SE/05/2526 does not allow development to take place on the site until details of (amongst other things) external lighting have been submitted to and approved in writing by the County Council. Condition 7 is clear that external lighting shall be designed to avoid light pollution and minimise impacts on the surrounding area and that the details that are approved must be implemented, maintained and complied with at all times. In this way, and since any details that are submitted would be considered in the context of those hours of potential use that are actually permitted at that time, I am satisfied that condition 7 provides the necessary safeguards to ensure that external lighting would not give rise to the unacceptable adverse impacts that are of concern to the above respondents.

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

34. On the basis of the above, I consider that the proposed variation of condition 15 would not result in unacceptable adverse impacts and would be consistent with the above adopted and emerging development plan policies.

Condition 20 (HGV movements)

35. The proposed variation of condition 20 has given rise to the greatest concern. Objections have been received from Sundridge with Ide Hill Parish Council, Chevening Parish Council and local residents to the proposed increase from 112 to 256 HGV movements per day associated with the WTS and HWRC. These objections primarily relate to concerns about the safety of the junction with the A25 (including sight lines) and traffic impacts more generally. Concerns about related impacts have also been received from Natural England due to the AONB location and Sevenoaks District Council has asked that the County Council consider the amenity implications of the proposed increase.
36. The Transportation Planning Manager has considered the objections and related concerns that have been raised, together with relevant traffic surveys and other highways information for the site and surrounding area, and has advised that he has no objection to the proposed increase in HGV movements.
37. The supporting information submitted with planning application SE/05/2526 in 2005 stated that HGV movements associated with the existing WTS were 76 per day in 2005 and that they would remain so in 2020. It also stated that expected HGV movements for the proposed WTS and HWRC would rise from 76 per day in 2005, to 88 per day in 2010, to 100 per day in 2015 and to 112 per day in 2020. The supporting information submitted with the current planning application explains the extent of the misinterpretation referred to in paragraph 6 above and provides a corrected interpretation of anticipated traffic movements from the site (including other uses at Dunbrik). The new figures show that the existing WTS already generates 138 HGV movements per day and could, if working at the maximum tonnage allowed by the current Environmental Permit, generate 196 movements per day by 2020 if the new WTS and HWRC were not implemented. It also states that expected HGV movements for the new WTS and HWRC would rise from 214 per day in 2010, to 256 per day in 2015 and to remain at 256 per day in 2020. It should be noted that the current planning permission for the WTS (SE/90/1302) contains no restrictions in terms of HGV movements. Indeed, none of the other permissions at Dunbrik contain any such restrictions. Whilst some caution should be afforded to such expected figures since theoretical figures are not always achievable in practice, it is clear that HGV movements could easily exceed the 112 currently permitted by condition 20 without any further changes to the current WTS planning permission. All these figures need to be placed in the context of other HGV and vehicle movements from all operations located at Dunbrik (including the Sevenoaks District Council Depot, building and construction yards, the existing HWRC and (currently) the green waste composting facility). The Transportation Planning Manager has considered these in reaching his recommendation.

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

38. Given that the Transportation Planning Manager has no objections on the basis of highway capacity or safety there would be no basis to refuse the application on these grounds. Since there are no HGV movement restrictions on the current WTS or any other of the operations at Dunbrik, such that actual HGV movements could potentially be similar if the permitted WTS and HWRC were not to be implemented, I do not consider that the proposed variation of condition 20 would necessarily lead to unacceptable adverse amenity impacts. On this basis, I consider that the proposed variation of condition 20 would not conflict with the above adopted and emerging development plan policies.

Conditions 26 and 27 (amended days / hours of use)

39. The proposed variation of conditions 26 (WTS) and 27 (HWRC) have given rise to concerns by Sundridge with Ide Hill Parish Council, Chevening Parish Council and local residents on the grounds that the proposed change could lead to repairs and maintenance taking place at all hours of the night. Whilst they accept that essential repairs and maintenance may need to be undertaken outside normal working hours, they wish them to be restricted in some way. Both Parish Councils have asked that such use be restricted to between 07:00 and 22:00 hours. Natural England's concerns also relate to the proposed variations to hours of use but are primarily related to potential light pollution which has been addressed above. Local residents have also raised concerns about audible reversing devices.
40. Given the desirability of the WTS and HWRC being able to operate efficiently during normal working hours to avoid problems with local authority waste and recyclable materials collections or deliveries of similar materials by members of the public, I consider that the ability to undertake repairs and maintenance outside these hours is necessary. Clearly, any additional operations during the early morning, evening or night would be likely to result in some adverse impacts and I share the concerns of the Parish Councils about removing restrictions on such use altogether. Whilst audible reversing devices can result in disturbance, their use also raises health and safety issues. Planning permission SE/05/2526 includes measures designed to minimise adverse impacts from such devices, most notably in the design of the new larger WTS building capable of better accommodating operations and incorporating a one-way system to reduce the need for reversing. It has previously been accepted that the new WTS and HWRC would result in an improvement on the existing position. However, the possibility of operations taking place outside normal operating hours has not previously been considered.
41. On balance, I consider that the restriction proposed by the Parish Councils on the hours during which repairs and maintenance which can only be carried out when the premises are closed for business should be allowed (i.e. between 07:00 and 22:00 hours) is reasonable and should therefore form part of any amended planning permission. Given the relative proximity of residential properties and potential impacts that could otherwise arise, I also consider that audible reversing devices should not be employed during such periods unless essential to meet health and safety requirements. These issues can be satisfactorily addressed by further amendments to conditions 26 and 27.

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

---

42. The proposed removal of the reference to 27 December in condition 27 (relating to the HWRC) has attracted no objections. Since this obviously relates to an error in the earlier planning application, is required to facilitate the effective operation of the HWRC and would give rise to no additional impacts that have not been considered to be acceptable on other days, I consider that condition 27 should be amended to remove reference to 27 December.

Other issues

43. A number of the issues raised by local residents are not directly related to the proposed variations of conditions or are related to current activities at the site. These include concerns about landscape screening and the suggestion that the permitted hours of working be further restricted. Condition 31 of planning permission SE/05/2526 already includes a requirement for a full tree survey, a scheme of landscaping and a management plan for the adjoining woodland belt to be submitted to the County Council for its approval and for this to be implemented as approved and maintained for at least 5 years. The landscaping scheme must also be designed to accord with the Kent Downs AONB Landscape Guidelines. Although the requirements of condition 31 have yet to be met I am satisfied that the condition includes the necessary safeguards on landscape and related issues as development cannot take place until it has been addressed. I see no reason to further amend the permitted hours of working as these were only recently considered as being acceptable and are not affected by the changes now proposed.

**Conclusion**

44. Planning permission SE/05/2526 already provides for the development of a new WTS and HWRC at Dunbrik. However, this permission has not yet been implemented – at least in part because the applicant does not believe that the facility could operate as intended given the constraints currently imposed by conditions 14, 15, 20, 26 and 27. If the current application is permitted this should provide the applicant with the necessary confidence to progress the development of the new facility which is needed in order to improve waste management capacity in Sevenoaks and enable more efficient recycling in the years ahead. Having considered the views of consultees and other respondents and relevant material planning considerations, and subject to the further restrictions on “out of hours” use set out in paragraph 41 above, I am satisfied that the proposed variations to the conditions would not lead to unacceptable adverse impacts either individually or cumulatively and would accord with adopted and emerging development plan policies. I therefore recommend accordingly.

**Recommendation**

45. I RECOMMEND that PERMISSION BE GRANTED for the proposed variations to conditions 14, 15, 20, 26 and 27 of planning permission SE/05/2526 subject to conditions 26 and 27 being further amended to only allow repairs and maintenance which can only be carried out when the premises are closed for business to be undertaken between 07:00 and 22:00 hours and for no audible reversing devices to

**Item C2**

**Variation of conditions 14, 15, 20, 26 & 27 of Planning Permission reference SE/05/2526 at Dunbrik Household Waste Recycling Centre and Green Waste Composting Facility, Main Road, Sundridge, Near Sevenoaks, Kent – SE/08/621**

be employed outside of normal working hours unless specifically required to meet health and safety requirements.

Case Officer – Shaun Whyman
-----------------------------

Tel no. 01622 221055
----------------------

Background Documents - see section heading
--

**Item C3****Applications to vary permissions AS/90/608 and AS/90/1602 to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Applications by Tarmac Limited:

- (i) AS/08/733 - Section 73 planning application to vary condition 5 of permission AS/90/608 to allow working up to 60 occasions out of hours for a temporary period until 31st December 2011; and
- (ii) AS/08/821 - Section 73 planning application to vary condition 6 of permission AS/90/1602 to allow working up to 60 occasions out of hours for a temporary period until 31st December 2011;

at Hothfield Works Watery Lane, Westwell Ashford.

Recommendation: Permission be granted for each application subject to conditions

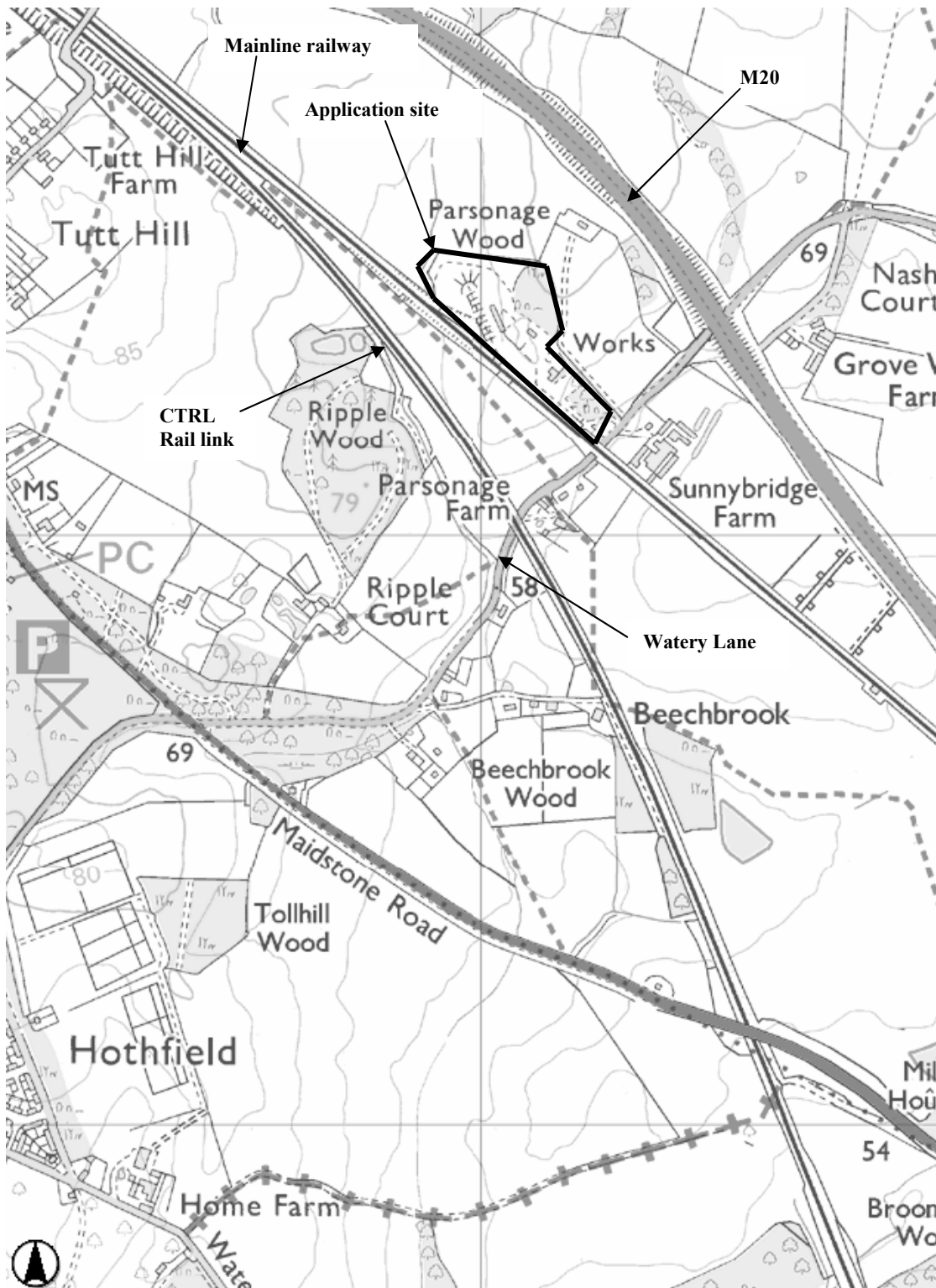
Local Member: Mr R. King

Unrestricted

**Site description**

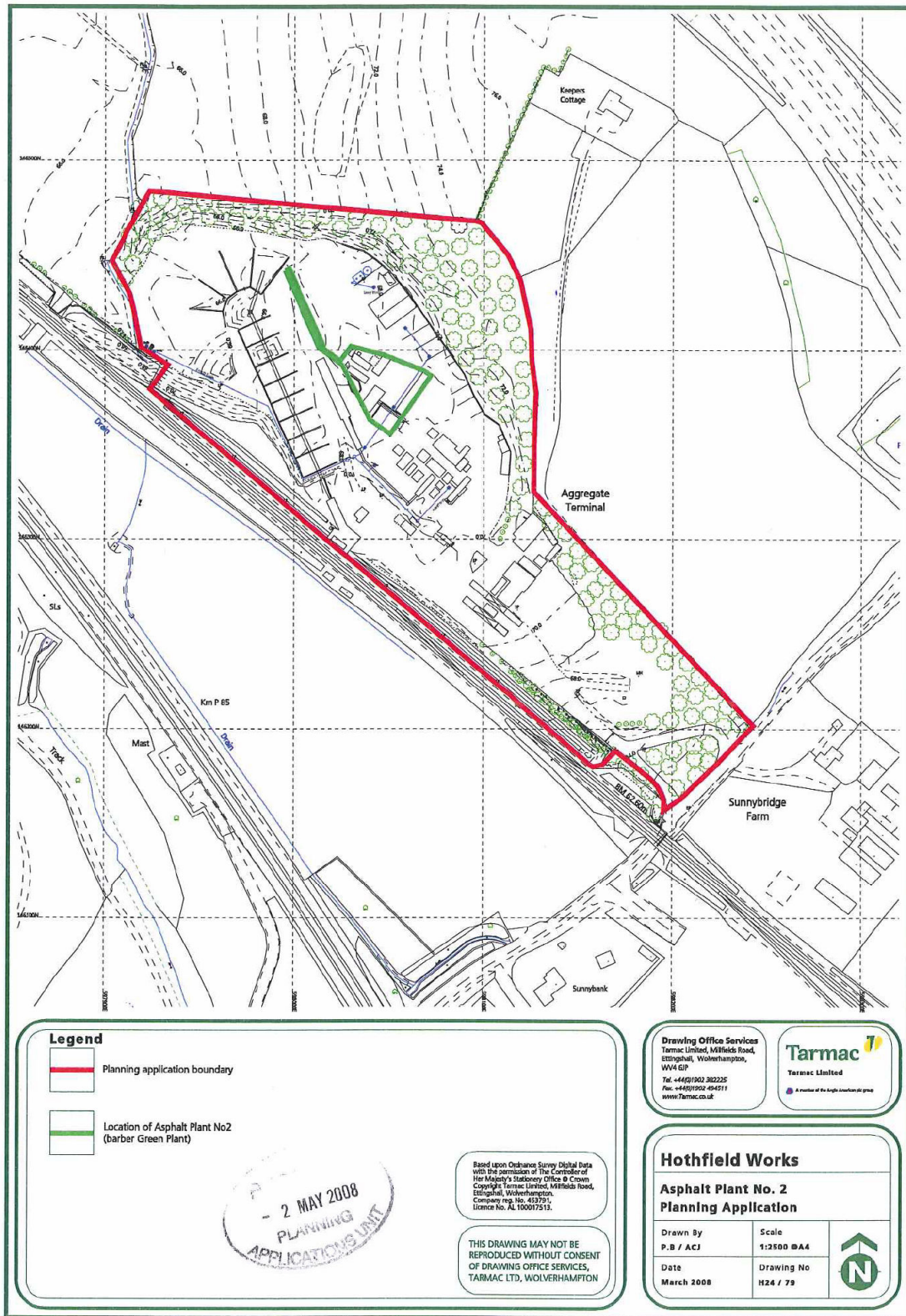
1. Hothfield Works is located off Watery Lane (also known as Station Road) approximately 1 kilometre (km) north-east of the Maidstone Road (A20) between Charing and Ashford. Watery Lane is a small country road that leads from the A20 toward the village of Westwell. The application site is approximately 1.5 km to the south-west of Westwell and 4 km north-west of Ashford. The site lies immediately adjacent to the Ashford to London mainline railway and comprises a railway siding for aggregate delivery and asphalt plant. The Works occupies approximately 4.5 hectares of land, located between the mainline railway and the M20 to the north-east. The High Speed Channel Tunnel Rail Link is located beyond the mainline railway to the south-east.
2. Access to the works is via a dedicated site road off Watery Lane. The operational areas of the site are set back approximately 100 metres from the public highway. The site is screened by a mature tree belt from the public highway to the south-east. This landscaping stretches the length of the eastern boundary and around to the north. The site is screened to the south and west by the railway lines and associated embankments.
3. The nearest residential property is located approximately 100m to the north-east of the site boundary. Further property is located to the south-east across Watery Lane, approximately 200m from the main works area – see attached location plan. There are a number of properties located to the south-west along Watery Lane, the route travelled by vehicles attending the site from the Maidstone Road.

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**





**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**



**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

4. The works lie within the Kent Downs Area of Outstanding Natural Beauty (AONB) and the North Downs Special Landscape Area (SLA). The application site is not identified for any specific purpose on the Ashford Borough Local Plan Proposals Map.

**Background**

5. Hothfield Works is an established rail aggregate depot and includes a railway siding, feed hoppers, two asphalt plants, hot storage bins, associated plant and infrastructure. The site has been in operation since the mid 1950s and produces high specification asphalt used in the construction of roads as well as supplying private sector contracts. The applications are made on behalf of Tarmac Limited who operate the works.
6. The operation of plant equipment at the site is controlled by conditions under various planning consents, including AS/90/608 and AS/90/1602 which relate to the main plant on site which include asphalt plant and hot storage bins. Conditions within the above planning consents restrict the hours of operations on site as follows:

Monday to Friday	0500 – 1800 (No lorries to leave site prior to 0600)
Saturdays	0500 – 1300 (No lorries to leave site prior to 0600)
Sundays & Bank Holidays	No operations permitted

Planning consents AS/97/90 and AS/97/310 allow a permanent variation in the above normal hours of operation to include an additional forty 'out of hours' working periods of up to 8 hours duration each during any calendar year. Under the above consents there are no controls over the number of vehicle movements during out of hours working.

7. The conditions relating to hours of operation have been varied on two previous occasions for temporary periods to further increase the permitted out of hours working from 40 to 60 periods per annum, in a similar way to the current applications. The most recent variations were granted in 2002 under planning references AS/02/39 and 40 and expired in 2003. From this date the control of 'out of hours' working reverted back to the 1997 permissions above allowing 40 out of hours working periods each year.
8. The recent planning history for the site includes provision of a silo and feed system (reference AS/90/608). In 2005 similar applications to vary the out of hours working at the site for a temporary period were submitted to the Planning Authority. However, these applications were withdrawn on the advice of Officers as there was insufficient information included with the applications to formally assess the noise impacts of the proposals.

**Proposals**

9. The applications propose to vary the conditions governing the hours of operation of key plant and equipment on site. The variation would increase the permitted opportunities to work outside the normal hours (as set out in paragraph (6) above) from 40 each year up to 60 per year until December 2011.

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

Application AS/08/733

10. Condition 5 of planning consent AS/90/608, as amended by planning reference AS/97/90 permits Tarmac to operate the asphalt plant no. 2 for 40 'out of normal working hours' periods in any one year. This application seeks to vary condition 5 of AS/90/608 to read:

*'Operations shall only take place on the site between 0500 and 1800 hours Mondays to Fridays, between 0500 and 1300 hours on Saturdays and for **sixty** additional working hour periods (of up to 8 hours duration each outside of the normal working hours) during any calendar year, for a temporary period of 3 calendar years expiring on the 31 December 2011, and no lorries shall leave the site before 0600 hours on Mondays to Saturdays unless in connection with additional working hours periods.'*

Application AS/08/821

11. Condition 6 of planning consent AS/90/1602, as amended by planning reference AS/97/310, allows the operation of the Hot Storage Bins for 40 'out of normal working hours' periods per year, in combination with the asphalt plant. This application seeks to vary condition 6 of AS/90/1602 to read as set out above, allowing the Storage Bins, which are integral to the production of asphalt at the site, to operate in addition to the plant for 60 'out of hours' periods per year until December 2011.
12. At the expiration of the 3 years applied for the hours of operation for the site would return to the existing permitted arrangements for out of hours working.
13. The application includes a noise assessment carried out to identify the potential impacts of the proposed operation of the site and associated traffic on nearby residential property during night-time activities. The report considers the potential impact of the 20 additional 'out of hours' work periods per year being applied for over and above the existing limit imposed on the site. The survey includes daytime measurements taken during operation of the site under the existing planning consents and night-time background noise measurements taken during a time when the Works were not operational. The noise assessment includes measurements from four locations that represent the surrounding dwellings, three of which were located on Watery Lane.
14. The application states that the number of Heavy Goods Vehicle (HGV) movements associated with the existing out of hours operation of the site is on average below 25 loads (50 movements) per 8 hour period. Typically the work involves on average 6 25-tonne HGVs, with each lorry making two trips during the 8 hours.
15. The movement of vehicles in association with the 40 'out of hours' periods permitted under the existing planning permissions is unrestricted. To address the issue of lorry movements on Watery Lane, the application proposes the following restrictions on the number of HGVs leaving the site during an 8-hour period of night-time operations:
- 1800 to 0000 hours – no more than 10 HGVs per hour;
  - 0000 to 0500 hours – no more than 6 HGVs per hour; and
  - During any 8-hour period, no more than 40 HGVs would leave the site.

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

16. The application also includes details of a Code of Practice in place at the works that HGV drivers are required to adhere to. This includes a 20mph voluntary speed limit, driving with due care and consideration for the local community and other road users, and persistent disregard resulting in disciplinary action.

**Planning Policy Context**

17. **National Planning Policy** – the most relevant National Planning Policies are set out in PPS1 (Sustainable Development), PPS23 (Planning and Pollution Control), PPG24 (Planning and Noise), and MPS1 (Planning and Minerals).
18. **Regional Planning Policy** – the most relevant Regional Planning Policies are set out in RPG9 (as amended) and the emerging South East Plan. These include RPG9 Policy E1 (Landscape Quality), and emerging South East Plan Policies C2 (AONBs) and NRM8 (Noise).
19. **Kent and Medway Structure Plan (2006) (KMSP)** – the most relevant Policies include SP1 (Conserving Kent's Environment and Ensuring Sustainable Pattern of Development), EN4 (Areas of Outstanding Natural Beauty), TP15 (Development Traffic and Heavy Goods Vehicles), NR5 (Pollution Impacts), MN1 (Sources of Mineral Supply), and MN3 (Assessment Criteria for Minerals Proposals).
20. **Kent Minerals Local Plan Construction Aggregates (1993) (KMLP)** – the most relevant Saved Policies include CA16 (Traffic Considerations), CA18 (Noise, Dust and Vibration)
21. **Ashford Borough Local Plan (2000)** – Proposals Map

**Consultations**

22. **Ashford Borough Council** – no objection, subject to the conditions covering: no more than one asphalt plant and its associated loading shovel shall be operated between 2200 – 0600 hours, no articulated lorries shall be used on site between 1800 – 0600 hours unless agreed in writing by the Local Planning Authority, no more than 10 lorry movements an hour between 1800 and 0000 hours and no more than 6 lorry movements per hour between 0000 and 0500 hours.
23. **Westwell Parish Council** – no objection to the application.
24. **Union Railways** – no comment on the proposals.
25. **Network Rail** – no comments received on writing this report, any views received prior to the Committee Meeting will be reported verbally.
26. **The Divisional Transportation Manager** – no objection to the proposal in respect of highways matters.
27. **The County Council's Noise Consultant** – no objection comments as follows:

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

*“From the information provided, I am of the opinion that with the inclusion of the following planning conditions, the increase of working periods outside of the consented hours is unlikely to cause a significant detriment to the nearest residential receptors. I would wish to see a planning condition as per the noise assessment stating that only one asphalt plant is to be operated during out of hours periods. I would also wish to see a condition limiting the number of HGV movements as stated in the supporting documents.”*

**Publicity and Representations**

28. The application has been publicised by a site notice and newspaper advertisement. 15 neighbouring properties were notified. 2 letters of representation have been received. The objections raised relate to the following issues: -

- Noise generated from vehicles travelling along Watery Lane causes a disturbance to sleep patterns, especially in the summer months when double glazed windows are open;
- Lorry movements along Watery Lane cause vibration impacting on residential property;
- Raises highway safety concerns over speed and the care and consideration of some vehicles using the road, the sudden application of air brakes generates increased noise that is particularly noticeable at night-time;
- Notes that drivers do not abide with the voluntary 20mph speed limit;
- Raises concern that lorries using the Watery Lane continue to cause damage to the verges causing debris on the highway, this also damages the natural drainage to such an extent that on numerous occasions the lane has flooded;
- Raises concern over potholes within the road;
- Suggests that if the potholes were repaired and the lorries respected their speed limit this would reduce local concerns;
- Requests details of the licensing governing the site, and information on monitoring of activities;
- Objects to the damage to the local environment and reduction in the quality of life that would result from heavier usage of the site on a 24-hour basis.

**Local Member**

29. The Local County Member for Ashford Rural West, Mr R. King, was notified of the application on 7 May 2008.

**Discussion**

30. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, this 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 considering this proposal the Development Plan Policies outlined in paragraphs (17 – 21) above are particularly relevant.

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

31. In my opinion, the main determining issues relate to the following points:

- noise and amenity impacts;
- highway impacts;
- need for the proposal; and
- AONB.

Noise and amenity impacts

32. Kent and Medway Structure Plan Policy NR5 seeks to conserve and enhance the quality of Kent's environment including noise and levels of tranquillity. In addition, Policy MN1 supports importation and supply of minerals subject to environmental, transport and other material planning considerations. Policy MN3 seeks proposals only be permitted where they do not have an unacceptable adverse impact on residential communities; requiring measures to minimise harm to the environment and to local communities. Kent Minerals Local Plan Saved Policy CA18 seeks applications to demonstrate that noise, vibration and dust both from the site and haulage vehicles can be controlled.
33. Applications AS/08/733 and AS/08/821 seek to vary the hours of operation imposed at the Hothfield Works to allow an increase in 'out of hours' working periods from 40 to 60 periods each year until 2011. This would effectively allow the site to be operated up to 20 additional 8-hour periods per year outside the permitted working hours for the site (set out above). This would have the potential to increase activity at the Hothfield Works during night-time periods and/or on Sundays and Bank Holidays.
34. In order to demonstrate that the proposed increase in activity at the site would not cause an unacceptable impact on nearby residential properties, including those adjacent to Watery Lane on the route out to the A20, the application includes a noise assessment report. This report includes measurement of the existing background noise levels. The report states that road traffic, from the M20 and the Maidstone Road (A20) dominate the noise environment in the area. The night-time survey also registered occasional vehicle movements along Watery Lane and freight trains passing along the mainline. I note that this survey was carried out on a night when the application site was not operational under one of the existing permitted out of hours work periods. To survey on a night when the Works was not operational could be seen to represent a worse case scenario on the part of the applicant as this reduces the background noise that already exists, albeit intermittently, by removing the plant and associated operations for the noise environment.
35. The noise assessment report sets out that the operation of one of the asphalt plants on site along with associated loading shovel and a maximum of 10 lorry loads per hour would not exceed the existing background noise levels. However the operation of the two plant would generate noise levels approximately 3 dBA higher than the background levels at the closest residential properties. The appropriate British Standards 4142:1997 'Method for Rating industrial noise affecting mixed residential and industrial areas' sets out the accepted standard for determining whether the noise generated from a site of this nature would have the potential to give rise to complaint from persons living in the vicinity. BS 4142 states that if the Rating Level is no more than 5dBA above the

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

background noise level the likelihood of complaints is “of marginal significance”. Taking this into account the application proposes that only one asphalt plant would be operated during any ‘out of hours’ working in order to minimise the likelihood of operations on site causing concern to nearby residents.

36. The noise assessment also considers the potential impact of vehicle movements on properties along Watery Lane. It is noted that currently the site operates during the night-time on up to 40 occasions each year. At present there is no limit on the number or frequency of lorry movements. To address the issue of lorry movements on Watery Lane, the application proposes that a restriction is placed on the number of loads exported from the site during night-time operations to reduce the impact of vehicle movements. The application also states that it is against the applicant’s policy to allow vehicles to leave the site in convoy in order to lessen the impact that several lorries passing on a single occasion would have on the nearby dwellings. The report concludes that subject to appropriate controls the proposed increase in ‘out of hours’ operations would not be expected to unduly affect residential amenity.
37. Members will note from the representations received from nearby residents that it is the movement of vehicles along Watery Lane during night-time operation that is causing the greatest concern to some local residents. The highway issues are discussed further below, however the noise impacts would appear to cause some disruption with a number of properties located adjacent to the public highway. I note that 40 ‘out of hours’ periods of working per year are already consented for the site, the applications propose to increase this limit for a temporary period. I also note that the principle of extending to the existing controls on hours of operation has been established by several previous temporary planning permissions at the site.
38. The County Council’s noise consultant has considered the noise assessment report accompanying the applications. The comments received recommend that, subject to the inclusion of appropriate planning conditions controlling operations on site during ‘out of hours’ working to one asphalt plant, and the number and frequency of HGV movements during any night-time period, the increase in working periods is unlikely to cause a significant detriment to the nearest residential receptors. I also note that Ashford Borough Council raises no objections subject to conditions controlling operations on site and the size and number of vehicle movements during night-time operations. These conditions would include a restriction on the use of articulated lorries between the hours of 1800 and 0600. The applicant has confirmed that they would not have a problem with the inclusion of this condition.
39. Whilst the current applications would allow an increase in ‘out of hours’ working on site for up to 20 additional periods, it has been established that, subject to the operation of one asphalt plant only, night-time working on site would not result in a significant change in background noise levels, or significantly impact on residential amenity. The movement of HGV traffic along Watery Lane has the potential to generate intermittent noise events set against a background of traffic movements on the surrounding network and freight movements on the mainline railway. The existing permissions do not allow any control over the number of vehicle movements. Although the proposed application would increase the number of opportunities for out of hours working and in turn the number of potential night-time HGV movements along the public highway, it would also



**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

allow the Planning Authority to apply tighter controls over operations including vehicle movements. I note that the applicant has offered up controls that seek to minimise the impact of all night-time activities. Previous planning permissions for similar variations have also limited the use of the 'out of hour' working periods to ensure the site is not operated continuously for more than 10 consecutive days. These conditions also required written notification of the intention to use any of the additional working periods to be submitted, including details of time / date, location of roadworks contract, amount of materials supplied and number of vehicle movements. Should planning permission be granted to the current applications I would recommend that the above conditions be included within any decision.

40. I note that local residents have also raised concern over vibration caused by vehicles travelling along Watery Lane. Whilst the Hothfield Works generates a number of HGV movements along Watery Lane the traffic using the road is not exclusive to the application site. The proposal would not involve a substantial increase in activity at the site being for only 20 additional out of hours working periods over a year. I note that no objection has been received from the Divisional Transportation Manager on behalf of Kent Highway Services, who are responsible for the maintenance and up keep of the public highway. I also note that Ashford Borough Council has not raised concern over vibration caused by vehicles travelling Watery Lane. Taking this into consideration along with the limited scale of the change in operations proposed I would not raise an objection to the application on the grounds of vibration caused by HGV movements.
41. Taking the above into consideration, subject to appropriate conditions controlling operations of plant equipment on site and control over the number and frequency of HGV movements, I am satisfied that the application would not have an unacceptable impact on nearby properties. I consider that the proposals accord with KMSP Policies NR5, MN1, and MN3 and KMLP Policy CA18. The application would offer the opportunity for greater control to be placed over night-time activities on site for the duration of any consent. In my opinion this has the potential to improve the existing situation by limiting the scale of activities that could take place. I also note that should planning permission be granted the temporary period would also allow the situation to remain under review, with the control over the site reverting back to the existing arrangements in 2011.

Highway Impacts

42. Policy TP15 of the Kent and Medway Structure Plan requires that any development that would generate an increase in heavy goods vehicle movements be well related to the primary and secondary road network, and seeks to direct HGV movements away from rural and residential areas. Policy CA16 of the Minerals Local Plan: Construction Aggregates requires mineral proposals to be acceptable in terms of highway safety and capacity, not to have a significant impact on the local environment and to seek off-site highway improvements from the developer where necessary.
43. The increase in the limit of out of hours working periods (over a temporary period) would generate additional Heavy Goods Vehicle (HGV) movements on the surrounding highway network. Two letters of objection have been received from nearby residents concerning, amongst other matters, the potential impact of an increase in traffic on the



**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

highway network, road safety considerations, damage to the verges and debris on the road, damage to highway drainage, damage to the road surface, and the impact on local residential properties.

44. I note that the application proposes to route all HGV traffic to and from the site via a 1km stretch of Watery Lane south-west from the site, connecting to the Maidstone Road (A20). Watery Lane is a country road, which has no pedestrian footways. However, the works site is relatively remote and there are only a small number of properties between the works entrance and the A20. Once out onto the A20 the site is well related to the primary and secondary road networks.
45. There are currently no restrictions on the number of HGV movements associated with the permitted operations at the works, including the permitted out of hours working periods. The application states that the existing operations generate on average 25 HGV loads per 8-hour period worked (50 movements). However, from the County Council's records of previous year's operations, I note that on occasion the number of movements has been much higher. To address the issue of HGV movements on Watery Lane the applicant is proposing restrictions on the number of HGVs leaving the site per hour during all out of hours working, and proposes to restrict the maximum number of vehicles leaving the site during any 8-hour period to no more than 40 HGVs. The application includes details of a HGV driver's code of practice the applicant has imposed on site operatives. The measures include all loads to be sheeted and safe to be transported without spillage, all vehicles travelling along the Lane to the A20 should adhere to a 20mph speed limit, where practicable priority to be given to non-works traffic, all drivers to have due care and consideration for other road users and be aware of their impact on the surrounding environment and its enjoyment by local residents.
46. I note that the concerns raised by nearby residents suggest that this code of practice is not always rigorously followed. I also note that there are other HGVs using the route and damage and/or discourteous driving may have resulted from other road users. I believe that the code of conduct represents the applicant's commitment to being a good neighbour and that the current proposals represent an opportunity for Tarmac to reinforce the importance of the provisions, particularly during out of hours working, when the manner in which a vehicle is driven along the road would have a bearing on its impact on the local noise environment.
47. The Divisional Transportation Manager has raised no objection to the application on highway grounds. Kent Highway Services are responsible for the maintenance and repair of the road surface, drainage, and verges. Should the general repair of the road network in the locality of the site be cause for considerable concern I would have expected the Transportation Manager to comment on the situation. Given that no such views have been received I would not consider that there is a cause for any particular concern. I would encourage local residents to report faults in the highway network, like potholes and drainage issues, to Kent Highway Services either by phone or through the County Council's website.
48. In my opinion, the proposed development is well related to the existing highway network and there is sufficient capacity to accommodate the proposed traffic, which would not be substantial when considering that the application only proposes an additional 20 out of

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

hours working periods each year. I consider that the number of additional movements that would be generated by this proposal, over a temporary period, would not have a significant impact on the local environment. The proposal also allows additional controls to be placed on out of hours operation of the site that could not otherwise be imposed under the existing consents. The temporary nature of any planning permission granted would also allow the County Planning Authority to keep the situation under review. I therefore consider that the proposed development would be acceptable in highway terms and would accord with the above Development Plan Policies.

Need

49. The application states that deliveries of asphalt outside of normal hours has become increasingly common due to requirements by Councils and the Highway Agency that require a reduction in the disruption to traffic flow during highway construction and maintenance. The primary reason for the previous applications to vary the limit of out of hours working at the site were highway contracts. The applicant has been asked to supply asphalt to the A20 resurfacing contract that would potentially require additional out of hours working periods over and above the 40 permanent periods already granted. The application states that the site is strategically located close to the centre of the county with all aggregate requirements being imported by rail. The applicant believes that the Hothfield site, with its production capacity, its close link to the motorway is ideally suited to serve major contracts. Should the site be unable to service the existing contracts then other less suitable plants in North-West Kent or East London would be required which would potentially involve a round trip, in some instances, in excess of 100 miles. I am satisfied that the applicant has demonstrated a need for the proposed increase in out of hours working. Given that the nature and location of the contracts involved, I consider the Hothfield Works with its central location within the county, and rail fed operation, would serve to reduce vehicle movements and distances travelled which would represent a more sustainable approach to delivery of highway maintenance programmes.

AONB

50. The application site is positioned within an Area of Outstanding Natural Beauty. Kent and Medway Structure Plan Policy EN4 seeks to protect, conserve and enhance landscape character and natural beauty. Given the nature and restricted scale of the applications, I am satisfied that the proposed increase in the hours of operation of an existing aggregates depot would not be detrimental to the natural beauty, quality and character of the landscape.

**Conclusion**

51. The application demonstrates that any increase in vehicle movements in association with the proposed operation would be moderate and I am satisfied this could be accommodated on the highway network. The application includes a noise assessment that considers the potential impacts of the scheme and I am satisfied that this information demonstrates that there would be no unacceptable impact from the proposals in terms of noise levels generated or the impact on local amenity. The application offers an opportunity for the Planning Authority to exert an increased control

**Applications to allow working up to 60 occasions out of hours for a temporary period at Hothfield Works, Watery Lane, Westwell, Ashford – AS/08/733 & 821**

---

over out of hours working that would not otherwise be possible under the existing consents. These controls would include limits on the numbers of HGV movements generated during all out of hours work periods and the frequency at which they depart through the night. I consider this should serve to mitigate for the impact that any change in the limits of out of hours working would bring about, and would potentially have a positive effect on the local environment by introducing controls on vehicle movements during out of hours working at the site. On this basis, I consider that the application accords with National and Regional Policy and the relevant policies of the Kent and Medway Structure Plan and Kent Minerals Local Plans referred to above.

52. Therefore, subject to the imposition of appropriate conditions as set out above and summarised below, I recommend that planning permission be granted.

**Recommendation**

53. I RECOMMEND that PERMISSION BE GRANTED for both applications AS/08/773 and AS/08/821 SUBJECT TO the imposition of conditions on both decision notices including (amongst other matters) the following:-

- the variation in condition shall be discontinued on or before 31 July 2011 and upon expiry the hours of operation shall revert to those set out in permissions AS/97/90 & 310;
- 60 additional working hour periods per annum shall not be exceeded at the Hothfield Works site;
- no more than one asphalt plant and associated shovel shall operate outside of normal working hours;
- the frequency of HGV movements leaving the site during the night shall be restricted to those set out in the application;
- not more than 40 HGVs in total shall leave the site during any 8-hour period of out of hours working;
- no articulated lorries shall be used on site between the hours of 1800 and 0600 unless agreed in writing by the County Planning Authority;
- the additional working hour periods shall not be used in conjunction with the normal working hours to operate the site continuously for more than 10 consecutive days;
- the applicant shall give prior written notification of its intention to use any additional working hour periods to the County Planning Authority, the Borough Planning Authority and the Parish Council; and
- the code of practice for HGV drivers included with the application shall be adhered to and made known to all drivers attending the site.

Case Officer: James Bickle
----------------------------

Tel. no. 01622 221068
-----------------------

Background Documents: see section heading.
--

This page is intentionally left blank

SECTION D  
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

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

## **Item D1**

### **Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury - CA/08/516**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Application submitted by The Governors of the Canterbury Campus and Kent County Council Children, Families, Health & Education for a Beach Volleyball facility with floodlighting and an associated storage building, and floodlighting to two adjacent tennis courts at the Victoria Memorial Recreation Ground, Knight Avenue, Canterbury (Ref: CA/08/516)

Recommendation: Permission be granted subject to conditions.

**Local Member(s):** Martin Vye

**Classification:** Unrestricted

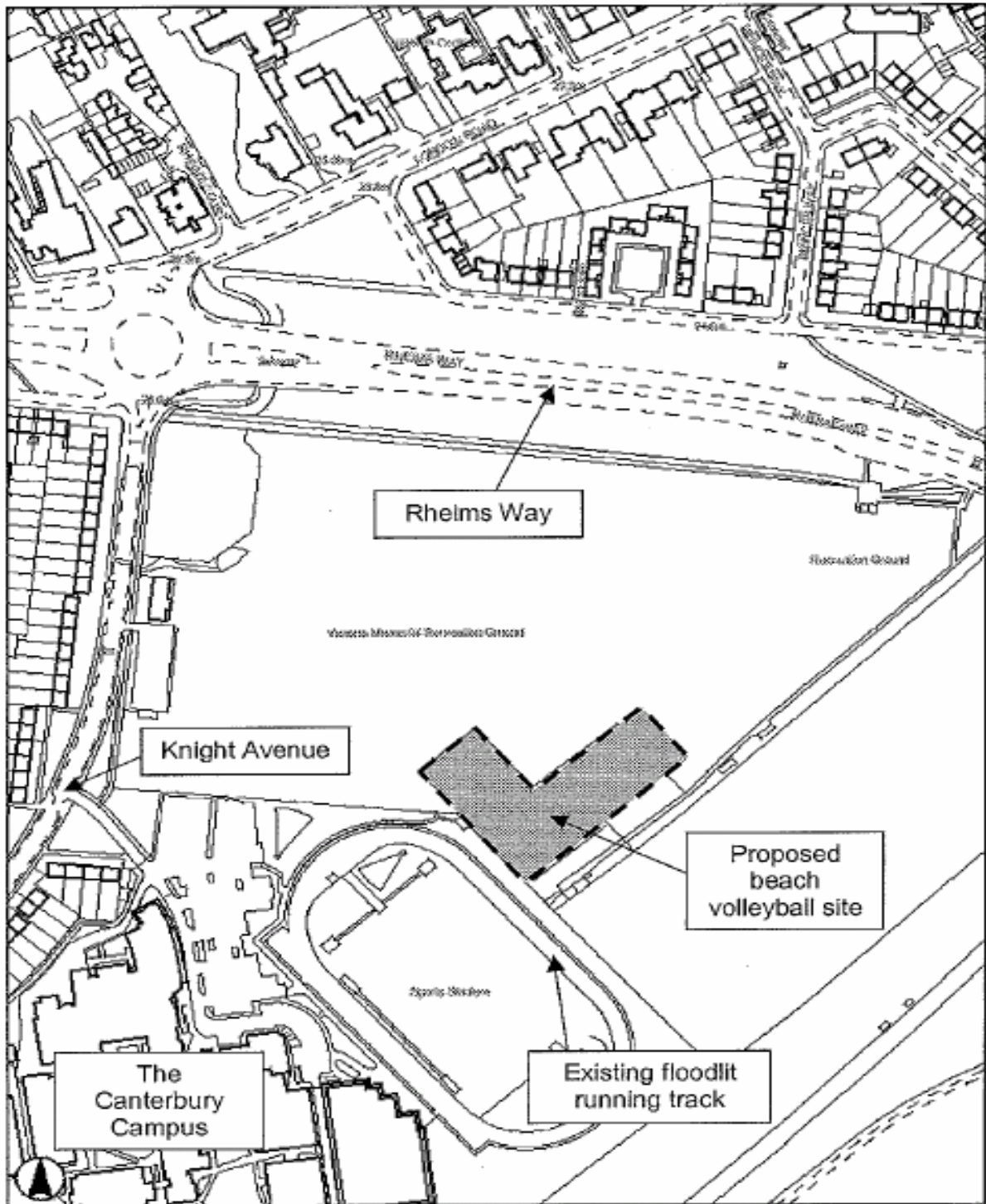
#### **Site**

1. The Victoria Memorial Recreation Ground is located to the west of the City of Canterbury, accessed via Knight Avenue, to the south of the A2050 Rheims Way. The north and east of the recreation ground is bounded by Knight Avenue and Rheims Way, and facing residential properties. The Canterbury Campus lies to the immediate south and southeast boundary of the site, with the Campus' floodlit running track located adjacent to the southern site boundary. The River Stour valley is located to the west, as are two railway lines, separated from the site by a substantial tree screen. The site is generally a flat plateau of open grassland, used for recreational purposes by the general public. A car parking area is located adjacent to the site's access to the east of the site, as is a pavilion and play equipment for children. The application site lies to the south west corner of the Victoria Memorial Recreation Ground, part of which was once home to four grass tennis courts, the other part of which accommodates two macadam all weather tennis courts. The whole of the application site is designated as 'An Area of Protected Existing Open Space' within the adopted Canterbury District Local Plan. From the East of the site Canterbury Cathedral, a World Heritage Site, is clearly visible. A site plan is attached.

#### **Proposal**

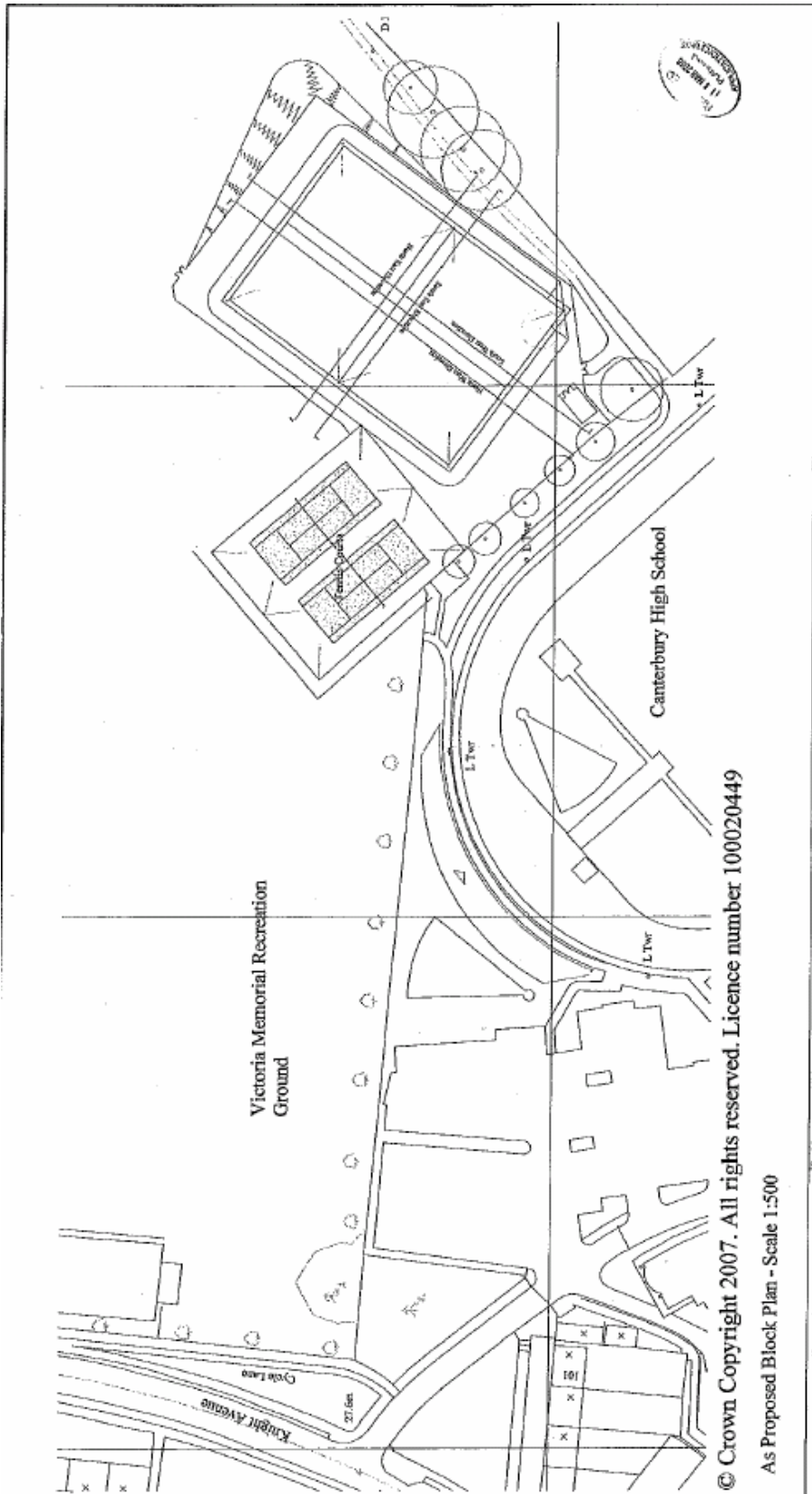
2. This application has been submitted by the Governors of the Canterbury Campus and Kent County Council Children, Families, Health and Education and proposes the construction of a beach volleyball facility with floodlighting and an associated storage building, and floodlighting to two adjacent existing tennis courts. The site is currently owned and managed by Canterbury City Council. However, I am advised by the applicant that, following a City Council Executive decision, it has been agreed that this area of land should be leased to the Canterbury Campus, a Kent County Council Facility, for a period of 25 years.

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**



**Site Location Plan – Floodlit Beach Volleyball Facility at Victoria Memorial Recreation Ground, Canterbury**  
Scale 1:2500

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**



© Crown Copyright 2007. All rights reserved. Licence number 100020449  
As Proposed Block Plan - Scale 1:500

**DO NOT SCALE** These drawings and designs are the copyright of Trevor May Contractors Ltd. All necessary tests and verifications in accordance with current British Standards shall be carried out to meet the requirements of the Local Authority. All necessary tests and verifications shall be carried out to meet the requirements of the Local Authority. All necessary tests and verifications shall be carried out to meet the requirements of the Local Authority. All necessary tests and verifications shall be carried out to meet the requirements of the Local Authority.

**REVISIONS**

No.	Date	By	Description

**Proposed Beach Volleyball Courts & 3.6m high Boundary Fence at The Victoria Memorial Recreation Ground, Knight Avenue, Canterbury, Kent CT2 8QA**

**The Canterbury Campus**

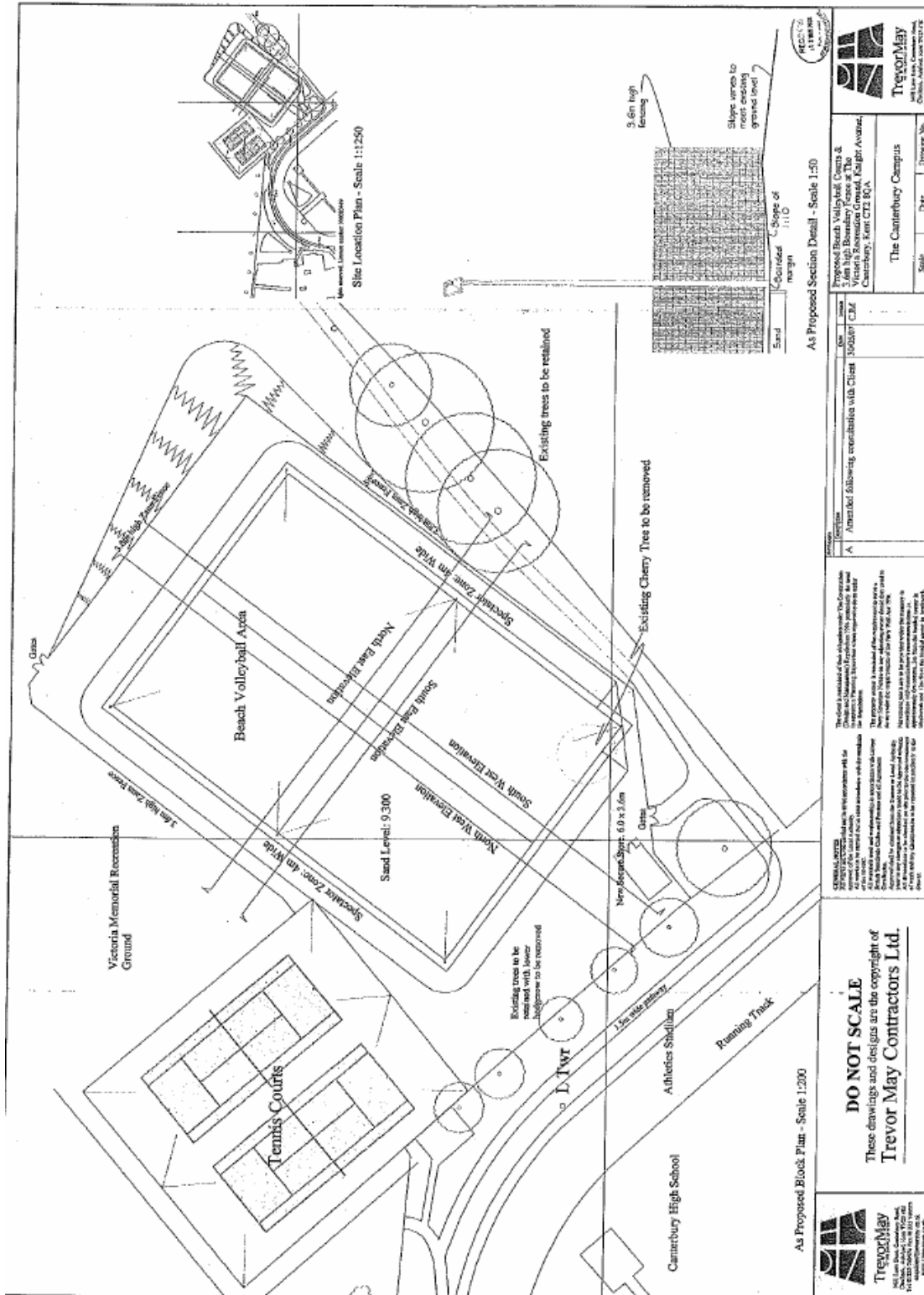
Scale	Date	Drawing No.
1:500	Feb 2007	2007/1402



**TrevorMay**  
Contractors Ltd.  
Mill Lane, Canterbury Road,  
Canterbury, Kent CT2 8QD  
Tel: 01227 807000  
www.trevormay.co.uk



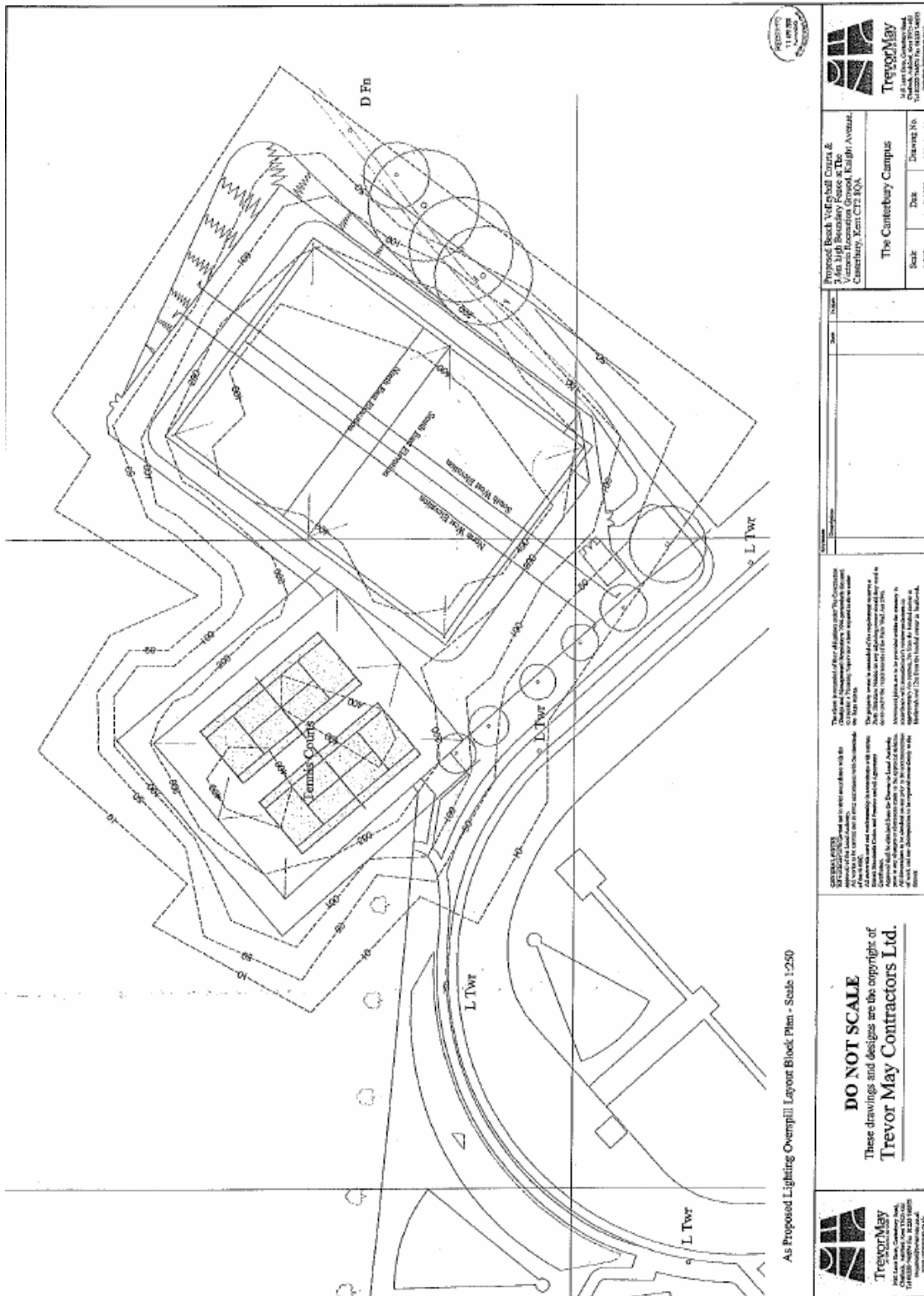
# Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516





**Item D1**

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury - CA/08/516**



**TrevorMay**  
 110, Leavelle Close, Canterbury, Kent, CT2 8JQ  
 Tel: 01227 540771 Fax: 01227 540772  
 www.trevormay.co.uk

**Proposed Beach Volleyball Courts & 3 x 3x6 Recreation Kiosk at The Victoria Memorial Recreation Ground, Kaitiaki Avenue, Canterbury, Kent CT2 8JQ**

**The Canterbury Campus**

Scale: 1:250 Date: April 2008 Drawing No: 2007/1426

**NOTES**

1. The above is intended as a guide only and is subject to change without notice. It is not to be used for construction purposes. It is the responsibility of the client to ensure that the design is suitable for the intended use and that all necessary permissions are obtained.

2. The client is responsible for ensuring that the design is suitable for the intended use and that all necessary permissions are obtained.

3. The client is responsible for ensuring that the design is suitable for the intended use and that all necessary permissions are obtained.

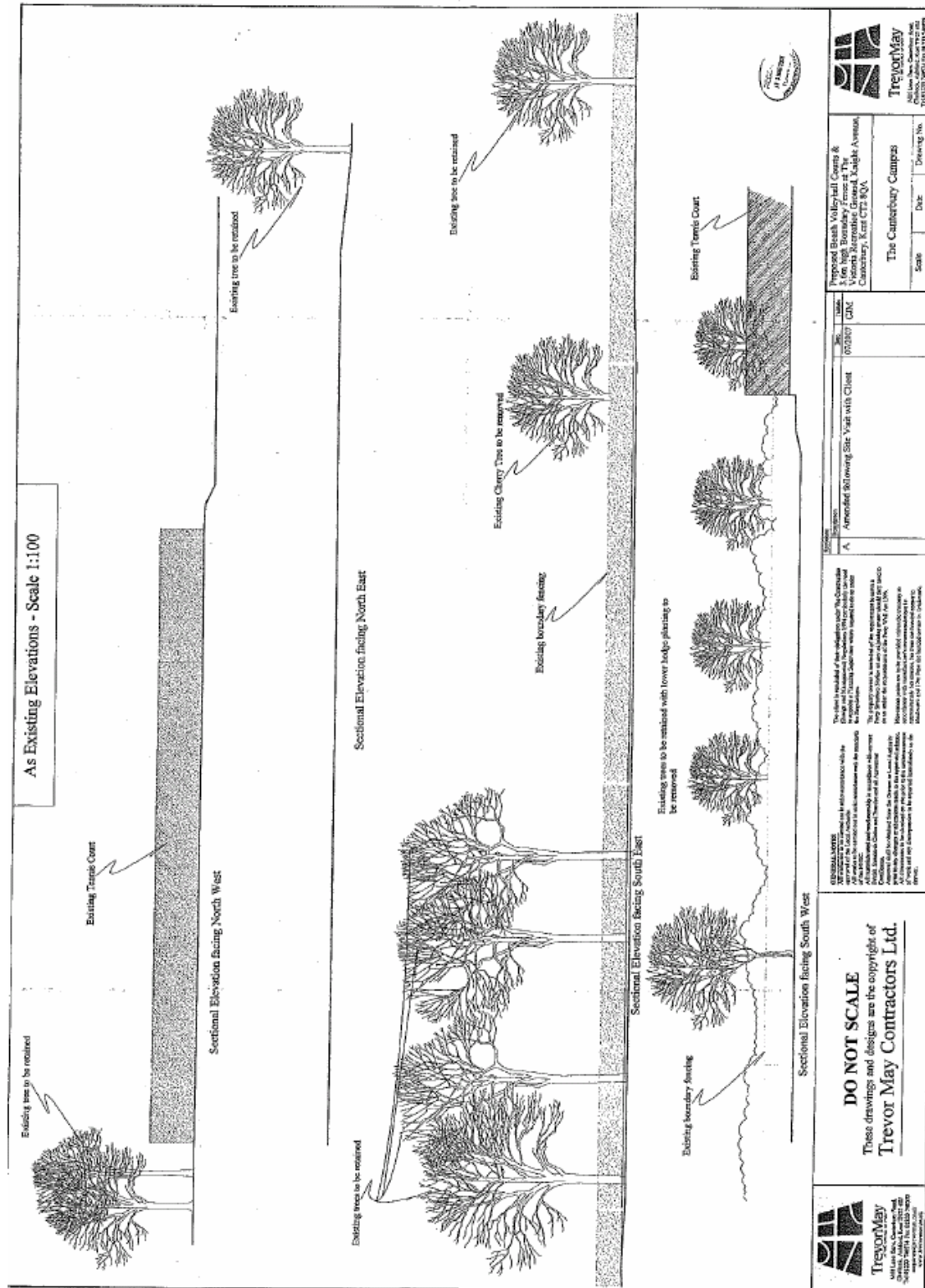
4. The client is responsible for ensuring that the design is suitable for the intended use and that all necessary permissions are obtained.

**DO NOT SCALE**

These drawings and designs are the copyright of  
**Trevor May Contractors Ltd.**



**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**



**DO NOT SCALE**  
These drawings and designs are the copyright of  
**Trevor May Contractors Ltd.**

**Trevor May**  
1411 Leith Road, Canterbury, Kent CT2 2JF  
01227 306111 • Fax 01227 306112  
www.trevormay.co.uk

**PROPOSED BEACH VOLLEYBALL COURTS & FLOODLIGHTING**  
Victoria Memorial Recreation Ground, Jubilee Avenue  
Canterbury, Kent CT2 8QA.

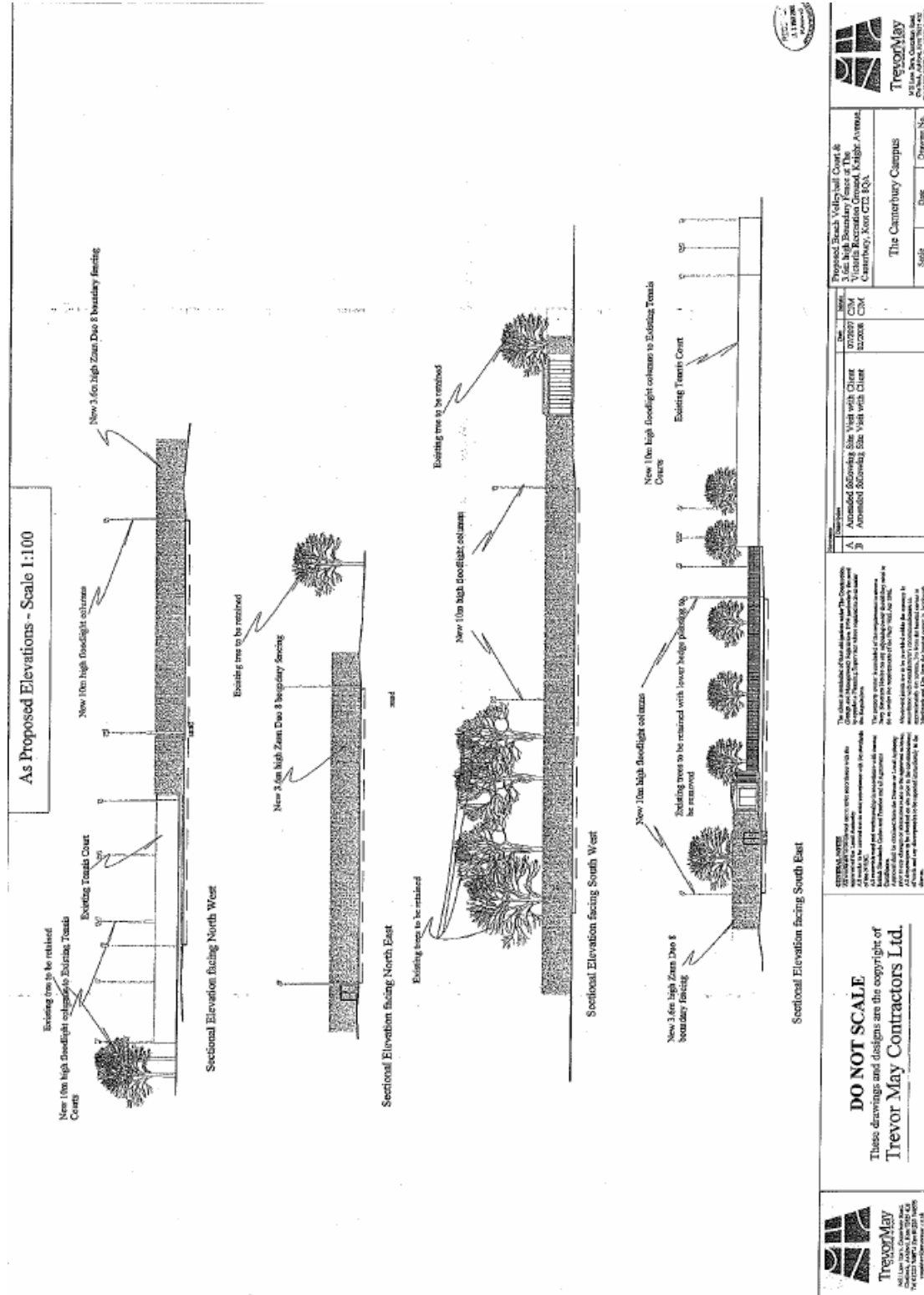
**The Canterbury Campus**

Scale: 1:100 Date: Feb 2007 Drawing No: W07V0427L4

Project No: 072307 Client: Canterbury Council

DESIGN NOTES:  
1. The client is included of their obligations under the Construction (Design Management) Regulations 2013. The client is responsible for the safety of the site and the safety of the public.  
2. The client is responsible for the safety of the site and the safety of the public.  
3. The client is responsible for the safety of the site and the safety of the public.  
4. The client is responsible for the safety of the site and the safety of the public.  
5. The client is responsible for the safety of the site and the safety of the public.  
6. The client is responsible for the safety of the site and the safety of the public.  
7. The client is responsible for the safety of the site and the safety of the public.  
8. The client is responsible for the safety of the site and the safety of the public.  
9. The client is responsible for the safety of the site and the safety of the public.  
10. The client is responsible for the safety of the site and the safety of the public.

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**



**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

3. The proposed four court beach volleyball centre would be located upon the site of four grass tennis courts, which due to vandalism and the high cost of upkeep, were deemed to be unusable and, consequently, the fencing was removed last year. Adjacent to them are two macadam all-weather tennis courts, which are still used. In order to maximise the use of the all-weather courts the City Council has requested that they are included in the lease agreement and that the School take them over as part of the proposed development. The applicant advises that, as soon as funds become available, it is the intention to add floodlights to the two tennis courts, enabling extended hours of use, and to resurface the two courts using the same materials as existing to restore the appearance and performance of the playing surface.
4. The facility has been designed to occupy the area in the south west corner of the Recreation Ground, taking into account the position of the existing tennis courts (to be retained and upgraded) and trees. It is the position of existing trees that has defined the orientation of the playing area, i.e. not parallel to the boundary, to keep the new facility outside the crown spread of the four trees close to the boundary of the site. Only one small tree would be removed as a result of the proposed facility. The applicant advises that the layout has also taken into account the need to meet international dimensional specifications for four volleyball courts with regulation run off space around each court. The play and run off areas for each court would occupy a space 25 metres in length, and 18 metres in width, and the block of four courts would be set in a rectangular shape two courts wide and two courts long. Consequently the total area of sand would be 52 metres in length and 36 metres in width.
5. A four metre wide margin around the perimeter of the courts would provide space for up to 1400 spectators. There is also additional space within the enclosure to the volleyball area adjacent to the proposed storage building for players waiting to participate. The new volleyball playing area and spectator space is proposed to be enclosed using 3.6 metre high fencing, for ball containment and to separate the area from the remainder of the recreation ground. The rigid weld-mesh fence would be powder coated black in an effort to reduce its visual impact, whilst ensuring the security of the site.
6. By its nature, the sand playing area needs to be on a flat single level. The applicant is proposing that a shallow grass covered bank at 1:10 would surround the sand to shelter and contain it. In addition, a 1 metre wide level timber boarded margin would be located between the grass and the sand, to provide a transition between the two, and to avoid grass cuttings contaminating the sand. Because the existing grass from the former tennis courts has a very shallow gradient down towards the east, the top of the spectator banking in the eastern corner of the fenced volleyball area would be at a level approximately 600mm above the existing grass level. A shallow grassed slope would be created outside the fence line to flow gently back down to the level of the adjacent grass to minimise visual impact.
7. The path linking the Canterbury Campus with the City Centre, that runs close to the boundary of the Recreation Ground would remain outside of the fenced area and available for use at all times, as currently. The facility would be served by gates in diagonally opposite corners, the gates in the south-west corner linking directly with the existing path that links to the school, and those in the north east corner providing access during construction and linking with the temporary construction access across the recreation ground from Rheims Way. The construction access from Rheims Way would

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

utilise the temporary cross over installed as a means of access off Rheims Way into the Recreation Ground during the Tour de France cycle race staged in 2007.

8. The proposal also includes a prefabricated steel unit for secure storage, which has been selected to be robust, but also sympathetic in design and colour (dark green) to the location and its surroundings.
9. It is proposed that the volleyball facility would be used for national and international events, as well as local community and school use (more details regarding proposed use of the facility can be found below. In order that the centre achieves the standard required to hold national and international events the volleyball facility would be floodlit.
10. The floodlighting for the volleyball facility would comprise eight luminaires, each housing a 2kW multi vapour asymmetric lamp, mounted on six 10metre high galvanised steel columns. The adjacent tennis courts would be floodlit using the same lighting equipment, but there would be only four luminaires, supported on 4 columns. The applicant advises that the luminaires would be designed and installed to ensure that the light would be projected onto the playing surface only, with a sharp cut off outside the playing area, and no vertical light emitted by the luminaires.
11. The proposed volleyball facility and adjacent tennis courts would be used by existing students of the Canterbury Campus as part of their normal PE courses and for after school clubs between 3.00 and 5.30pm, managed and supervised by the School's staff. As beach volleyball is played with teams of two on each side, a maximum of 16 people would use the courts at one time. A similar number may use all four volleyball courts at once for seven-a-side rugby or beach football. It is the applicant's intention to generate interest from young people in beach volleyball, tag rugby and beach football. It is expected that this interest would be from local residents, who would access the facility on foot or by public transport. The applicant advises that such groups would use the facility after 5.30pm, at weekends, and during school holidays, up to 10pm. The community use would include use by clubs and individuals on a 'pay and play' basis, and would be supervised by 'Body and Mind', who currently operate the adjacent sports hall and fitness facilities at the Canterbury Campus.
12. The hours of use proposed by the applicant are as follows:
  - 8.00am – 5.30pm – Use by pupils of the Canterbury Campus during school term time.
  - 5.30pm – 10.00pm - Community use during school term time.
  - 8.00am – 10.00pm - Community use during weekends and school holidays.

There are existing changing and toilet facilities within the adjacent sports hall that would be available during all of the proposed hours of usage under the supervision of Body and Mind.

13. In addition to the above, the applicants are hoping to attract national and international events to the venue, which would be organised in the first instance by Volleyball England, in collaboration with the School and Body and Mind. The applicant advises that experience elsewhere suggests that such events would attract 2 to 3000 visitors in total to Canterbury over the course of an event. It is expected that such major events may occur once or perhaps twice a year and take place over a weekend during the normal hours of usage. A 4metre wide margin around the perimeter of the volleyball courts would provide space for up to 1400 spectators, and temporary seating would be hired in

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

for such events. Advice and guidance in marshalling and security would be sought from Volleyball England and, because of the high profile of major events, the School would work closely with the City Council's Sports Development Team to ensure minimum disruption and the maximum benefit to the City as a whole.

14. Parking would not be available on site in conjunction with major events, but the applicant advises that the School would work closely with the City Council to ensure that appropriate parking arrangements are put in place and publicised. Experience gained from the recent and much larger scale UK stage of the Tour de France cycle race, which had its finish line alongside the Memorial Ground, would be used to manage such events. Each major event would be considered on a case by case approach and would be negotiated with the City Council with a view to arranging a Park and Ride facility. During the school day the facility would be used by the school and therefore there should be no implications for parking as a result of this. Out of school hours the centre would be managed as part of the Canterbury Campus' sports facilities, and parking would be available on the school site.
15. The proposed development comprises the placement of an area of sand at ground level, screened by shallow banking, and enclosed with black open mesh fencing. The applicant advises that the development has been sited in the lowest and furthest corner of the Memorial Ground from Rheims Way, and would be positioned between the existing tennis courts and the fenced and tree lined boundary of the site. The upper parts of the City Cathedral and its tower, which lies approximately 1.2 Km to the east, are visible from the site. However, the applicant advises the proposed facility would be seen against a backdrop of tree screening, and at night when the floodlighting would be in use, would be viewed against the adjacent floodlit athletics track. In light of this, the applicant does not consider that the development would impact upon the setting of the Cathedral.

*The following documents have been submitted in support of the application: Design & Access Statement; Revised School Travel Plan; and a Lighting Specification.*

*Reduced copies of the submitted drawings showing the site layout and access are attached.*

**Planning Policy**

16. The Development Plan Policies summarised below are relevant to the consideration of the application:
  - (i) **The Kent & Medway Structure Plan: Adopted 2006:**
    - Policy SS1** - The strategic development requirements of this plan should be met in a manner that provides for balanced and timely residential employment, retail and leisure development, and brings forward community facilities and infrastructure when they are needed, whilst at the same time conserving and enhancing the quality of Kent's environment.
    - Policy SP1** - Seeks to conserve and enhance Kent's environment and ensure a sustainable pattern of development.
    - Policy EN9** - Tree cover and the hedgerow network should be maintained. Additionally, they should be enhanced where this would



**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

improve the landscape, biodiversity, or link existing woodland habitats.

**Policy QL1** – All development should be well designed and be of high quality. Developments should respond positively to the scale, layout, pattern and character of their local surroundings.

**Policy QL12**- Community Services, including schools and education provision, will be provided as long as there is a demonstrable need for them.

**Policy QL15** – Local Development Documents will make provision for sport, informal and formal recreation facilities, taking account of the potential for dual use and/or joint provision. All major new formal recreation and sports facilities should be designed to avoid nuisance from traffic, noise and lighting.

**Policy TP19** - States that development proposals should comply with vehicle parking policies and maximum standards adopted by the County Council.

**Policy NR5** – The quality of Kent's environment will be conserved and enhanced. This will include the visual, ecological, geological, historic and water environments, air quality, noise and levels of tranquillity and light intrusion.

(ii) The adopted (2006) **Canterbury District Local Plan:**

**Policy BE1** - The City Council will expect proposals of high quality design which respond to the objectives of sustainable development.

**Policy BE3** - Design statements and/or Development Briefs shall be submitted with planning applications setting out the principles used in the scheme to relate the development within and to its context. This will apply to all planning applications, where the development is visually significant or is significant to its neighbours.

**Policy NE5** - Development should be designed to retain trees, hedgerows, woodland or other landscape features that make an important contribution to the amenity of the site and the surrounding area, and which are important to wild flora and fauna.

**Policy C1** - In considering the location or control of new development, or the relocation of existing activities, the Council will always take into account the principles of the adopted 2004 Canterbury District Transport Action Plan.

**Policy C4** - Development proposals considered to have significant transport implications are to be supported by a Transport Assessment and a Travel Plan.

**Policy C9** - The City Council will apply Kent County Councils adopted Vehicle Parking Standards to development proposals.

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

**Policy C17** - The City Council will work with the Education Authority and school governors to ensure that the needs of primary and secondary schools are taken into account in the assessment of their development needs and proposals. Planning permission will be granted for proposals that are needed by the schools subject to design and highway safety considerations.

**Policy C23** - Any relocation or expansion of an existing institution shall be determined according to a number of criteria, whilst having regard to the institution's existing facilities and transport links.

**Policy C24** - Proposals which would result in the loss of protected existing open space will only be permitted if:

- There would be no material harm to the contribution the protected open space makes to the visual or recreational amenity of the area;
- Where there would be material harm, this would be balanced against demonstrable need for the development;
- There is no alternative site available to accommodate the proposed development .....
- The open space has been assessed by the Council as making no positive contribution to its overall strategy on open space.

**Policy C40** - When granting planning permission for development which could potentially result in pollution, the City Council will impose conditions or seek agreements to ensure subsequent mitigation measures are undertaken.

**Consultations**

17. **Canterbury City Council:** has no objections to the proposal. It is requested that the County Council ensures that Kent Highway Services are satisfied with the proposal in terms of traffic generation, particularly during any major events.

**Divisional Transport Manager:** comments as follows:

“The use of the tennis courts would have generated its own parking demand, therefore, provided car parking within the school grounds is made available at all times during hours of usage, I have no objection to the Volleyball facility for general school and local community use.”

With regards to the arrangements proposed for major events, Kent Highway Services have reservations regarding the arrangements made. However, it is appreciated that arrangements/agreements cannot be formulated/agreed until an event is actually proposed. Therefore, Kent Highway Services request that they be consulted in writing directly prior to any major event taking place to approve transportation details. Kent Highway Services suggest that a major event can be defined as anything that attracts more spectators/participants than the land could already generate in its current permitted use.

**The County Council's Landscape Advisor:** comments as follows:



**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

“The lighting element of the scheme is likely to result in slight adverse effects during the day and slight to moderate adverse effects at night. These effects relate to landscape/townscape and visual amenity. The presence of the Cathedral, which is a World Heritage Site of International Importance, in views from the recreation ground is a key factor in judging the level of these effects.

With the exception of the lighting the proposals appear generally acceptable.”

The following recommendations are made:

- The fencing, light columns and equipment storage hut should be colour coated a muted dark green finish;
- The proposed fence enclosing the volleyball courts should be set back at least 2 metres from the trunks of the trees on the southern boundary;
- Temporary tree protection fencing should be installed and remain in place until the completion of the works;
- Hard surfacing should be limited to those proposed;

**The County Council’s Noise Advisor:** is of the opinion that the proposed volleyball and tennis courts would not cause a detriment to the nearest residential receptors in terms of noise.

**The County Council’s Lighting Advisor:** comments as follows:

“The sports facilities to be floodlit are some 25m from Rheims Way to the north and the nearest houses on Knight Avenue to the west. To the east are allotment gardens while the campus itself is to the south. The car parking and general outdoor circulatory areas on the campus are lit by floodlights on 8m poles, while the athletics track is lit with high powered floodlights on 10 x 12m masts, erected around the perimeter. Most masts have 3 floodlights, while a couple have just 2.

The view from Rheims Way is fairly well screened by mature trees of about 10 metres in height and to the east there is a hedge of about 5 metres and very large trees of around 20 metres plus.

The floodlighting proposed comprises floodlights of a similar wattage to those already lighting the athletics track but at a lower height of 10m as opposed to 12m. The floodlights are of the flat glass type, which ensures minimum light spill to the surrounding areas and the night sky. The light spill diagrams also show that this is the case with most light contained within 10-15 metres of the courts.

In view of the above I recommend the proposed lighting for the application is approved.”

**English Heritage:** does not wish to offer any comments on this occasion. It is recommended that the application should be determined in accordance with national and local policy guidance, and on the basis of the County Councils specialist conservation advice.

**The County Council’s Conservation Architect:** no comments received to date.

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

**Sport England:** wishes to offer support to the planning application for the change of use from tennis courts to a beach volleyball facility. Floodlighting of the adjacent tennis courts is also welcomed. The proposals will contribute to increasing participation in sport and active recreation by pupils and the local community.

**Kent County Council's Sports Development Unit:** is fully in favour of this sports facility being provided. The project fits in very well with the overall strategy of providing a varied range of sporting opportunities to the community. This facility would be the first of its size in the County, enabling other beach sports to take place, such as beach football, rugby, netball and cricket. Beach Volleyball is an Olympic Sport and this facility would go a long way to assist the County Council's plans, together with the City Councils plans, to encourage foreign Olympic teams to establish themselves in Kent prior to the Olympic Games in 2012. It is understood that some members of the public are concerned at the loss of the green grass area of the Recreation Ground. It is pointed out that the facility would only take up a small parcel of land and it is not intended to be for exclusive use. This would be a community facility as well as one for the school.

**Local Member**

18. The local County Member, Mr Martin Vye, was notified of the application on the 15 April 2008.

A letter of objection was received from the Local County Member, Mr Martin Vye, and three City Councils Ward Members, Cllr Stephen Dye, Cllr James Flanagan and Cllr Ida Linfield. The points of objection are summarised below:

- The Recreation Ground was bought for the local residents over a hundred years ago, and should remain as public open space;
- Open space is a premium in this area of Canterbury, and the Recreation Ground is well used by local residents;
- Local residents would not have free and openly accessible use of the facility;
- This application is contrary to Policy C24 of the Canterbury District Local Plan;
- Access to the site is limited to one road. Major events, and use of the facility in the evenings/weekends would have a considerable adverse impact on the London Road Estate, with cars parking on local roads;
- Local residents would be adversely affected by noise, including that from tannoy systems, and light pollution as a result of this development;
- The facility would detract from the setting of the Cathedral and would adversely affect one of the major approach roads to the City;

**Publicity and Representations**

19. The application was publicised by advertisement in a local newspaper, the posting of 2 site notices, and the individual notification of 63 nearby properties. 56 letters of representation, 42 objecting to the application, and 14 in support of the proposal, have been received to date.

The planning points of concern and objection are summarised below:

- Concern is expressed over access and parking issues, especially associated with the proposed major events;
- The estate has only one road on and off of it, which is in a bad state of repair. More traffic will make it even worse;
- The Canterbury Campus already has insufficient car parking;

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

- How would major events be managed? What security would be in place? Would temporary facilities such as catering and toilets be provided?;
- The High School previously applied for planning permission for a covered tennis facility in this location, which was refused. The grounds of refusal still apply to this scheme;
- The Recreation Ground was given to the people of Canterbury by a benefactor, it should not just be given away. It was given to the City Council in trust to maintain for purpose and the land should remain public;
- Why were residents not formally consulted as landowners on the planning application?;
- The Recreation Ground is open space, available freely for use by the general public at all hours of the day and is used daily by some residents. It is one of the few remaining open green spaces in this part of Canterbury, and certainly one of the few large enough to hold full football or cricket matches;
- Local residents do not want to lose the Recreation Ground, not even a small part of it;
- Who would be responsible for the cost of maintaining the courts and keeping them clear of leaves etc?;
- Should this development be approved it would set the precedent for further development of the Recreation Ground;
- The development of the volleyball courts would take up more space than the old tennis courts;
- Why can the facility not be built on the Canterbury Campus itself or at the University of Kent? Why can this facility not be provided at the coast?;
- The facility should be free for the general public, not a commercial venture. If the facility is built, local residents should be allowed to use it openly and free of charge;
- It is important that children and young people can have easy and free access to open space for their physical and mental health;
- With many apartments being built within a few miles of the recreation Ground, all with no gardens, the importance of the site will increase;
- Floodlighting will further pollute the area and is totally inappropriate in a residential area;
- The development could have a negative impact on the adjoining allotments;
- Such a development would totally ruin the main approach into Canterbury (a World Heritage Site) for visitors;
- The development would have knock on implications such as increased litter, vandalism, noise (from players, spectators, traffic and tannoys) and crime;
- Concern is expressed over the loss of a Cherry Tree. It would be a great loss to the natural beauty of the recreation ground;

The points of support are summarised below:

- There are a lack of facilities in the area for those who are eager to participate in beach sports;
- With this proposal Canterbury has a chance to establish a facility that would promote local sports and attract local and national events and competitions;
- Having the beach volleyball courts would be a great way to introduce local youngsters to Volleyball;
- Support can only be given to any effort made to encourage activity, sport and recreation;
- This facility would support Government initiatives, as detailed in the Choosing Health white paper 2004, to promote healthy living;
- This facility would not impact significantly on the open recreation space. The proposed courts would take up the small area of the recreation ground previously occupied by four grass tennis courts, which has fallen into disrepair and become

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

unusable. The remainder to the Recreation Ground would still be available to local residents to use as they see fit;

- The facility would be first class and provide benefits for the children, youth and residents of Canterbury;
- Should that facility be used as part of an international circuit it would bring benefits to the local economy as the visitors would stay, shop and eat in the City;
- The site has already been identified as a training venue for the 2012 Olympics;
- The facility would not be profit seeking;
- The Canterbury School's Partnership enables over 150 students with varying degrees of disability to use the fully accessible facilities at Canterbury High School for free. This development is a huge opportunity for thousands of students access Kent to become more active;
- Canterbury City Football Club would be keen to make use of the venue for community beach volleyball sessions. The Football Club has implemented an active community development programme, which supports Canterbury City Council's commitment to increase sport and physical activity participation amongst key target groups. The Chairman of the Football Club is strongly of the opinion that the proposed facility would be a useful tool in helping both the Club and the wider sporting sector achieve this important objective.

In addition to the above, a letter of objection was received from the Open Spaces Society. The main points of objection are summarised below:

- The recreation ground is public open space, which has been used freely for generations;
- The applicant wishes to make part of the field private which is unacceptable;
- This major development would, by its character, size and floodlighting, change the character of the recreation field forever and would be detrimental to the general public;

**Discussion**

20. In considering this proposal regard must be had to the Development Plan policies outlined in paragraph (16) above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. Issues of particular relevance include the loss of open space, impact upon residential and local amenity in terms of noise and light pollution, and access and parking concerns.

**Loss of open space**

21. The majority of the objections received relate to the loss of open space. The Victoria Memorial Recreation Ground is designated as Open Space within the Canterbury District Local Plan (Policy C24). The Recreation Ground is an area of open amenity grassland, used for general recreation and sporting activities. The application site itself lies to the south west corner of the Recreation Ground, and the proposed beach volleyball facility would be sited upon an area once home to four grass tennis courts. These courts were once fenced, although freely available for community use. However, when the management of these courts was transferred to the Canterbury Campus use by the general public was restricted, and the courts fell into a state of disrepair. The fencing was subsequently removed, and now the site is open grassland. However, the

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

precedent for fenced courts in this area of the site has been set. In addition, the application includes the resurfacing and floodlighting of two fenced macadam tennis courts, which are adjacent to the proposed facility. A storage building is also proposed.

22. The land that is the subject of this application is owned by Canterbury City Council and the applicant advises that the City Council have agreed in principle to provide a lease to the Canterbury Campus so that the site can be used for recreational purposes by the Canterbury Campus. In May 2008 the applicant advised that a lease had not been signed, but confirmed that the City Council had agreed to the principle of the proposal to reuse the area once home to the grass tennis courts for a beach volleyball facility. The agreement in principle was subject to planning permission being granted by the County Council, and subject to compliance with Open Space consultation procedures, a matter dealt with by the City Council. The applicant advises that the City Council proposed the lease arrangement, and required the application to include the area of existing hard tennis courts. Since the planning and Open Space formalities are yet to be concluded, the applicant considers it premature to assume the lease is given. It is for this reason that formal Notice under article 6 was served upon Canterbury City Council as landowners.
23. The City Council is responsible for the disposal of open space, and this matter will be dealt with by the City Council as a separate procedure. It is for the City Council, as landowner, to consider the merits of granting a lease to the Canterbury Campus, and this is not a matter for the County Planning Authority. However, the planning merits of the scheme with regards to open space must be considered and addressed.
24. As stated within the representations received, a planning application for a tennis dome upon this site was previously refused planning permission by the City Council. However, that facility, which is now located within the confines of the Canterbury Campus, was a large indoor facility, which involved the erection of a significant built structure. This current application, however, would involve the erection of fencing, floodlighting and a small storage building, but would otherwise maintain the openness of the site. The proposed beach volleyball facility would take up the same area as the previously fenced old grass tennis courts, although the enclosed area has been rotated slightly in order that it does not impact upon trees located to the boundary of the site. Like the former tennis courts, the beach volleyball area is a recreational use with an open playing surface at ground level. The fencing, which the applicant proposes to finish in black, would have a minimal visual impact, set against a backdrop of tree screening.
25. Policy C24 of the Canterbury City Local Plan states that proposals which would result in a loss of protected open space would only be permitted if certain criteria were met. First, I do not consider that the proposal would harm the contribution that the remainder of the Recreation Ground makes to the visual or recreational amenity of the area. Although the facility would be managed, and a fee charged for its use, the area would still be available for recreational purposes. The visual impact of the development, in terms of its wider landscape implications and impact on local amenity, will be discussed later in this report, but the openness of the site would be maintained. The development would be viewed against the backdrop of the floodlit running track within the Canterbury Campus site, and tree screening, with existing fenced tennis courts located to the immediate west of the proposed beach volleyball courts. In light of this I do not consider that the development would significantly harm the visual amenity of the area.
26. The applicant has demonstrated a case of need for the development, which has been reiterated by a number of letters of support for the proposal, including a letter from Canterbury Football Club. In addition, Kent County Council's Sports Development Unit is

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

fully in favour of this sports facility being provided stating that ‘the project fits in very well with the overall strategy of providing a varied range of sporting opportunities to the community.’ The facility would be the first of its size in the County, enabling other beach sports to take place, such as beach football, rugby, netball and cricket. Beach Volleyball is an Olympic Sport and I am advised that this facility would assist the County Council’s plans, together with the City Council’s plans, to encourage foreign Olympic teams to establish themselves in Kent prior to the Olympic Games in 2012. The applicant has confirmed that alternative sites have been considered, and that none are available within the Campus itself. In addition, the applicant advises that it is the City Council that has requested that the Canterbury Campus take on responsibility for the management and maintenance of the two courts if the beach volleyball scheme does proceed. The City Council have not raised objection to the scheme, suggesting that they do not have any concerns over the ‘loss’ of this area of open space or consider that its loss would impact upon the City Council’s overall strategy for open space. I do not, therefore, consider that the proposed development would be contrary to Policy C24 of the Canterbury District Local Plan.

**Highway implications**

27. Local residents have expressed concern over the highway implications of this application, with regards to daily community use and the intended national/international events. With regard to use by the School during school hours, there would not be any change in impact upon the highway network. However, community use of the facility in the evenings and at weekends has the potential to attract additional vehicles to the area, and therefore have a detrimental impact upon the local highway network. However, the facility would attract only a limited number of people when in general use, and the existing car parking within the campus is sufficient to accommodate any car parking required for the facilities day to day use. Kent Highway Services have no concerns over the general use of the facility, subject to car parking within the school grounds being made available during the facilities hours of use. Therefore, I consider that subject to the imposition of a condition ensuring that car parking on site be made available during hours of use, the proposed facility would not have a detrimental impact on the local highway network with regards to its day to day use.
28. With regards to the major national/international events that the applicant wishes to attract to the facility once, perhaps twice a year, parking would not be available on site. Instead, the applicant advises that the School would work closely with the City Council to ensure that appropriate parking arrangements are put in place and publicised. Experience gained from the recent and much larger scale UK stage of the Tour de France cycle race, which had its finish line alongside the Memorial Ground, would be used to manage such events. Each major event would be considered on a case by case approach and would be negotiated with the City Council with a view to arranging a Park and Ride facility. Because any such major event would need its own particular consideration, and take account of the scale and programme for the event, the applicant advises that it is impossible to provide detailed plans in advance. Nevertheless, the applicant fully recognises that proper arrangements for transport of participants and spectators need to have been put in place before such an event can proceed.
29. Major events would disrupt the local highway network, and undoubtedly would have an impact upon access and car parking. However, until such an event is planned, which cannot happen until the facility is delivered, the number and magnitude of such an event cannot be predicted. Therefore, each event would need to be considered and assessed on its own merits, with appropriate measures to manage the event and associated traffic and access arrangements, drawn up and agreed with the City Council and Kent Highway

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

Services prior to the event. Due to the unknown nature of such events, I consider that this is a sensible approach to take with regards to managing their highway implications. Kent Highway Services also appreciate that arrangements/agreements cannot be formulated/agreed until an event is actually proposed. Therefore, Kent Highway Services request that they be consulted directly prior to any major event taking place to approve transportation details. Kent Highway Services suggest that a major event can be defined as anything that attracts more spectators/participants than the land could already generate in its current permitted use. This could be open to interpretation and, therefore, I would recommend that for the purposes of this development, a major event be defined as anything that would attract over 100 people, be that spectators or participants. Although such major events at this site would have an impact upon the local highway network, I consider that subject to the imposition of a condition requiring the applicant to consult and agree parking and transport arrangements in writing with the City Council and Kent Highway Services prior to any major events, that the application should not be refused on the grounds of its impact upon the local highway network. It should be borne in mind that it remains entirely possible that such major events may not eventually take place.

**Residential and Local Amenity – Noise and Light Pollution**

30. The application site is bounded to the north and west by residential properties, and the impacts of this development upon the amenity of local residents needs to be addressed. Kent and Medway Structure Plan Policy NR5 seeks to conserve and enhance the quality of Kent's environment, including noise and levels of tranquillity, and light intrusion. Therefore, development proposals must seek to minimise levels of pollution, and be deemed to be acceptable in terms of impact upon local and residential amenity.
31. As detailed in this report, the applicant proposes that the proposed facility be used in the evenings and at weekends. Although the proposed facility would be located upon an area already used for recreational tennis, by providing an upgraded surface, the beach volleyball courts and floodlighting, the use of the site would no longer be constrained by poor weather or low lighting levels. This, in conjunction with management by the Canterbury Campus, and subsequent promotion of community use of the facility, as well as aiming to attract national and international events, the use of the site will undoubtedly increase. The impacts of this increase in use with regards to highway implications have been discussed above. However, the potential impacts with regards to light and noise pollution, and other amenity issues, will be discussed below.
32. The proposed floodlighting for the volleyball facility would comprise eight luminaires, each housing a 2kW multi vapour asymmetric lamp, mounted on six 10metre high galvanised steel columns. The adjacent tennis courts would be floodlit using the same lighting equipment, but there would be only four luminaires, supported on 4 columns. The applicant advises that the luminaires would be designed and installed to ensure that the light would be projected onto the playing surface only, with a sharp cut off outside the playing area, and no vertical light emitted by the luminaires. This is supported by the information given within the submitted lighting specification.
33. The County Council's Landscape Advisor would like to see the lighting element of the proposal removed, and states that this element of the scheme is likely to result in slight adverse effects during the day and slight to moderate adverse effects at night. In response to this suggestion the applicant states that it is essential for any newly constructed outdoor sports facility to be floodlit to allow for extended hours of play and training throughout the year. Unlit facilities do not sustain a coaching regime and deny players who only have the evenings during the week available to them for sport. It should

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

be noted that Sport England specifically welcome the intention to include floodlighting. In light of this, I consider the inclusion of floodlighting to be acceptable in principle, subject to the lighting be acceptable in terms of impact upon residential amenity and the wider landscape.

34. With regards to the wider landscape, it is recognised that Canterbury Cathedral is a World Heritage Site and careful consideration needs to be given to any impact new development might have upon it. However, given the distance of the proposed scheme from the Cathedral, the established screening between the Cathedral and the beach volleyball area and its proximity to an existing floodlit facility within the Campus, the applicant does not consider that the lighting would have an adverse effect on the setting of the Cathedral. In addition, the street lighting on Rheims Way and the Ring Road that lies between the Cathedral and the beach volleyball facility would continue to dominate lighting visible to evening visitors to Canterbury. English Heritage were consulted on this application with regards to the setting of the Cathedral, and do not wish to offer any comments on this occasion. In light of the above, I do not consider that the proposed lighting would have a significantly detrimental effect on the wider landscape, or the setting of the World Heritage Site. However, the potential impact upon residential amenity needs to be considered, and this will be discussed below.
35. The County Council's Lighting Advisor states that the facilities to be floodlit are some 25m from Rheims Way to the north and the nearest houses on Knight Avenue to the west. To the south of the proposed facility the Canterbury Campus car parking and general outdoor circulatory areas on the campus are lit by floodlights on 8m poles, while the athletics track is lit with high powered floodlights on 10 x 12m masts, erected around the perimeter. Most masts have 3 floodlights, while a couple have just 2. The view from Rheims Way is fairly well screened by mature trees of about 10 metres in height and to the east there is a hedge of about 5 metres and very large trees of around 20 metres plus. The floodlighting proposed comprises floodlights of a similar wattage to those already lighting the athletics track but at a lower height of 10m as opposed to 12m. The floodlights are of the flat glass type, which ensures minimum light spill to the surrounding areas and the night sky. The light spill diagrams also show that this is the case with most light contained within 10-15 metres of the courts. The County Council's Lighting Consultant concludes that the proposed lighting should be approved.
36. In light of the above and the distance between the proposed facility and residential properties, and the quality of the submitted lighting specification, I do not see any overriding reason to refuse the proposed floodlighting. In particular, the light spill would be entirely contained within the Recreation Ground and the sight of the lighting from neighbouring housing would be largely screened by existing mature trees. Therefore, subject to the imposition of conditions to ensure that the lighting is installed as specified within the application, and that lighting levels do not exceed those stated by the applicant, I consider that light pollution would not have a significantly adverse effect on the amenity of neighbouring residents or the wider landscape.
37. The proposed volleyball facility and adjacent tennis courts would be used by existing students of the Canterbury Campus as part of their normal PE courses and for after school clubs between 3.00 and 5.30pm, managed and supervised by the schools staff. As beach volleyball is played with teams of two on each side, a maximum of 16 people would use the courts at one time. A similar number may use all four volleyball courts at once for seven-a-side rugby or beach football. It is the applicant's intention to generate interest from young people and local groups who the applicant advises would use the facility after 5.30pm, at weekends, and during school holidays, up to 10pm. The community use would include use by clubs and individuals on a 'pay and play' basis, and



**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

would be supervised by 'Body and Mind', who currently operate the adjacent sports hall and fitness facilities at the Canterbury Campus. Local residents have expressed concern that the extended hours of use, and intensification of use, would have generate noise, having a negative impact upon residential amenity.

38. The Recreation Ground is currently freely available for use at all times, with no control or management. Although residential properties bound the site to the north and west, these properties face the site and are separated from the recreation ground by Knight Avenue and Rheims Way, a major access road into the City. In addition to local roads, the existing campus facilities, which are used in the evening and at weekends, add to the existing background noise levels. The use of the proposed facility on a day to day basis would not attract a significant number of people, having little impact on background noise levels. Major events, which the applicant wishes to accommodate at the site, would have a greater potential for noise generation, but it is expected that these may occur only once, perhaps twice a year. The major events would be held within the hours of use specified by the applicant, which would be conditioned should permission be granted. In addition, a further condition of consent would limit the number of major events to be held at the facility to 2 a year.
39. The County Councils Noise Advisor is of the opinion that the proposed facility would not cause a detriment to the nearest residential receptors in terms of noise. In light of this, and due to the fact that the facility would be used by only a small number of people, apart from on a couple of occasions a year, I consider that the hours of use specified by the applicant are acceptable, and would not have a detrimental impact upon residential amenity in terms of noise generation.
40. Local residents also express concern that the facility could generate additional litter and encourage vandalism. However, as the site would be closely managed by the Canterbury Campus, and 'Body and Mind', activities at the site would be more closely supervised than as existing. To enable the facility to attract local use, and national and international events, it would have to be maintained to a very high standard. The existing courts, and the Recreation Ground, are maintained by the City Council. However, the Campus and 'Body and Mind' would be on site on a daily basis, closely monitoring activities and discouraging anti-social behaviour. Therefore, I do not consider that the facility would exacerbate any current issues regarding litter and/or vandalism, and if anything, close supervision may reduce such matters.
41. In summary, I consider that the applicant has successfully demonstrated that the proposed facility would not cause light or noise pollution to a level that would significantly impact upon the amenity of neighbouring properties or the wider landscape. Therefore, I am of the opinion, subject to the imposition of conditions to limit the hours of use, that the proposed development would not have a significant detrimental impact upon residential and local amenity. In addition to the measures outlined above, hours of working during construction would be conditioned in an effort to minimise the impact upon local residential amenity.

**Landscaping**

42. The wider landscape implications of the floodlighting have been considered above and are deemed to be acceptable when balanced against the need for the floodlit facility. However, concern is expressed over the removal of a Cherry Tree, which a local resident states 'would be a great loss to the natural beauty of the Recreation Ground'. However, the applicant advises that one tree would need to be removed to accommodate the facility. However, should the pitch be reoriented to retain this tree, the crown spread of

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

four other mature trees on the boundary of the site could be adversely affected. That would have a detrimental impact on the screening of the site, and It would be regrettable to potentially lose four mature trees to save one smaller specimen. The County Council's Landscape Advisor considers the proposals to be acceptable in terms of impact upon trees, and I do not consider that the loss of a tree would be significantly detrimental to the overall landscape value of the Recreation Ground.

43. The County Council's Landscape Advisor makes a number of recommendations in order to ensure that existing trees are protected, and the landscape value of the site retained. In light of this, I consider that, should planning permission be granted, a scheme of landscaping should be submitted for approval, to include methods to protect trees to be retained, the provision of landscaping and tree planting, and details of hard surfacing. In addition, the Landscape Advisor recommends that the fencing, lighting columns and equipment storage hut be colour coated in a muted dark green finish. The applicant has proposed that the fencing be powder coated black, and I consider that this is an appropriate and acceptable colour finish. With regards to the storage hut, the applicant advises that the hut be finished in dark green, which I again I consider to be acceptable in principle. However, due to the many varying shades of green, and a lack of information regarding any proposed colour finish to the lighting columns, I recommend that exact details of the colour finish to the fencing, lighting columns and storage hut be submitted pursuant to condition should planning permission be granted. Subject the these conditions, I do not consider that the proposed development would have a significantly adverse impact on the local landscape.

**Conclusion**

44. In summary, I consider that, subject to the imposition of appropriate planning conditions, this proposal would not have a significantly detrimental effect on the amenity of local residents, protected open space or the local highway network. In my view, the development would not give rise to any significant material harm and is in accordance with the general thrust of relevant Development Plan Policies. There are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions be placed on any planning permission, including those outlined below.

**Recommendation**

28. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions covering:
- the standard time limit;
  - submission of a scheme of landscaping and tree planting;
  - tree protection and clearance of the site outside of bird breeding seasons;
  - submission of details relating to the colour finish of the fencing, lighting columns and storage hut;
  - the floodlighting to be installed in accordance with the submitted details;
  - light levels not to exceed those stated within the planning application;
  - the use to be restricted solely to the uses applied for;
  - hours of use;
  - restriction of number of major events per annum;
  - car parking on campus to be available during hours of use;

**Item D1**

**Floodlit Beach Volleyball Facility at the Victoria Memorial Recreation Ground, Canterbury – CA/08/516**

---

- the applicant to consult and agree with Kent Highway Services and the City Council prior to holding any major events in order that access arrangements can be made. Those arrangements to be implemented in accordance with the approved drawings;
- controls over hours of working during construction;
- measures to prevent the deposit of mud on the highway;

Case officer – Mary Green	01622 221066
---------------------------	--------------

Background documents - See section heading.
---

This page is intentionally left blank

**Item D2****Demolition of existing school buildings and the construction of a new two storey school building at Thamesview School, Gravesend – GR/08/154**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Application submitted by Kent County Council Children, Families, Health and Education and the Land Securities Trillium for the demolition of existing school buildings and the construction of a new two storey school building, the laying out of playing fields, multi use games area, hard play area and courts, car parking and landscaping at Thamesview School, Thong Lane, Gravesend - GR/08/154.

Recommendation: 1) subject to Sport England being satisfied over the provision of an additional sports pitch, planning permission be GRANTED subject to conditions, or:  
2) in the event that a satisfactory agreement cannot be reached with Sport England the application be REFERRED to the Secretary of State, and that subject to her decision, planning permission be GRANTED subject to conditions,

**Local Members:** Mrs J. Cribbon and Mrs M. Newell

**Classification:** Unrestricted

**Site**

1. Thamesview School is located on the eastern edge of Gravesend, overlooking the Thames estuary and the Metropolitan Green Belt. Thamesview is a mixed sex secondary school which currently has 820 11-16yr old pupils, although the school does not currently have any sixth form students. The school site occupies a rectangular plot of land which runs west off of Thong Lane, with the school buildings located to the east of the site, towards Thong Lane, and playing fields extending to the rear. Beyond the playing fields, to the west of the site, lies Raynehurst Primary School, although this school is not connected to Thamesview and does not form a part of this planning application. The school site is bounded to the north and south by residential properties, and to the northeast by 'The Viewpoint' Community Centre. Thamesview School also has an area of playing field to the east of Thong Lane, and this part of the school site is located within the Metropolitan Green Belt, and is bordered by open countryside and a small number of residential properties which face Thong Lane. The whole of the school site is within the Green Grid, as designated in the Gravesham Borough Local Plan Second Review (deposit version 2000). In total, the school site occupies 8.1 hectares. A site plan is attached.

**Background**

2. The Building Schools for the Future programme is a Government initiative to transform all the Country's Secondary School's to enable them to meet the new challenges of 21<sup>st</sup> Century education. In particular, new methods of teaching and new styles of learning have implications for the type and arrangement of spaces for schools. A move away from traditional teaching methods means less reliance on the earlier school designs of classrooms and corridors. Opportunity therefore exists for more innovative designs of school buildings with a wider variety of internal and external spaces, and greater scope for fuller use of the premises by the local community.

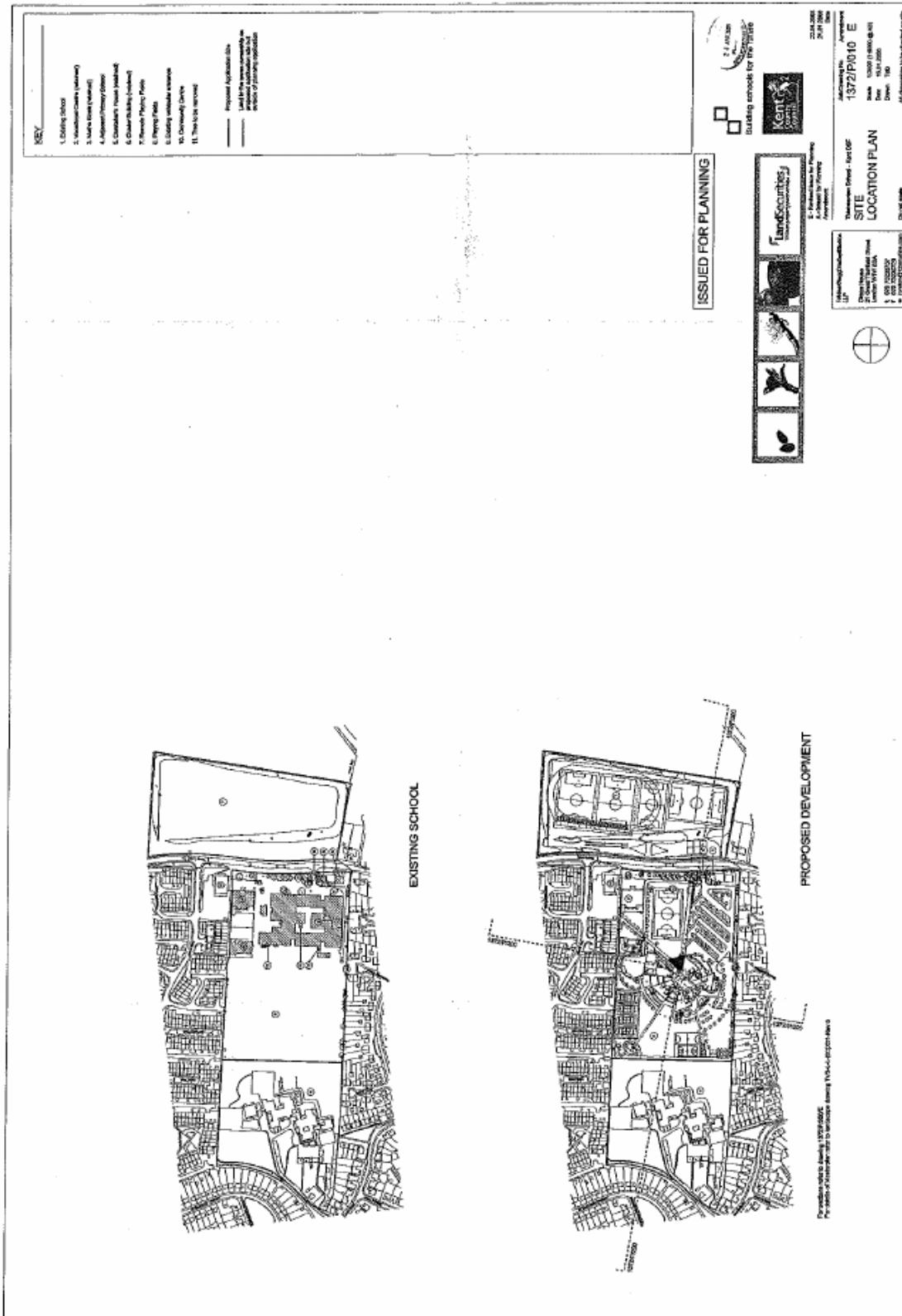
**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

**SITE LOCATION PLAN**



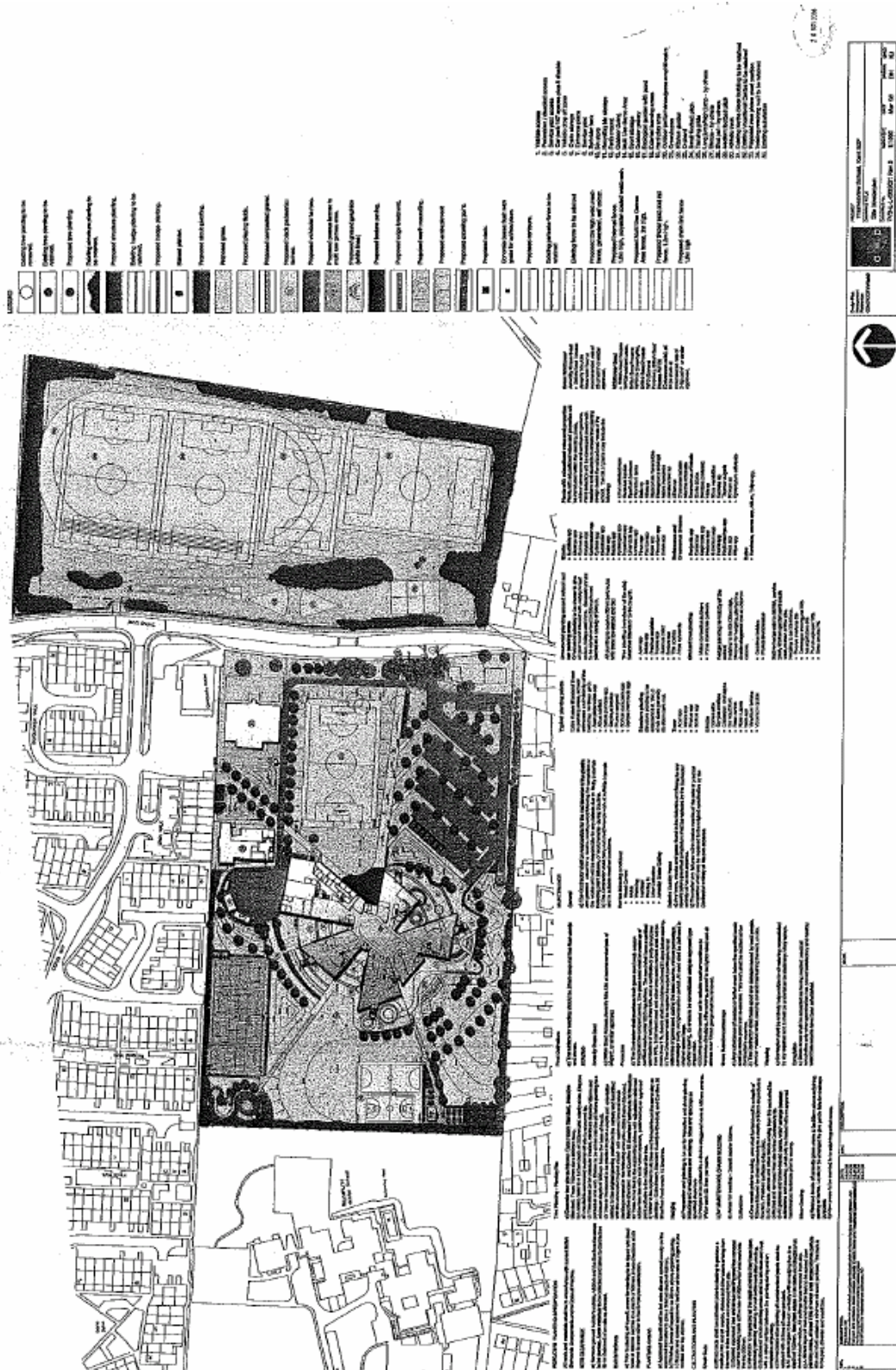
This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**





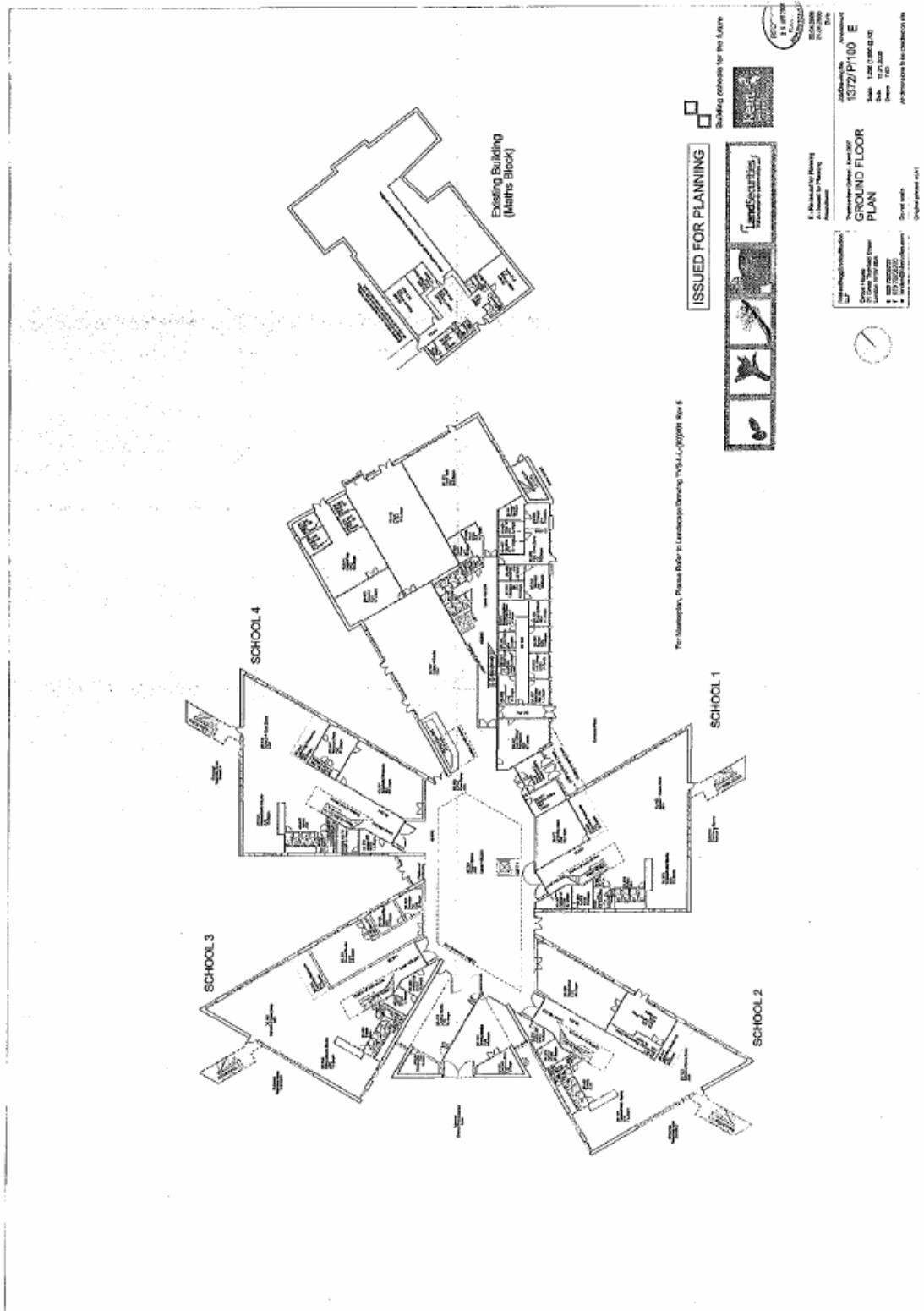
**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**





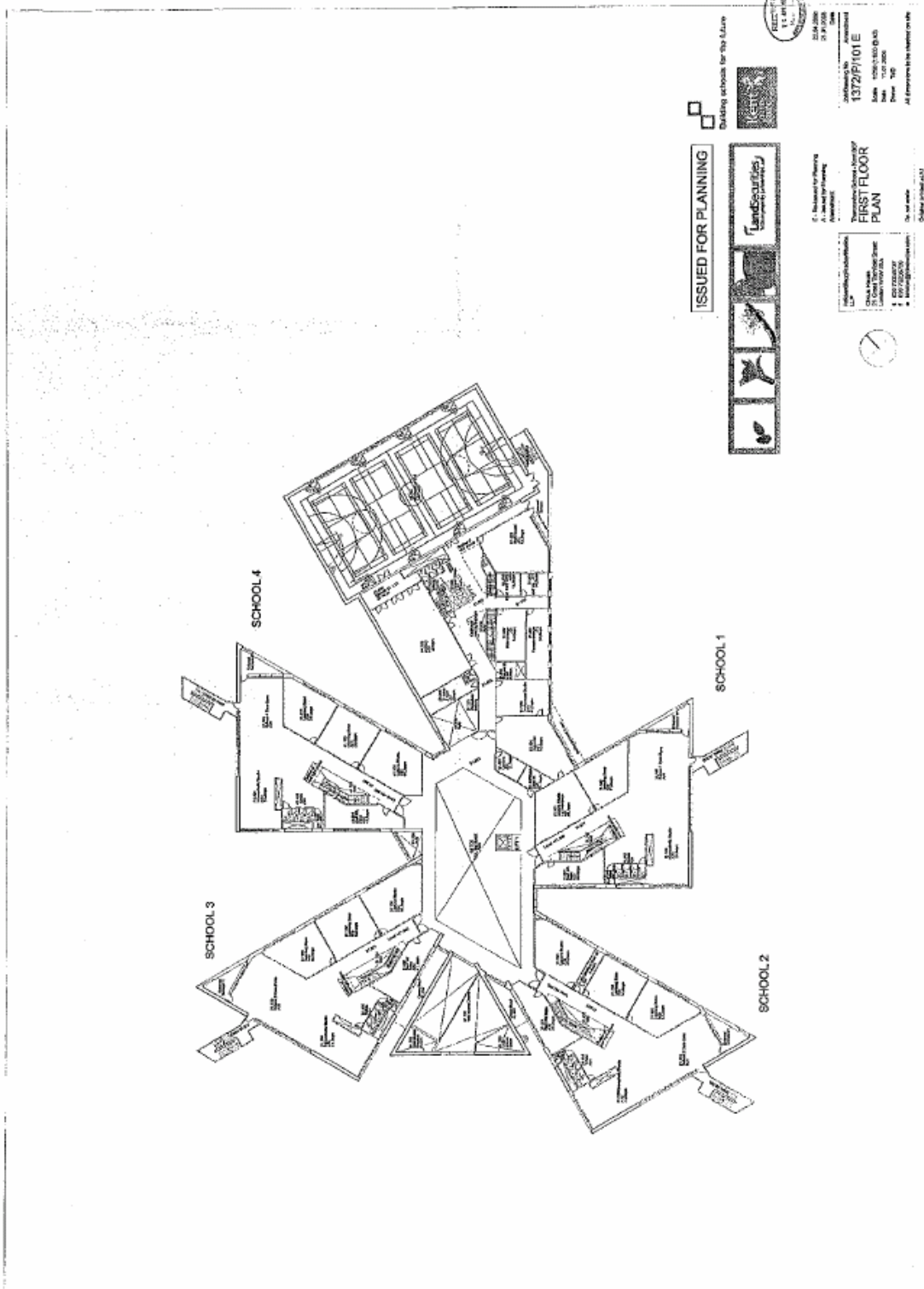
# Item D2

## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154



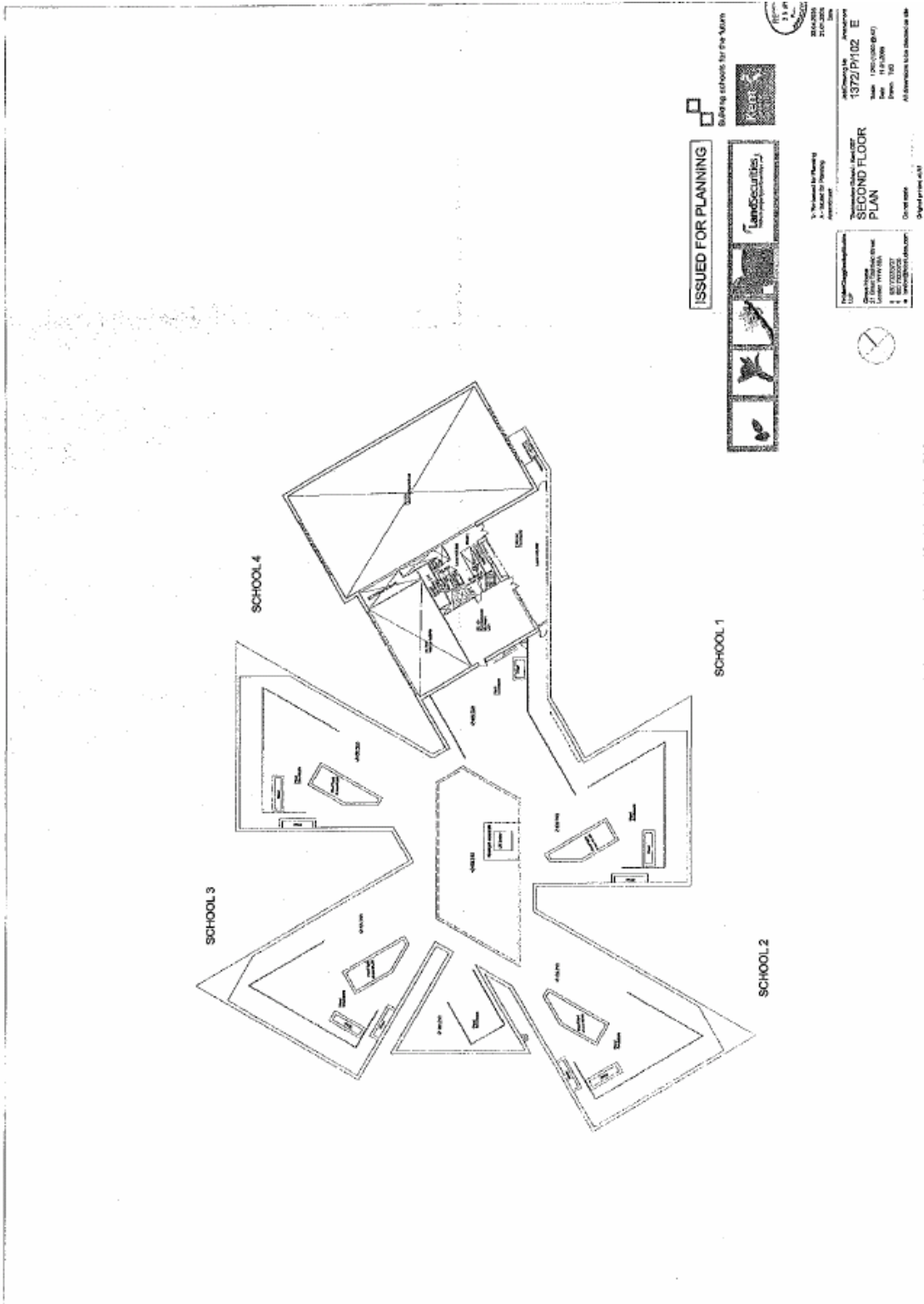
# Item D2

## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154



# Item D2

## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154



**ISSUED FOR PLANNING**

Submitting schools for the future

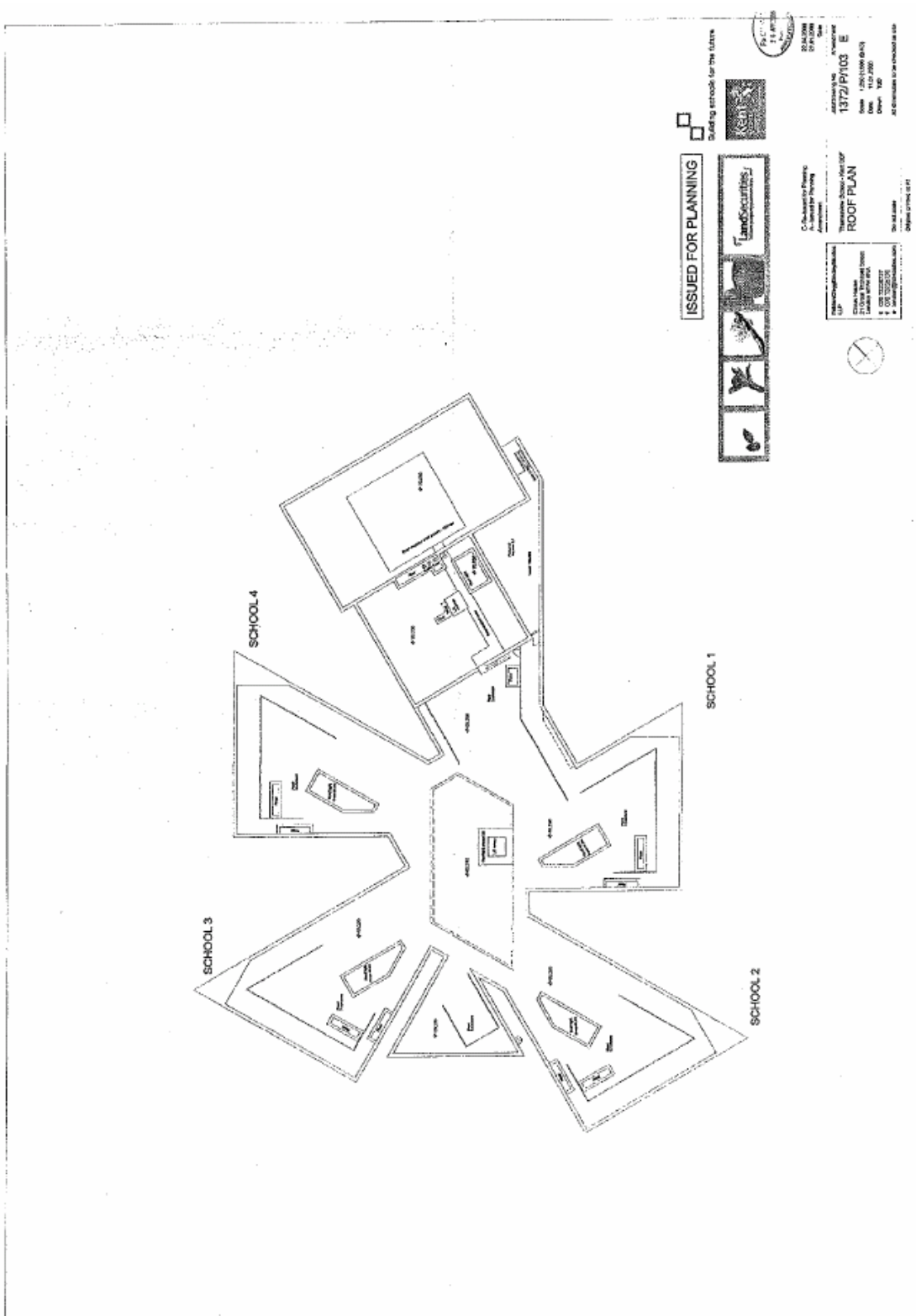
LandSecurities

1372/PT/02 E  
Date: 14/06/2017  
Scale: 1:500  
Project: 1503

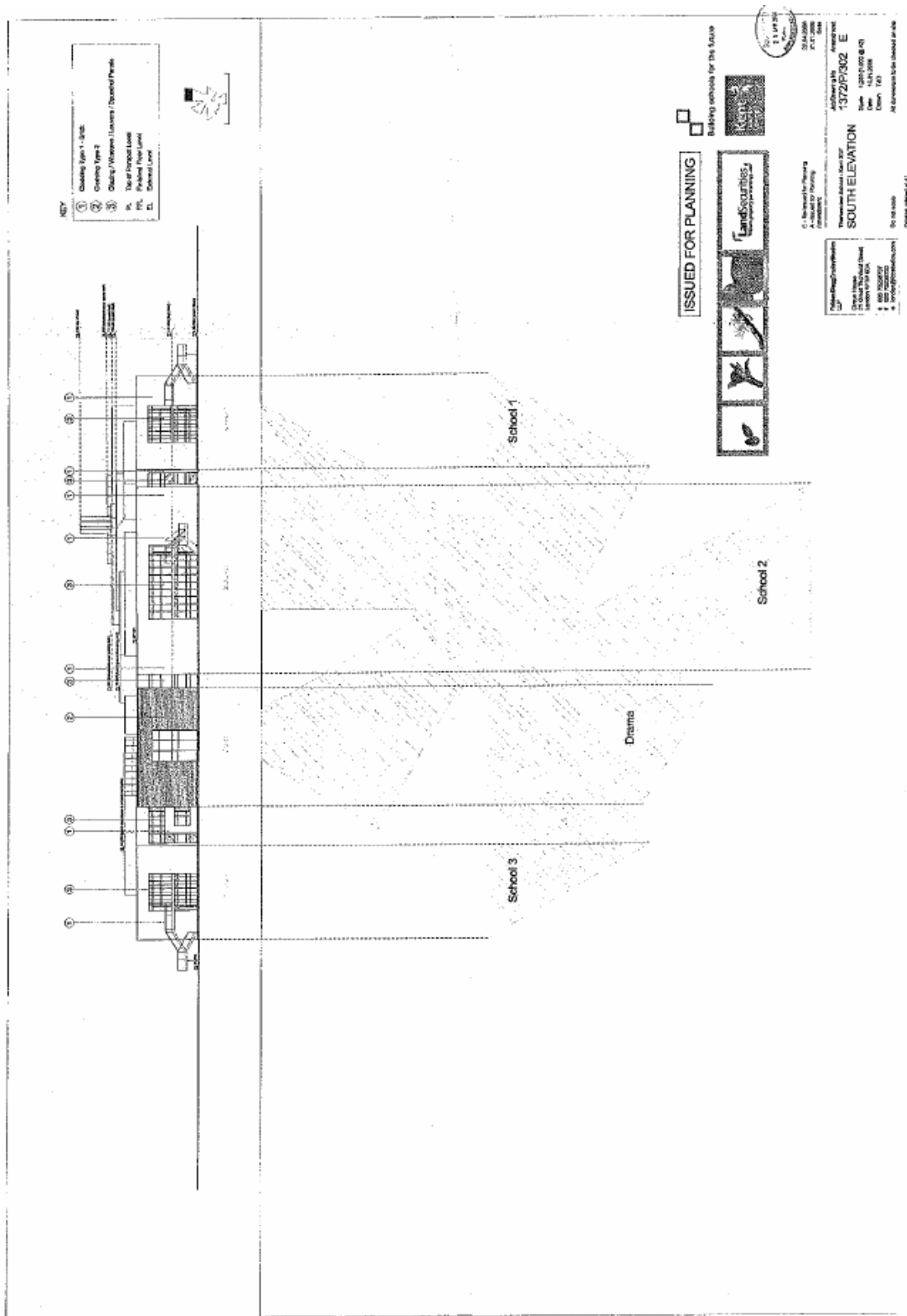
1372/PT/02 E  
Date: 14/06/2017  
Scale: 1:500  
Project: 1503

© 2017 LandSecurities Ltd

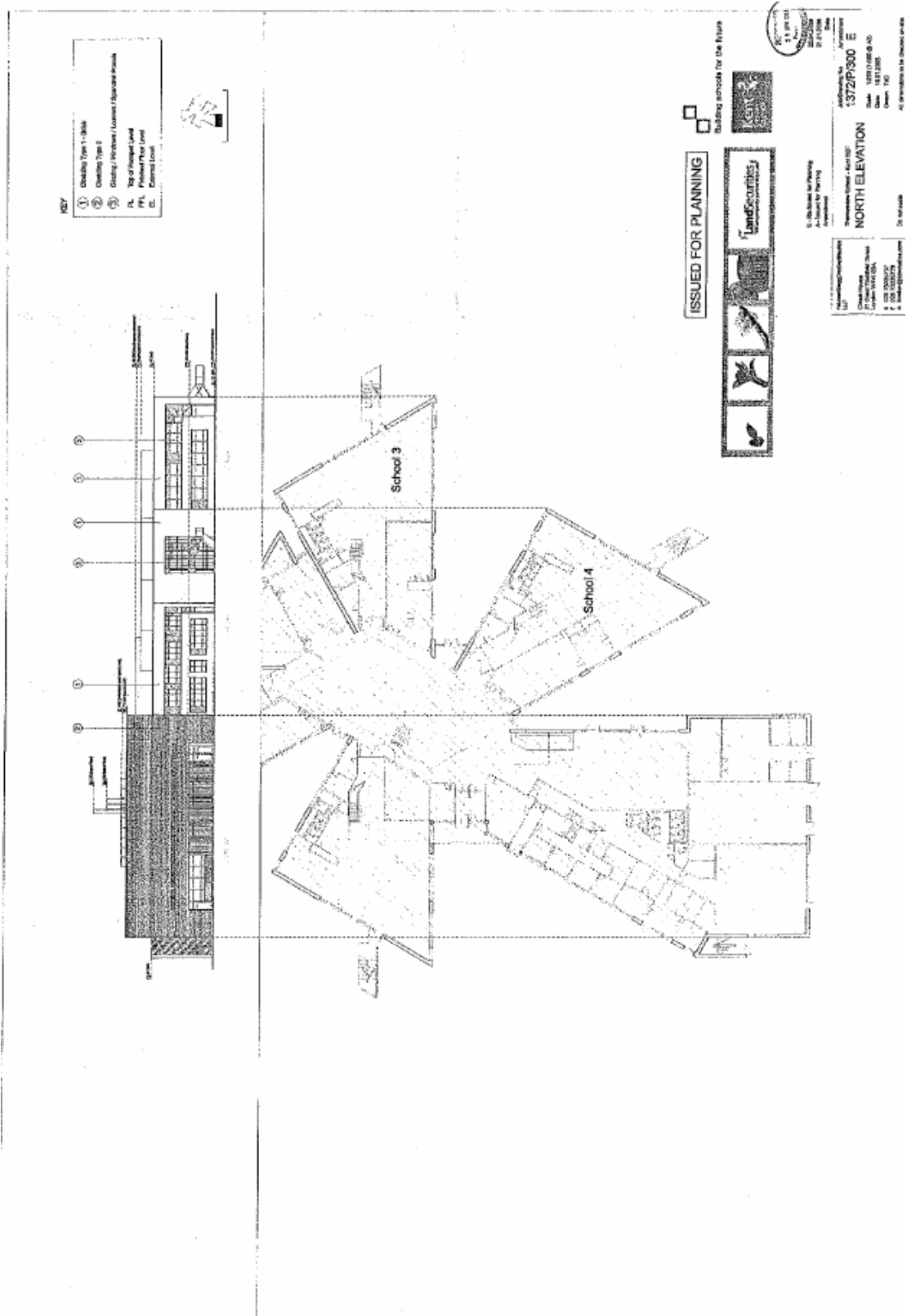
**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**



**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

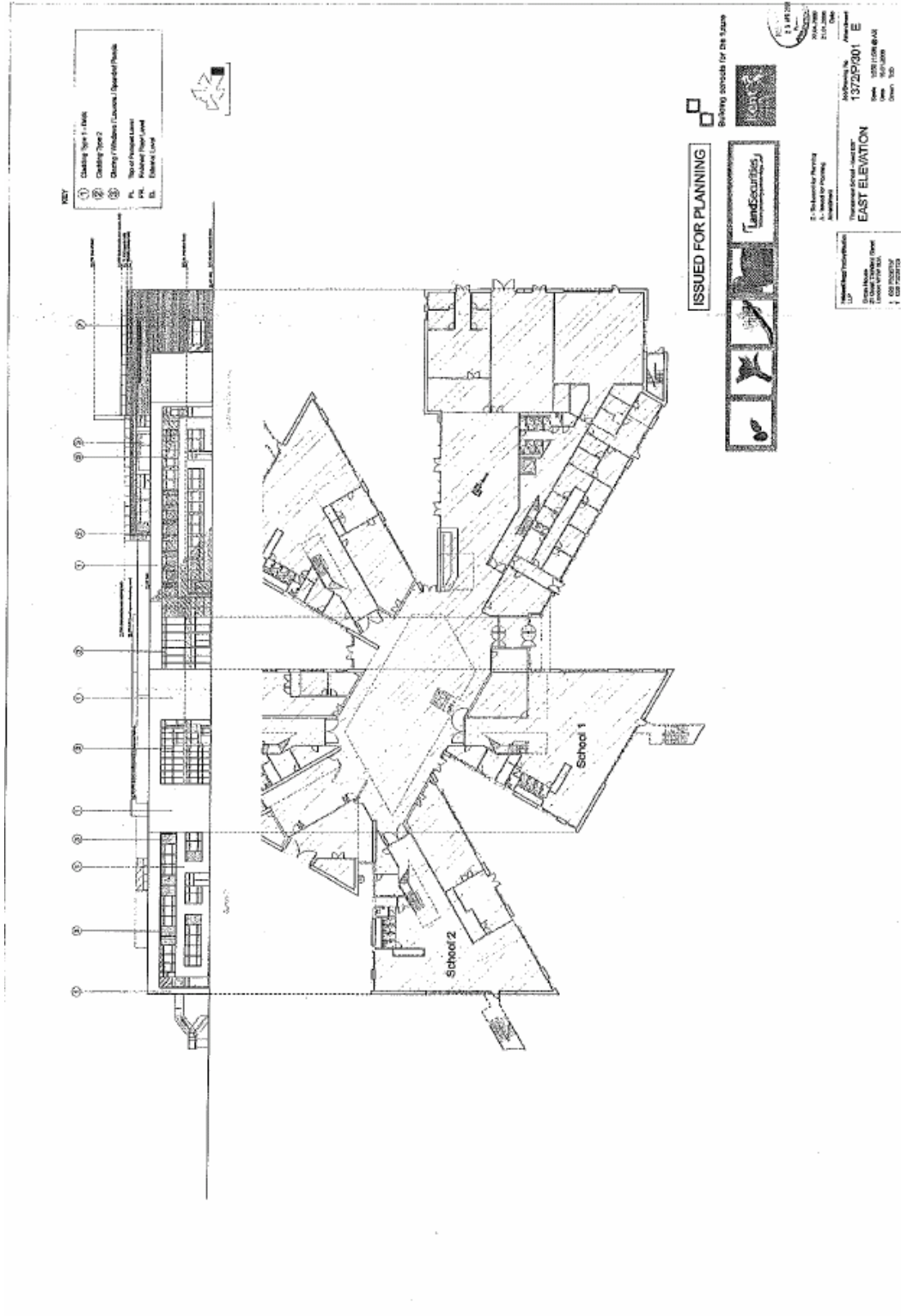


**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**



# Item D2

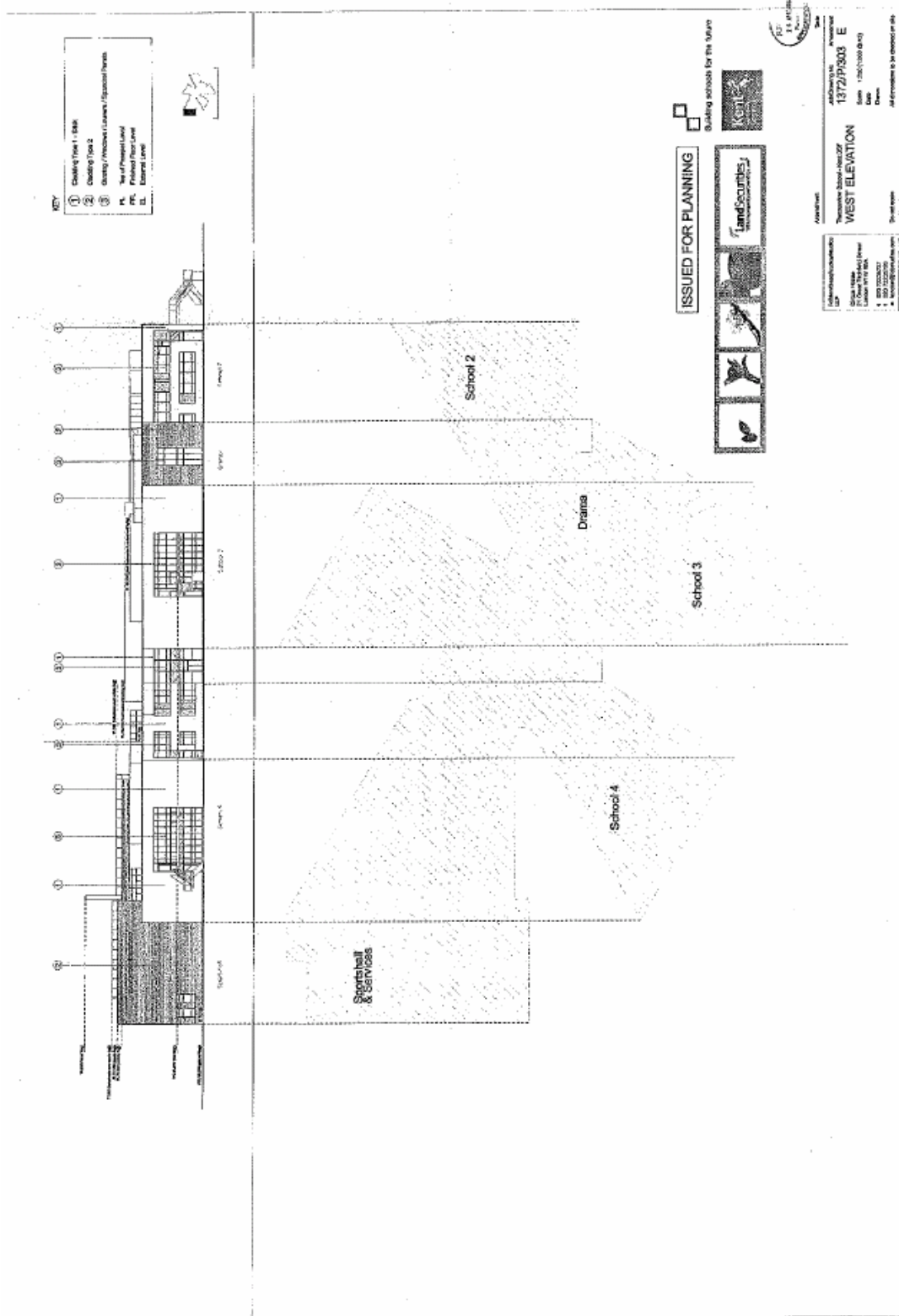
## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154





# Item D2

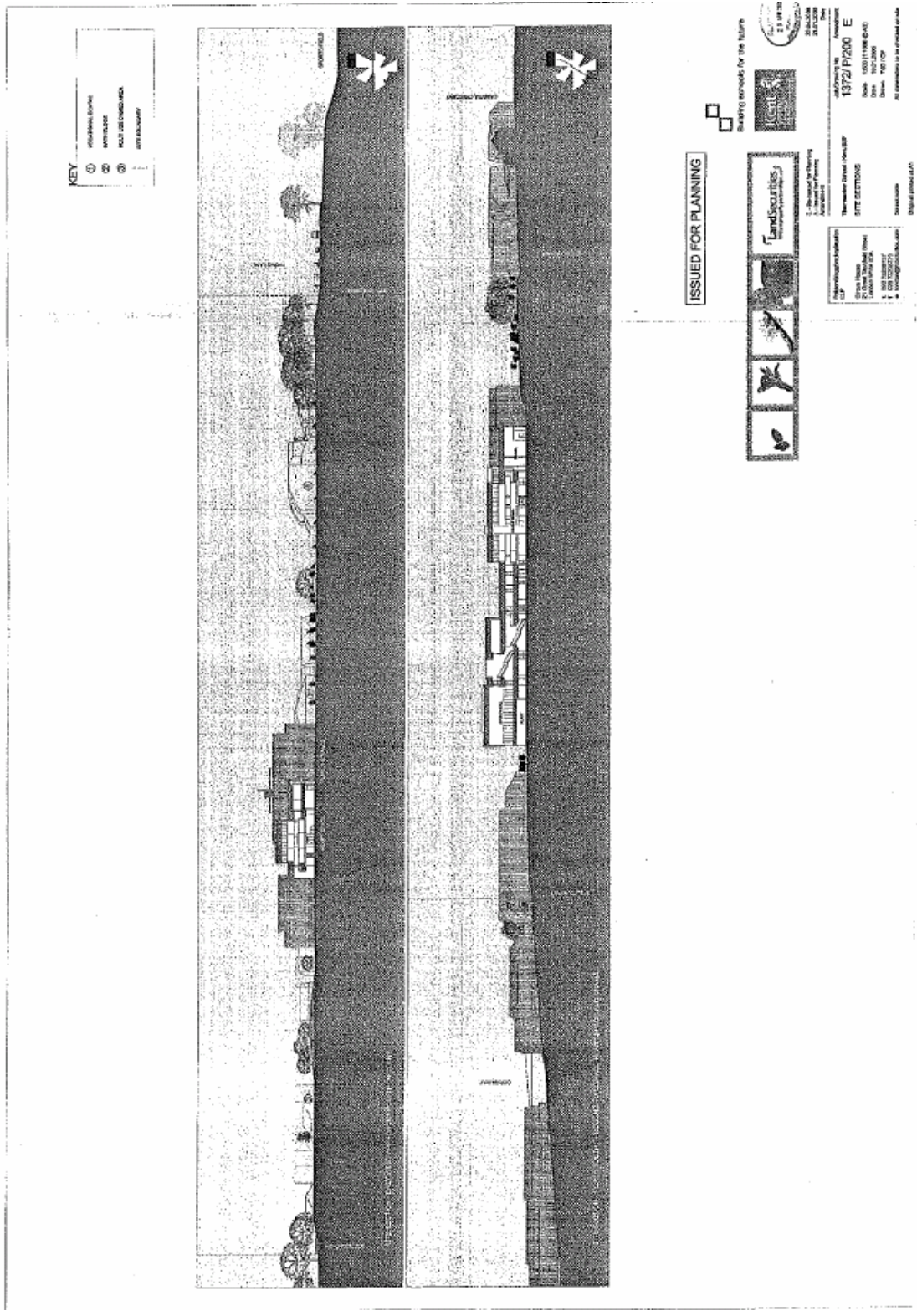
## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154





# Item D2

## Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154



**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

3. Members visited this site on the 15 April 2008. Members of the public attending this meeting and expressed their concerns over the size, height and proximity of the building to the boundary, in addition to amenity concerns such as noise, light and air pollution, and disturbance during the construction process. The minutes of the Site Visit are appended to this report. Following the Members site visit, the applicant has amended the proposal, moving the building approximately 15 metres further north, away from the southern boundary of the site. In addition, the location of the construction access and site compound has been amended twice following the Members Site Visit, and further consultation with local residents. It is the amended proposal that will be discussed throughout this report.

**Proposal**

4. This application has been submitted jointly by Land Securities Trillium and Kent County Council Children, Families and Education, under the Building Schools for the Future programme, and proposes the demolition of existing school buildings and the construction of a new two storey school building, the laying out of playing fields, multi use games area, hard play area and courts, car parking and landscaping at Thamesview School, Thong Lane, Gravesend. The brief for the new school is to provide places for 830 students, 80 of which would be sixth formers, as projected for 2014. The School has a significant number of students with Special Educational Needs (SEN), including a number of visually impaired students.
5. The application proposes that the majority of the existing buildings be demolished, with a new school building constructed upon the existing playing field. The existing buildings are considered by the applicant to be outdated, uninspiring and unsuited to modern teaching and different learning styles, hence the proposal to provide new build facilities for almost all of the school accommodation. The only school buildings which would be retained are the maths block and the vocational centre. The playing field to the east of Thong Lane would be retained, as would vehicular access to the site from Thong Lane and the school caretaker's house. The proposal limits the height of the new buildings to two floors, with one area only having a third storey, although the applicant advises that this storey is located in an area which would not lead to overlooking of neighbouring properties.
6. The School envisages becoming a local community centre of excellence for Business and Enterprise activities, the goal being to provide students with a learning experience that would equip them with the skills, attributes and competencies needed to achieve success. The applicant advises that the design of the school responds to the School's vision for a stimulating environment. The learning spaces would be divided into four distinct two storey 'schools within a school', with separate specialist spaces, all located around a central 'heart'. Each of the four distinct two storey schools would be given a group of internal and external spaces, which have a unique relationship to the 'heart', their location on the hill, the sun and the site. Each would be built with its own identity, but united by their connection to the central 'heart' space onto which their front doors face, the specialist learning rooms open and within which the school circulates, dines, assembles and works.
7. The school entrance would lead directly into the edge of the heart space at ground floor level. The specialist sports, art, food technology and business spaces would be located in the northern wing, approached alongside the dining area off the heart, allowing them to be used outside of the core school hours for functions and community use. The existing Vocational Centre, and external changing rooms (to be located within the

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

existing maths building) are also planned to be used outside core school hours, all of which could be accessed without going through the secure boundary line of the school.

8. The school would have a single main entrance serving students, staff and visitors, which would be clearly visible from Thong Lane and the car parking area. The area between the school building and Thong Lane would be made secure by the site's perimeter fence and gates when the school/site are not in use. However, it is proposed that there would be five entrances into this area of the site. These would include a new primary pedestrian entrance located to the north of the existing vehicle entrance, the existing vehicle entrance (which would be re-graded to allow longer vehicles access to the site), a pedestrian gate to the south of the vehicle entrance, a pedestrian gate next to the Vocational Centre, and an existing pedestrian route through the north fence. The main entrance into the school building is one of only two defined routes into the permanently secure school area, the other being the northern service yard providing access to the kitchens and food technology areas, and for the delivery of biomass and plant maintenance.
9. Each school zone would have different internal and external environments, and each would incorporate an outdoor space at the second floor. Each school would be approximately 9 metres in height, with plant rooms and clerestory windows increasing the height to 11-12 metres in part. However, the finished floor level of the school would be half a metre lower than originally proposed, setting the building down into the site. The applicant also proposes the contouring of the land between the school and the southern boundary, and the introduction of landscaping and tree planting, aiding in screening the building and filtering views of the site. The 'wing' housing the school hall would be the highest element of the new build, measuring approximately 13metres in height.
10. School '2' would extend closest to the boundary with neighbouring properties, and would be approximately 33 metres from the southern boundary of the site, increasing to 37 metres in a westerly direction due to the orientation of the school southern wing relative to the boundary. The school building would be approximately 38 metres from the side elevation of the closest residential property, and over 75 metres away from the rear elevations of properties in Cambria Crescent. The proposed building would be approximately 47 metres from the northern boundary of the site at its closest point. The applicant proposes that the building would be finished in two different facing bricks, and glazing.
11. By locating the school upon the existing playing field, the new school could be completed whilst the existing buildings remain fully operational. The applicant states that an alternative complicated decant would require expensive temporary accommodation during construction, and be disruptive to the existing school operations (this will be discussed in more detail later in this report). It is therefore proposed that the new school buildings be constructed behind the existing ones, setting them back from Thong Lane. Upon completion of the new build, the existing school would be demolished and the land remodelled to provide informal and formal external play areas/sports facilities, and car parking.
12. Outdoor spaces and garden areas would be developed around the specialist subject areas of each of the four schools such as technology, science and art. External dining facilities, outdoor teaching areas and an outdoor performance space are also proposed. The applicant advises that careful consideration has been given to the location of hard and soft play areas due to the potential disruption caused by staggered break times impacting upon learning and teaching. A designated ball game area is proposed to the

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

western boundary of the site, in addition to a Multi Use Games Area (MUGA) which would be located on the north west boundary of the site. The playing fields would be relocated to east of the site, to the front of the proposed school, and the remote playing fields on the eastern side of Thong Lane would be retained, and fenced. None of the sports pitches would be floodlit.

13. The existing palisade boundary fence would be retained, and a new internal fence line would be established around the building to secure the play areas from the community and civic spaces. The MUGA would be enclosed with a new 3 metre high weldmesh fence. In addition, a new weldmesh security fence would be erected around the perimeter of the sports pitches on the opposite side of Thong Lane. The applicant advises that the fence would be erected inside the line of the existing perimeter vegetation in order to minimise its visual impact on the Green Belt to the east.
14. Opportunities for habitat creation would be developed throughout the planting and landscape design to maximise the biodiversity value of the site and enhance the educational value of the school grounds. Existing valuable wildlife habitats would be retained and integrated into the landscaping proposals for the site, which would be drawn up in close consultation with ecologists to ensure that the planting design would meet the strategic objectives of the Biodiversity Plan in terms of species selection, habitat creation, management and maintenance. An Ecological Scoping Survey was submitted with this application which concludes that the possible presence of several protected species (birds, bats and reptiles) should be taken into account before development work commences, and makes recommendations that should form conditions of consent.
15. An existing mobile telephone mast would be relocated on the site by Orange PCS Ltd to enable the existing chimney to be demolished. The position of the telephone mast would be determined by Orange PCS Ltd in consultation with Gravesham Borough Council.
16. The school has been designed to achieve an 'excellent' BREEAM rating. The current design features proposed include biomass boilers, heat recovery ventilation plant, solar connectors for hot water heating, low water use sanitary fittings, rainwater harvesting, the maximisation of natural day light and ventilation, and day-lighting lighting controls. In addition, the design would enable photoelectric cells to be added in the future when technological developments made this form of green energy more affordable.
17. CCTV cameras would monitor the external and internal spaces. The design includes red-wall monitoring that would enable a security contractor to identify unauthorised access to the perimeter of the building, enabling a response team to be dispatched prior to having to wait for an internal alarm to be triggered. Reception staff would be able to monitor pedestrian and vehicle movements, again ensuring that there is no unauthorised access. The design of the building would enable it to be zoned for out of hours community use. A separate out of school hours entrance to the indoor sports facilities is proposed in order to maximise its use whilst not compromising the security of the remainder of the building.
18. The existing vehicular access to the site from Thong Lane would be retained, albeit modified to allow longer vehicles, such as buses, to enter the site. Upon entrance to the site, all vehicles for the school would turn to the left, and all vehicles for the Vocational Centre, service access, and old maths building turn right. Dedicated vehicle and pedestrian/cycle routes with separate access points to the site would be provided, with the intention to minimise the potential for vehicle and pedestrian conflict by reducing the need for crossing points. Parking for the maths block and Vocational Centre would be in

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

the main car park, not outside the buildings themselves. The only parking spaces located by the buildings would be for designated accessible parking. The main car park would provide 150 spaces, and would be available for out-of-hours use for community functions. Covered cycle storage is also proposed.

19. Throughout the construction works it is proposed that a temporary construction access be located to the north of the site, accessed via Cervia Way and the Community Centre's car park. The construction access road would run between the school buildings and the maths block to the construction compound, located to the rear of the existing school and adjacent to the northern boundary of the site, upon the proposed siting of the MUGA.

*Reduced copies of the submitted drawings showing the site layout, elevations, and access are attached.*

**Planning Policy**

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

(i) **The Kent & Medway Structure Plan: Adopted 2006:**

**Policy SP1** - Seeks to conserve and enhance Kent's environment and ensure a sustainable pattern of development.

**Policy SS2-** Within the Green Belt there is a general presumption against inappropriate development

**Policy QL1** – Seeks to conserve and enhance the environment through the quality of development and design.

**Policy QL12-** Provision will be made for the development of local services, including schools, in existing residential areas. Flexibility in the use of buildings for mixed community uses, and the concentration of sports facilities at schools, will be encouraged.

**Policy EN8** - Wildlife habitats and species will be protected, conserved and enhanced. Development likely to have an adverse effect, directly, indirectly or cumulatively, on important habitats or species, will not be permitted unless the adverse impact on an important nature conservation resource can be adequately mitigated and/or compensated.

**Policy EN9** - Tree cover and the hedgerow network should be maintained. Additionally, they should be enhanced where this would improve the landscape, biodiversity, or link existing woodland habitats.

**Policy NR5** – The quality of Kent's environment will be conserved and enhanced. This will include the visual, ecological, geological, historic and water environments, air quality, noise and levels of tranquillity and light intrusion.

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**Policy TP19** - Development proposals must comply with the respective vehicle parking policies and standards adopted by Kent County Council and Medway Council.

(ii) **Gravesham Local Plan First Review (adopted 1994):**

**Policy TC0** - The Borough Council will give priority to conserving and enhancing the built environment.

**Policy TC1** - The Borough Council will not normally permit proposals for new development which cause harm to interests of acknowledged importance. Applications will be considered in accordance with a number of design principles including the appropriateness of scale and massing, use of good quality materials, the design respecting the character and appearance of existing buildings, and safeguarding the amenity of neighbouring properties.

**Policy GB2** - There will be a strong presumption against permitting new development in areas subject to Green Belt policies.

**Policy LT3** - Planning permission will not normally be granted for proposals which involve the loss of playing fields.

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

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

(iii) **Gravesham Local Plan Second Review (deposit version 2000):**

**Policy T1** - In considering development proposals, the Local Planning Authority will consider the impact of the generated travel demand on the transport system as a whole, and on the environment.

**Policy T16** - Provision will be made for vehicle parking in accordance with the Kent County Council Vehicle Parking Standards.

**Policy NE6** - Development on sites containing or directly adjacent to trees or hedgerows of amenity, wildlife or landscape value will only be allowed if these landscape features are protected and retained in the long term. All new proposals for new development must incorporate new landscaping as an integral part of the scheme.

**Policy NE7** - The Borough Council will encourage the implementation of wildlife enhancement initiatives and the planting of new landscaping in suitable locations to improve the ecological resource and the appearance of the environment.

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**Policy NE19** -Proposals for noise generating development will require a full assessment of the impact.

**Policy NE20** -Development involving the provision of external lighting will require the submission of details to demonstrate that the proposed lighting scheme is the minimum necessary for security, safety and working purposes, taking into account the design of the scheme.

**Policy BE1** - The Borough Council will give priority to conserving and enhancing the built environment in both the urban and rural areas.

**Policy BE12** -A high standard of layout, design and materials will be expected for all new development. The Borough Council will not normally permit proposals for new developments which cause harm to the interests of acknowledged importance. Applications will be considered against a number of criteria.

**Policy RA2** - Within the Green Belt, inappropriate development will not be permitted.

**Policy LT2** - The Borough Council will protect and enhance the existing elements of the Green Grid network to help achieved the objectives of the Green Grid.

**Policy LT3** - Any development within the Green Grid network justified in terms of other policies, must incorporate Green Grid links, areas, corridors and linear features within the proposal, in accordance with the objectives of the Green Grid.

**Policy SC3** - Any proposals affecting existing or new schools will be evaluated in the context of their importance as a community resource, their role in the education process and their contribution of the open space provision for the Green Grid.

**Consultations**

21. **Gravesham Borough Council:** initially objected to the revised proposal. In summary, the Borough Council raised concern regarding:
- The siting of the new school building and the decision to build on the existing playing fields, and the resulting loss of a strong site frontage;
  - The proposals detrimental impact on local residential amenity;
  - Potential noise impacts from the MUGA, and headlight glare from the car park;
  - The car park layout and proposed construction access;

Following the submission of additional information in response to these points of objection, Gravesham Borough Council has withdrawn its objection, and comments as follows:

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

“With regard to the access, siting and phasing of the development the Borough Council withdraws its objection.”

With regard to the risk of nuisance to adjoining residents, particularly adjacent to the MUGA and the service area, the Borough Council remains concerned at the risk of nuisance. However, the Senior Environmental Health Officer concedes that conditions as follows should allow protection and mitigation to be achieved:

Construction activity:

Requiring method statement to identify how control of noise and dust is to be achieved and to require details of wheel washing equipment.

Plant noise

The condition requiring noise control so that plant does not exceed +3dB appears to have been accepted

Noise from school

Noted that all musical rooms can be sealed and mechanical ventilated- need to take care where the outlets of these ducts are or that they are appropriately baffled.

Noise from MUGA (and service area)

Recommend the installation of prior approved noise barrier at northern edge. Restriction on the hours of use, and on installation of floodlighting.

Car park

Recommend the installation of prior approved noise barrier at southern edge

The remaining issue of concern relates to the restriction of community use of pitches.”

Gravesham Borough Council’s Sport and Recreation Manager summarises the concerns of the Borough Council as follows:

“The current theoretical supply of pitches across the Borough meets demand (as of 2006). However, in **reality** this isn’t straight forward especially as the make up of provision includes other non-statutory providers of formal provision such as private landowners and community sites which over time have reduced, especially in the last few years. The assessments also highlight that some local clubs currently access facilities outside of the Borough, who now wish to migrate back into the area due to losing provision in neighbouring authorities. In fact a number of local clubs (predominantly juniors) have been contacting the Council anxiously looking for pitches in the last few weeks, including those associated with the BSF sites. This is also compounded further by the fact that pitches cannot be altered from adult to youth to cater for different age groups throughout the week or season. Therefore, currently accessible pitches within Gravesham are in fact in short supply in order to cover the range of ages and sizes needed for association football. On the information provided so far and the need for further clarification from the existing users actual needs, this Department objects to the further loss of formal playing pitches within the Borough.”

In addition, The Borough Council’s Estates and Valuation Manager confirms that he is unhappy that the development plans show an access through Council Land at Cervia Way. Until an agreement is in place, the Borough Council will not accept the access as proposed, via the Community Centre car park.



**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**The Divisional Transport Manager:** strongly recommends that a condition be secured requiring the applicant to submit details of works to be carried out in the public highway, to be approved by Kent Highway Services, prior to any works commencing on site. These works would need to be secured through a Section 278 Agreement with the Highway Authority, and should include details of access arrangements, carriageway treatment and pedestrian crossing point and associated footway link. Whilst it would have been preferable for access/crossing point details to have been produced and Safety Audited to Stage 1 prior to any permission being granted, in the absence of available time, a combined Stage 1 and 2 Safety Audit would need to be submitted pursuant to condition. However, this would not require a separate planning condition as a full safety audit would be required as part of the Section 278 Agreement procedure.

In addition, there are no objections in principle to the location of the temporary construction access via the community centre car park, as proposed. However, due to the fact that the temporary construction route would be accessed via the existing vehicular access serving the community centre, it is strongly recommended that a condition be secured requiring the applicant to agree details with Kent Highway Services of how construction vehicle movements would be safely separated from the existing Community Centre car park movements, and associated pedestrian movements, prior to any works commencing on site.

It is also recommended that the School Travel Plan be updated.

**The County Council's Landscape Consultant:** comments as follows:

"In general, we consider that the proposals would be beneficial in terms of updating the existing school buildings, providing a landscape structure for the site and mitigating necessary existing vegetation removal.

Whilst we are satisfied that the existing vegetation around the sports field on the eastern side of Thong Lane would not be adversely affected by the proposed fencing, and we appreciate the safety requirement of having the fence, we consider that it would be slightly detrimental to the visual aesthetics of the field. We suggest that the fence is powder coated in a subtle shade of green so that it is less visually intrusive."

The following matters should be covered by planning conditions:

- Details of the species, plant sizes and planting densities for all proposed trees, shrubs and hedges for approval, as well as a five year maintenance schedule and replacement planting regime to ensure the establishment of the vegetation.
- The applicant reviews and follows the guidelines set out in BS5837:2005 – Trees in Relation to Construction, to make sure all protective measures are taken to ensure the continued health of the trees to be retained.
- The planting proposals around the site boundary, especially the southern and northern boundaries should be carefully planned to ensure any gaps are in-filled to provide adequate screening of the school from the adjacent residential properties. Care should be taken along the northern boundary as larger tree planting can affect the quality of light reaching the adjacent properties.
- The Informal Hard Play area at the west of the site is shown as green. We request confirmation of the surface material to be used in this area.
- Further details about the proposed surfacing and use of the area around the Vocational Centre and Maths building at the north-east of the site. We

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

recommend that the boundary receives some soft landscaping treatment to soften the views from the residential properties beyond.”

**The County Council’s Noise Consultant:** is satisfied that any concerns over potential noise pollution as a result of this application would be controlled by the imposition of the following condition:

*Prior to the commencement of the works a specification for an acoustic barrier, to be erected along the northern boundary adjacent to the MUGA and service area, shall be submitted to and approved in writing by the County Planning Authority. The specification shall include details of height, materials and acoustic properties and shall demonstrate that the proposal shall not result in a change to the current ambient noise environment. The acoustic fence shall then be constructed in accordance with the approved details prior to the first use of the MUGA and/or Service Area.*

**The Environment Agency:** raises no objection to the proposal subject to the imposition of conditions regarding groundwater and contaminated land, and informatives regarding fuel/chemical storage.

**The County Archaeologist:** no comments received to date.

**Sport England:** raises objection to the application and comment as follows:

“As you will be aware Sport England raised an objection to this application as the proposed development does not meet with any of the specific circumstances to our adopted playing fields policy. The development would result in the loss of playing field land equivalent to two grass playing pitches despite the Design and Access Statement indicating that the playing field land would be relocated once works are complete.

The additional information subsequently provided by the applicant, along with discussions held with the applicant, have focussed on Gravesham Borough Council’s 2002 Playing Pitch Assessment and Sport England’s playing fields policy.

Sport England notes the conclusions of the Playing Pitch Assessment but is concerned over the relevance of its use in assessing this current planning application. The study is six years old and does not therefore provide the robust up to date assessment required by Sport England when assessing such applications. Although not noted by the applicant, Sport England is aware that this assessment was updated in 2006. However, it appears that the 2006 work only updated the assessment’s methodology and did not update the 2002 data on which the assessment is based.

Given the above concern, it is understood that the applicant is now in discussions with Gravesham Borough Council’s Leisure Department regarding the playing pitch needs in the area. It is understood that these discussions are also looking into possible replacement provision that could assist in mitigating the loss of playing field land resulting from this application.

The additional information provided to date does not provide the adequate justification required for the loss of the playing field land or demonstrates that the application meets with any of the specific circumstances to our adopted playing fields policy.

Consequently, Sport England maintains the current objection to the application and looks forward to hearing the outcome of the discussions between the applicant and Gravesham Borough Council’s Leisure Department.”

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**Police Architectural Liaison Officer:** no comments received to date.

**The County Fire Officer:** confirms that the means of access is considered to be satisfactory.

**EDF Energy:** has no objection to the proposal, providing their rights regarding access and maintenance of cables within the area are maintained at all times.

**CABE:** has no comment to make on the proposed development.

**Local Member**

22. The local County Members, Mrs M. Newell & Mrs J. Cribbon were notified of the application on the 19 February 2008, and the amended proposal on the 15 May 2008.

**Publicity**

23. The application was publicised by advertisement in a local newspaper, the posting of five site notices and the individual notification of 90 nearby properties. In addition, all 90 nearby properties were notified of the amended proposal.

**Representations**

24. To date 16 letters of representation have been received from neighbouring properties with regards to the original proposal. A further 8 letters have been received following the submission of amendments, primarily objecting to the construction access via Cervia Way. A petition against the construction access via Cervia Way was received, signed by 45 signatories. The main comments/points of concern and objection can be summarised as follows:

Impact upon residential amenity:

- Residents currently face/back onto the school playing field. Putting a large building here would have unacceptable impacts;
- The new building would exacerbate current problems experienced by local residents such as vandalism, trespass, crime, litter and antisocial behaviour, due to its close proximity to neighbouring properties;
- There would be a marked increase in the levels of noise and light pollution;
- It is requested that a noise survey be undertaken;
- Outside teaching of music and drama so close to residential properties would have unacceptable impacts;
- Wider community use and use outside of school hours is a cause of concern;
- Privacy would be lost due to overlooking of gardens and property;
- It is understood that the 2<sup>nd</sup> level of the building will encompass outside terraced areas, which would clearly overlook properties;
- CCTV could affect the privacy of local residents;
- The building is too close to the boundary, and too high, having a detrimental impact upon a number of local residents;
- The building would be overbearing and should be moved much further away from the boundary;
- Natural light would be blocked by the school;
- The school would be set far back from Thong Lane, raising security concerns;

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

- The proposed siting of the school would block exiting views to the Thames, and could devalue property prices;
- Local residents will be inconvenienced during construction works;
- The construction access would generate noise, dirt and pollution;
- Objection is raised to the proposed construction compound adjacent to the northern boundary. It is too close to residential properties and will cause noise, dust and air pollution;

**Design:**

- The proposed scheme is very short-sighted and the design of the school is questioned. It is considered that it could become a blot on the landscape rather than a futuristic build as the design may date quickly. A more contemporary design is suggested;
- The design is not in keeping with surrounding development;
- The design of the school would create secluded areas with poor lines of sight, leading to poor pupil supervision and antisocial behaviour;
- The design creates a very large building which is not necessary;

**Loss of playing fields:**

- The existing school playing field is shared with Raynehurst School. To lose this community resource would be a great loss;
- The development would result in a reduction of playing fields and sports pitches;
- The siting of the school on the existing playing fields is questioned and objected to;

**Access and parking:**

- An increased amount of car parking is proposed, which suggests an increase in pupil numbers;
- The proposal has potential highway implications, including traffic congestion, lack of safe pedestrian access, and increased crossing of Thong Lane to access the playing fields;
- Separate vehicle and pedestrian access points should be provided;
- The site compound and construction access road is proposed alongside the schools boundary with residential properties. This is not appropriate or acceptable, and should be moved;
- The amended positioning of the construction access is welcomed;
- Strong objection is raised to the amended construction access via Cervia Way. Local roads are narrow and local residents park on both sides. In addition, Cervia Way is a cul-de-sac;
- The site compound and construction access road is proposed alongside the schools boundary with residential properties. This is not appropriate or acceptable, and should be moved;
- The amended positioning of the construction access is welcomed;
- Strong objection is raised to the amended construction access via Cervia Way. Local roads are narrow and local residents park on both sides. In addition, Cervia Way is a cul-de-sac;

**Alternative locations:**

- It is suggested that the school be built on the playing fields to the east of Thong Lane, or upon the existing footprint of the school;
- Mobile accommodation should be proposed, to house students whilst the existing school is re-built on its original siting;

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

- It was hoped following the Members' Site Meeting that the School would be rebuilt on the existing footprint. To move the building 15 metres to the north is not a sufficient change;
- The building could be built on the north east boundary where it would only back onto the Viewpoint, a social club;

Other:

- It is considered that the applicants are trying to disguise of distance by measuring from the elevation of properties as apposed to the original measurements from the boundary;
- What would happen to the telephone mast?
- The School has not consulted with neighbouring residents, and have assumed that the development is a forgone conclusion;
- It should be noted that residents are not against development of the school, but are strongly opposed to be relocation of the building;

In addition, a letter from the Manager of one of the Riverview United Football Teams was received, forwarded under the cover of a letter from the Member of Parliament for Gravesham. The letter states that the Riverview United teams train and play their matches at Thamesview School, and would lose approximately 8 of their pitches as a result of the development. The letter goes onto say that the School have said that they may be able to give Riverview United one, maybe two pitches, which is not practical to run about 10 teams.

**Discussion**

25. In considering this proposal regard must be had to the Development Plan policies outlined in paragraph (20) above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. Issues of particular relevance include siting, design and massing, the provision of sports pitches, impact upon residential and local amenity, and highway implications. It should be noted that the playing field to the East of Thong Lane is within the Metropolitan Green Belt. However, the applicant is only proposing to fence the playing fields, which I do not consider would affect the openness of the Green Belt. I do not therefore consider the proposed development to be contrary to the general thrust of relevant Development Plan Policies.

**Siting, massing and design**

26. Policy QL1 of the Kent and Medway Structure Plan and Policy TC1 of the Gravesham Borough Local Plan First Review require new developments to be of a high quality and well designed. The policies state that applications will be considered in accordance with a number of design principles including the appropriateness of scale and massing, use of good quality materials, the design respecting the character and appearance of existing buildings, and safeguarding the amenity of neighbouring properties. This application proposes the demolition of the existing school buildings, and the construction of a new school building with associated hard and soft landscaping, ancillary accommodation, sports facilities and car parking. The applicant advises that worn-out unsuitable accommodation would be replaced with high quality new accommodation, designed for new ways of learning. However, the principle of building a new school upon the playing field and not on the footprint of the existing school has met with objection. This will be discussed be discussed below.

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

27. The proposed siting of the replacement Thamesview School has been amended throughout the consideration of this application in an effort to alleviate the concerns of neighbouring residents and the initial Borough Council objection. The building was moved approximately 15 metres further north, away from the southern boundary of the site. The implications of this will be discussed in more detail later in this report. First, the principle of locating the school upon the playing field, and not upon the footprint of the existing school needs to be considered. This underlying principle of the Thamesview BSF proposal previously met with objection from Gravesham Borough Council and continues to do so from local residents which border the site.
28. The applicant advises that the decision to propose a new build for this site was the subject of detailed studies by Kent County Council's advisors, who examined all options open to them, which included the refurbishment of the existing buildings and their redevelopment. In this case, the choice of building a new school represented the best physical, educational and financial solution. In response to the concerns of local residents and the Borough Council, the applicant has produced a report which aims to aid local understanding as to why a location to the west of the existing buildings was chosen over all other options. The report concludes that there are a number of reasons why the development of the new school on the site of the existing could not be favourably considered. These principally relate to the impact such a proposal would have on the delivery of education at the school during the course of construction, the cost of the proposal and the physical issues arising which cannot be easily resolved. The applicant advises that, in contrast, the proposed development, which builds to the rear of the existing school, overcomes those problems.
29. The option of rebuilding the school to the east of Thong Lane was considered and discounted by the applicant due to the fact that this part of the school site is located within the Metropolitan Green Belt. This designation seeks to protect land from built development and maintain openness. The applicant advises that it is for this reason that the option of siting temporary buildings on this land was also dismissed. Whilst it may be possible to site buildings so as to minimise impacts on the surrounding area that still would not justify temporary encroachment onto this land. In this case the temporary buildings would simply be placed on the playing fields and would also involve the provision of substantial hard paved areas, which would effectively destroy the playing fields for a considerable amount of time. In addition, the applicant confirms that the uncertainty of obtaining planning permission for buildings in the Green Belt would in itself compromise the deliverability of the project. In particular, any inappropriate development in the Green Belt can only be countenanced if there are no alternative locations available on non Green Belt land. In my view, this option would clearly fail to meet that basic test. How well the buildings could be screened in landscape terms is of no consequence to maintaining the physical presence of Green Belt land. In light of this information, I consider it likely that this option would have a detrimental impact on the openness of the Green Belt and could also meet with objection from Sport England. I therefore conclude that this option is not viable. This limitation, therefore, allows for the consideration of only two options for the redevelopment of Thamesview School.
30. The first of the two options would be to rebuild the school upon its existing footprint. In order to achieve this, there would be a requirement to house the existing school within mobile accommodation for some 800 pupils for the duration of the building works. This would have to include teaching spaces, a library, resource area, dining facilities and a large space for assembly, as well as specialist laboratory and technology facilities since this is a secondary school. The applicant advises that it would not be possible to provide sports facilities within temporary accommodation, although health suite facilities could be

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

provided. It is estimated that a minimum of 5,200m<sup>2</sup> of temporary accommodation would be required, all of which would have to be surrounded by hard surfacing sufficient to satisfy health and safety requirements. The construction of such temporary accommodation would take 3 months. Following that, a 6 month period of demolition would be undertaken, including the removal of asbestos material from within the school building. The construction of the new school would then take place over a predicted 14 month period, which would be followed by the decanting of the school from the temporary accommodation, and its subsequent removal. Upon removal of the temporary accommodation, the playing fields would need to be reinstated and would not be available for use for approximately six months due to reseeding.

31. The long term advantages of this option are the containment of the new buildings largely on the footprint of the existing school, the retention of the playing fields to the east of Thong Lane, easy access for contractors to the building site from Thong Lane and, upon completion, this option maximises the areas available for playing fields and open space. However, the applicant advises that this option would represent a substantial increase in the cost of the project. Increased costs could potentially lead to the failure of the BSF proposals for Thamesview School, or could reduce the specification and quality of the finished product. An increase in cost would result in a substantial reduction in the amount of new building works, and would inevitably lead to the option of refurbishing some of the existing buildings, which have already been identified as unsuitable. The applicant advises that the savings required would reduce the new build element of the scheme by a minimum of 1250-1500 sq metres, with the school having to retain this amount of its existing premises to compensate. This would have longer term implications on the standard of accommodation and education that the pupils of Thamesview School would receive. Whilst cost is not strictly a planning consideration, it does need to be borne in mind that increasing the available funding is not an option for this particular development, which is already more costly than other BSF developments in Gravesend.
32. This option, to rebuild the school on the existing footprint, would also involve the total loss of educational facilities during the building contract, including indoor sports facilities. The applicant advises that sports provision could not be catered for within the temporary buildings. It has been suggested that alternative locations for indoor sports facilities may be available at the adjacent community centre, the nearby Cascades sports centre, or the adjacent Rayneshurst Junior School. The applicant states that the Rayneshurst Junior School sports facilities are appropriate for Primary School use, and are unsuitable to satisfy the requirements for sporting facilities within the secondary school programme. In addition, dual use of the facilities could not satisfactorily provide for both schools given that the junior school requires its own use of its facilities for many periods of the day. Cascades Leisure Centre lies to the south of the school, but any form of provision which requires travel to and from it gives rise to two particular issues. The first is that of security of the pupils which would be very difficult to ensure and would require significant additional supervision and the second is the time taken to transfer between the two facilities, which would make provision at Cascades impractical. I am satisfied that the applicant has given serious consideration to the provision of replacement sports facilities, and that there are no options available other than to retain the existing facilities until the new build is completed.
33. As detailed in paragraph 30, to build the replacement school upon the footprint of the existing would involve the delivery of education in temporary accommodation for a period of up to 2 years. The applicant advises that this would severely prejudice the schools ability to deliver improved attainment targets. Apart from the operational difficulties of delivering the curriculum over a prolonged period in temporary accommodation, the School would probably face a damaging decline in numbers given

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

that some pupils would be otherwise condemned to inadequate accommodation for the rest of their time at the school. The option of closing the School for a couple of years would be equally as unpalatable, and would clearly jeopardise its long term future. In addition, Thamesview is a lead school for teaching disabled students and the current school has a Physically Disabled Unit. The hygiene and therapy suites would be difficult to accommodate in mobile buildings. In addition, it is estimated that building works would be extended by at least 9-12 months should the replacement school be built upon the existing footprint. This would exacerbate the impact of the construction works upon local residents, and increase the disruption and nuisance associated with construction and demolition.

34. The applicant also advises that there is a need to create additional parking areas on site, which are limited at present to the area between the road and the building, which is constrained in width. In addition, a further impact of this option would be the provision of two storey accommodation in close proximity to those dwellings backing onto the site in Ariel Close, where there are currently only single storey buildings. A common theme with all of the BSF projects is the need to create centralised facilities and provide a heart to each of the layouts, out of which other facilities radiate. To some degree this predetermines the overall shape and size of the building, and in order to achieve this within the confines of the existing school building area, the applicant advises that a two-storey building extending close to Ariel Close properties would be inevitable, as would substantial buildings fronting the site. If the new building was single storey the extensive footprint required to accommodate the school would cover the whole of the existing school footprint, as well as extending in a westerly direction onto the playing field. Moreover, the applicant states that this option would not allow for significant areas of car parking at the front of the site.
35. I consider that the applicant has thoroughly considered the option of building upon the existing footprint of the school, and has provided a robust and sound case for why it is not a viable option. In light of this, the applicant is continuing to propose to build the new school upon the playing field to the west of the site, to the rear of the existing school, albeit in a slightly revised position from that identified at the Member's site visit. I will now consider the merits of the proposed siting of the building, having regard to the amenity of neighbouring properties and the implications of building upon the playing field.
36. This application seeks planning permission to build a replacement Thamesview School upon the existing playing field. The principle of this has met with objection, but the applicant has submitted detailed justification for proposing this solution, and has provided sound reasoning as to why alternative options are not being pursued. This option would reduce the build time for the project to a minimum, 9-12 months faster than if the school were to be built on the existing footprint. In addition, a seamless delivery of education in permanent buildings could be provided. The applicant advises that this option represents the most cost effective solution for building at Thamesview, allowing for the greatest amount of money to be directed to the new facilities. In addition, the relocation of the buildings away from Thong Lane would allow for the satisfactory resolution of concerns regarding parking, circulation and access, the footprint of the building would be reduced and a more innovative solution to the front of the site could be proposed, defining the character and presence of the school. As with the first option, the playing fields to the east of Thong Lane would remain in use throughout the building project.
37. However, a disadvantage of the proposed siting is that the area available for playing fields would be reduced, and the new sports pitch to the east of the proposed school



**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

would not be available for twelve months following completion of the works, to allow the pitch to settle and grass to establish. It is for this reason that Sport England has objected to the proposal, a concern supported by Gravesham Borough Council. This matter will be discussed in detail later in this report.

38. A further disadvantage to the siting is that the scheme alters the outlook from neighbouring residential properties, particularly those to the south of the site who currently have views over the playing field to the River Thames. Although loss of view is not a material planning consideration, the impact on local and residential amenity as a result of the siting of the development must be considered. Local residents have expressed concern over the proposed siting of the school, and have raised strong objection on the grounds of overlooking, loss of privacy, loss of light, and general amenity issues such as noise and light pollution. In addition the massing and design of the proposed school has been questioned. These matters will be discussed below in more detail.
39. It must be noted that the applicant has amended this proposal following the receipt of objections from neighbouring residents, the earlier views of the Borough Council, and in response to the issues raised and discussed at the Members Site Visit. The applicant has moved the proposed building approximately 15 metres further away from the southern boundary of the site in an effort to alleviate the concerns of local residents. 'School 2' would extend closest to the boundary with neighbouring properties, and would be approximately 33 metres from the southern site boundary, increasing to 37 metres in a westerly direction due to the orientation of the school southern wing relative to the boundary. The school building would be approximately 38 metres from the side elevation of the closest residential property, and over 75 metres from the rear elevations of properties in Cambria Crescent. The proposed building would be approximately 47 metres from the southern boundary of the site at its closest point. Although it is recognised that the proposed school would result in a change of outlook, and loss of views of the River Thames for some properties to the south of the site, the distances between properties and the proposed building fall well within the guidance given within the Kent Design Guide (21 metres window to window and 11 metres window to wall).
40. The size and massing of the building is dictated by the amount of accommodation which has to be provided within the building, in conjunction with relevant guidance regarding classroom sizes etc. In an effort to reduce the mass of the building, which would be approximately 9 metres in height, with plant rooms and clerestory windows increasing the height to 11-12 metres in part, the applicant is proposing to lower the building into the ground. The applicant also proposes contouring of the land between the school and the southern boundary, and the introduction of landscaping and tree planting, in an effort to filter views of the site and help to screen the building. Although this will be discussed in more detail later in this report, this land contouring and landscaping would aid in breaking up the mass of the building. It should also be noted that at the same time as lowering the building, a revision to the construction has enabled the architect to reduce the depth of the ceiling voids, thereby reducing the overall height of the two-storey parts of the school by a further 120mm, and the higher elements by 180mm. Although these changes are minor in nature, the applicant has demonstrated that all reasonable measures have been taken in an effort to reduce the massing of the building.
41. The measures taken to reduce the mass of the building, in conjunction with the revised distances between the site boundary, residential properties and the proposed school building lead me to the conclusion that that applicant has taken all practicable steps to reduce the impact of the building. I do not consider that the development would overshadow neighbouring properties given the distance of the building from adjacent

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

properties, nor do I consider that the development would be overbearing, especially upon completion of the landscaping works.

42. Neighbouring residents have expressed concern over the impact of the development with regards to loss of privacy and overlooking. These concerns largely arose from potential views from the first floor of the southerly wing of the new building, including those from the outdoor terrace area. The applicant advises that the revised proposal sets the first floor level 4 metres above ground floor level. This would equate to 62 AOD, and the finished ground levels to the south of this wing, as shown on the submitted landscape plan, would be approximately 61metres AOD, after the land is contoured. The existing boundary fencing and landscaping, which cuts off views into the residential gardens would continue to do so, and the applicant advises that this would apply even when viewed from the first floor level within the school. In addition, the applicant proposes the careful use of planting along the southern site boundary to assist in providing adequate screening to nearby residential properties. In addition, changes to the design of the end elevation have reduced the amount of windows in this part of the building, which would also assist in preventing any loss of privacy. The external terrace, situated at the southern end of 'school 2', would be enclosed on the southern elevation, open only on the east, affording views towards the car park and Thong Lane only. Again, this would mitigate against potential overlooking and loss of privacy concerns. In light of the changes made by the applicant, I consider that all reasonable measures have been taken to ensure that the proposed development does not have a significantly detrimental impact on the amenity of neighbouring residents with regards to loss of privacy or loss of light.
43. However, the proximity of the building, and its associated hard/soft informal play areas and games courts, to the boundary has also led neighbouring residents to raise concerns over noise and light pollution, and intrusion from CCTV cameras. With regards to lighting and potential intrusion from CCTV, the applicant has advised that external lighting is proposed and would be kept to a minimum of 10lux. The lighting levels would be sufficient to meet the needs of the CCTV coverage at night, and would also light external pathways and the car parking area when the school is in use in the evenings. The lights would be fitted with reflectors and louvers to minimise light pollution. CCTV coverage is proposed as part of the development and the external areas of the school, particularly in the vicinity of the buildings, would be monitored. However, the location of the cameras would be carefully selected to avoid overlooking of neighbouring gardens. Nevertheless, I consider that further details of external lighting to the whole of the site, including the building and car parking areas, and details of CCTV, should be submitted pursuant to condition should planning permission be granted. At that time, relevant parties would be consulted on the submitted details to ensure that they were acceptable in terms of being fit for purpose, whilst not having a detrimental impact on the amenity of local residents. In addition, although it is not currently proposed to floodlight the MUGA, I consider that in order to protect the amenity of the locality, a condition should be imposed to ensure that floodlighting could not be installed without the submission and approval of a separate planning application.
44. The design of the school building has also met with objection from neighbouring residents. The design of this, and the other schools in the BSF programme, is not a design that would have been submitted in the recent past for a new school. However, the design reflects the new methods of teaching and new styles of learning which have implications for the type and arrangement of spaces within schools. Local residents have objected to the design, claiming that is it unsympathetic to surrounding development, and out of character with the area. The applicant does confirm that the building, being a large educational establishment is, by its very nature, very different to the buildings

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

found within the neighbourhood which, with the exception of the buildings at the school campus, are of a small scale domestic nature. The very scale and nature of the scheme demands a different design approach and one which has a generous plot size to visually separate it from its surroundings. Given the residential nature of the adjacent land uses, it is not appropriate to reproduce a domestic scale design on the application site. Moreover, it needs to be borne in mind that the surrounding neighbourhood is a product of its time (mid 20<sup>th</sup> Century) and the new school aims to be a product of its time (21<sup>st</sup> Century). However, the use of materials within the scheme does provide opportunity to create elements of harmony with its surroundings. Therefore, should Members be minded to permit, the submission of details of all materials to be used externally shall be required pursuant to planning condition. This would enable the County Planning Authority to ensure that the materials proposed are sympathetic to the locality, minimising the impact of the design of the development.

45. In summary, therefore, I consider that although regrettable that the school cannot be built upon the footprint of the existing school, the applicant has successfully demonstrated a case of need to build upon the playing field to the west of the site. The applicant has given reasoning and justification for the proposed siting and has made all reasonable efforts to amend and/or mitigate the design, siting and massing of the building. Subject to the imposition of conditions, including details of a scheme of lighting, details of CCTV, and details of all materials to be used externally, I am satisfied that the development would not have a significantly detrimental impact upon the amenity of neighbouring residents due to the siting, massing or design of the proposed building.

**Landscaping**

46. The applicant has provided an indicative landscaping proposal for the site, which includes details of planting and land contouring. The proposed landscaping scheme has not met with objection, and the County Council's Landscape Consultant has not raised objection or concern over the proposed scheme. However, whilst the Landscape Consultant is satisfied that the existing vegetation around the sports field to the east of Thong Lane would not be adversely affected by the fencing proposed to be installed, it is considered that the fencing would be slightly detrimental to the aesthetics of the field. It is suggested that the fence be powder coated 'a subtle shade of green' so that it is less visually intrusive. Therefore, should Members be minded to permit, I consider that details of all fencing and means of enclosure (for the whole site, not just the playing fields), including colour finish, should be submitted for approval pursuant to condition.
47. The County Landscape Advisor recommends a number of other matters be covered by planning condition, including details of tree protection and replacement planting, and details of surfacing to the hard plays areas and other areas of paving/hard landscaping. The submission of a detailed scheme of landscaping, to include details of tree protection measures, replacement landscaping and tree planting, details of surfacing and a programme of maintenance for 5 years, amongst other matters, should be submitted for approval pursuant to condition should permission be granted. This would be sent to consultation with the County Council's Landscape Advisor to ensure that the scheme included all of the recommendations made. Subject to this condition, I am satisfied that the proposed development would be acceptable in landscape terms.
48. However, as previously advised, the applicant is seeking permission to contour the land between the school building and the southern boundary, creating bund like features. Although these may aid in screening the development, and mitigating against the massing and height of the building, they could have a potential impact upon the amenity of neighbouring residents. Although it is the applicant's intention to landscape these

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

'bunds', and plant them with trees, there is also the potential that pupils could use them for informal outside play/recreation. The height of the 'bunds' could potentially allow pupils to overlook the gardens of neighbouring residents. This would not be acceptable in planning terms. Therefore, although the land contouring is acceptable in principle, I would wish to see and approve further details of the contouring levels, including site sections, in order to fully assess the potential impact upon the amenity of neighbouring residents. Therefore, a condition of consent would be the submission and approval of details of the land contouring, including site sections, prior to the commencement of the development.

**Noise**

49. The proposed development could introduce potential sources of noise where there currently are none, as well as removing/reducing some sources of noise which are existing. Local residents have expressed concern over potential noise generation, as have Gravesham Borough Council and the County Council's Noise Advisor. Potential noise sources include the MUGA, service area, car park, playing field and games courts. Although the applicant has submitted further information regarding potential noise impacts and subsequent mitigation, and has proposed to erect an acoustic fence to the northern boundary adjacent to the MUGA, it is considered that additional information is still required.
50. Gravesham Borough Council has requested that various conditions of consent be imposed, should permission be granted. First, it is requested that a construction method statement be submitted to identify how noise and dust nuisance would be controlled, and to include details of wheel washing facilities. In addition, a condition requiring that noise from plant does not exceed +3dB is requested. Both of these matters can be made conditions of consent, ensuring that noise and dust from construction and plant would not impact upon the amenity of local residents.
51. The Borough Council also notes that all musical rooms can be sealed and mechanically ventilated, and it is suggested that the applicant needs to take care where the outlets of the ventilation ducts are located, or that they are appropriately baffled. I see no reason why this routine requirement cannot be dealt with and I consider that this be added to the consent as an informative, advising the applicant of the Borough Council's advice.
52. The Borough Council recommends the installation of the proposed acoustic fence, at northern edge, adjacent to the MUGA, prior to the first use of the facility. The erection of an acoustic fence along the southern boundary, adjacent to the car park, is also recommended by the Borough Council. With regard to the acoustic fence to the northern boundary, the County Council's Noise Consultant recommends that this be extended to mitigate any noise generated by the School's service area. Therefore, I consider the following condition, as recommended by the County Council's Noise Consultant, to be an acceptable approach in ensuring that appropriate mitigation is installed on site prior to first use of the MUGA and service area:

*Prior to the commencement of the works a specification for an acoustic barrier, to be erected along the northern boundary adjacent to the MUGA and service area, shall be submitted to and approved in writing by the County Planning Authority. The specification shall include details of height, materials and acoustic properties and shall demonstrate that the proposal shall not result in a change to the current ambient noise environment. The acoustic fence shall then be constructed in accordance with the approved details prior to the first use of the MUGA and/or Service Area.*

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

53. With regards to an acoustic fence to the southern boundary, adjacent to the car park, this has not been identified as an area of concern by the County Council's Noise Advisor. Although screening would be required along this boundary to mitigate the impact of light pollution, potentially from car headlights, the need for an acoustic fence has not been identified. Therefore, rather than condition that an acoustic fence be provided, I consider it appropriate to condition that the applicant undertake further survey work to investigate the possible noise implications of the car park, and should it be deemed to be necessary, provide details of mitigation works. This should be submitted, approved and any required mitigation in place prior to the first use of the car park.

**Community use**

54. It is proposed that there would be community use of the school buildings and the associated sports facilities, a principle which is supported by Kent & Medway Structure Plan Policy QL12. However, at this stage there are few details against which to assess the potential impact. In light of this, and in order to protect the amenities of nearby residential properties, it would be appropriate for details of community use to be submitted for approval pursuant to planning condition. These details would need to include proposed hours of use for indoor and external facilities, the types of uses proposed and the frequency of use, as well as detailing how use of the facilities by the local community would be managed. The submitted details would be sent to consultation with relevant consultees to ensure that the proposed community use would not have a detrimental impact on the amenities of the locality. Once considered acceptable and approved, the community use of the facilities must strictly adhere to the hours of use and details given. Subject to the imposition of such a condition, I consider that community use of the development would not have a significantly detrimental impact upon the amenities of the locality.

**Access/Highways**

55. It is proposed that the existing vehicular access from Thong Lane be retained, albeit modified to allow longer vehicles, such as buses, to enter the site. Upon entrance to the site, all vehicles for the school would turn to the left, and all vehicles for the Vocational Centre, service access, and old maths building turn right. Dedicated vehicle and pedestrian/cycle routes with separate access points to the site are proposed, with the intention to minimise the potential for vehicle and pedestrian conflict by reducing the need for crossing points. The main car park would provide 150 spaces, and would be available for out-of-hours use for community functions. Covered cycle storage is also proposed. This development would not result in an increase in staff or pupil numbers and would not, therefore, exacerbate any existing highway problems. In fact, the provision of a greater number of parking spaces, cycle parking, and improved access arrangements, could reduce any highway problems currently experienced as a result of the school.
56. The Divisional Transport Manager raises no objection to this application, but strongly recommends that a condition be secured requiring the applicant to submit details of works to be carried out in the public highway, to be approved by Kent Highway Services, prior to any works commencing on site. These works would need to be secured through a Section 278 Agreement with the Highway Authority, and should include details of access arrangements, carriageway treatment and pedestrian crossing point and associated footway link. Although it would have been preferable for access/crossing point details to have been produced and Safety Audited to Stage 1 prior to the determination of the application, in the absence of available time, a combined Stage 1 and 2 Safety Audit would need to be submitted pursuant to condition. However, this

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

would not require a separate planning condition as a full safety audit would be required as part of the Section 278 Agreement procedure. In addition to the Divisional Transport Manager, the County Fire Officer has also confirmed that means of access are considered to be satisfactory. Therefore, subject to the imposition of a condition requiring the applicant to submit details of works to be carried out to the public highway, to include the details outlined above, I do not consider that the development would have an adverse impact upon the local highway network. It is also recommended that the School Travel Plan be updated, and this would also form a condition of consent.

57. Throughout the construction works it is proposed that a temporary construction access be located to the north of the site, accessed via Cervia Way and the Community Centre car park. The construction access road would run between the school buildings and the maths block to the construction compound, located to the rear of the existing school and adjacent to the northern boundary of the site, upon the proposed siting of the MUGA. Local objection was received regarding the two previously proposed construction accesses, but to date, the current proposed access has not met with objection from local residents. The Divisional Transport Manager raises no principle objections to the location of the temporary construction access via the Community Centre car park, as proposed. However, due to the fact that the temporary construction route would be accessed via the existing vehicular access serving the community centre, it is strongly recommended that a condition be secured requiring the applicant to agree details with Kent Highway Services of how construction vehicle movements would be safely separated from the existing Community Centre car park movements, and associated pedestrian movements, prior to any works commencing on site.
58. Gravesham Borough Council's Estates and Valuations Manager is concerned about the proposed access via the Community Centre car park. I am advised by the applicant that the school already use this access route, and have an agreement with the Community Centre that the car park be used as a pick up/drop of facility, with a pedestrian access from the car park into the school grounds. It is unclear whether Gravesham Borough Council has concerns over this permanent pedestrian access, or the proposed construction access. For information, the applicant has confirmed that the access would not become a permanent vehicular access. This is a land ownership issue and is not within the remit of the County Planning Authority to rectify. The applicant is in ongoing discussion with the Borough Council in an effort to resolve the matter. Should access rights not be granted, the applicant would be required to submit a formal amendment to the application.

**Sport England**

59. Sport England currently objects to this application on the grounds of loss of playing field. The applicant advises that Thamesview School currently has the capacity to provide 6 pitches, 2 on the main school site, and 4 on the land to the east of Thong Lane. I am advised that, in practice, the School do not use the land to the east of Thong Lane, and that it is used predominately by Riverview United at the weekend. The proposed scheme would make provision for 4 pitches on land to the east of Thong Lane, and 1 pitch to the front of the proposed school. There would therefore be a loss of 1 pitch as a result of this proposal.
60. Given the concerns of Sport England, the applicant is in discussion with Gravesham Borough Council's Leisure Department regarding the playing pitch requirements in the area. Sport England understand that these discussions are also looking into possible replacement provision that could assist in mitigating the loss of playing field land resulting from this application. The outcome of these discussions is unknown at the time

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

of writing this report, and therefore Members of the Planning Applications Committee will be updated verbally of the position at the Committee Meeting.

61. I am hopeful that the issue will be resolved by the Committee Meeting, and an agreement reached on an additional pitch. In the event that it is not, and the objection remains, my recommendation proposes that the proposed development be referred to the Secretary of State for her consideration under the Town and Country Planning (Playing Fields) (England) Direction 1998, and that subject to her decision, planning permission be granted subject to conditions.

**Conclusion**

62. In summary, I consider that the proposal would provide a welcome increase in the provision of new education, community and sports facilities. Subject to the imposition of conditions, this proposal would not have a significantly detrimental effect on the amenity of local residents, the local highway network or the provision of sporting facilities. In my view it would not give rise to any significant material harm and is in accordance with the general thrust of relevant Development Plan Policies. There are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions and informatives be placed on any planning permission, including those outlined below.

**Recommendation**

63. I RECOMMEND that:

1) subject to Sport England being satisfied over the provision of an additional sports pitch, that PLANNING PERMISSION BE GRANTED subject to conditions;

2) in the event that a satisfactory agreement cannot be reached with Sport England over the provision of an additional sports pitch, that the application be REFERRED TO THE SECRETARY OF STATE and that subject to her decision, PLANNING PERMISSION BE GRANTED subject to conditions;

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- the submission of details of all materials to be used externally;
- details of all external lighting;
- details of CCTV;
- a scheme of landscaping, its implementation and maintenance;
- measures to protect trees to be retained;
- details of fencing, gates and means of enclosure, including colour finishes;
- details of the land contouring, including site sections;
- no floodlighting to the MUGA without the submission of a full planning application;
- noise from plant not to exceed +3dB;
- specification for an acoustic barrier to the northern boundary, adjacent to the MUGA and service area;
- further survey work to investigate possible noise implication from the car park, and any required mitigation;
- contaminated land;
- details of surface water drainage;

## Item D2

### Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154

---

- development to accord with the recommendations made in the submitted Ecological Scoping Survey;
- revision of the School Travel Plan;
- details of works to be carried out in the public highway;
- details of community use, including hours of use;
- hours of working during construction;
- details of how construction vehicle movements would be safely separated from the existing community centre car park movements, and associated pedestrian movements;
- details of a construction method statement;
- prevention of the deposition of mud on the local highway network;

Informative – regarding the outlets of ventilation ducts.

Case officer – Mary Green	01622 221066
---------------------------	--------------

Background documents - See section heading
--



**Item D2**

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1****APPLICATION GR/08/154: DEMOLITION OF EXISTING SCHOOL BUILDINGS AND CONSTRUCTION OF A NEW TWO STOREY BUILDING, THE LAYING OUT OF PLAYING FIELDS, MULTI USE GAMES AREA, HARD PLAY AREA AND COURTS, CAR PARKING AND LANDSCAPING**

NOTES of a Planning Applications Committee Members' site meeting at the Thamesview School, Gravesend on Tuesday, 15 April 2008.

MEMBERS PRESENT: Mr R E King (Chairman), Mr J A Davies, Mrs E Green, Mr C Hibberd, Mr J F London, Mr W V Newman, Mr A R Poole and Mr F Wood-Brignall. Ms C J Cribbon was present as the local Member.

OFFICERS: Mrs S Thompson, Mr J Crossley and Miss M Green (Planning); and Mr A Tait (Legal and Democratic Services).

GRAVESHAM BOROUGH COUNCIL: Cllr W Lambert and Ms K Joyce (Planning).

THE APPLICANTS: Land Securities Trillium (Mr M Butler), Ms R Andersson (KCC BSF Team) with Mr D Stewart (Lee Evans Planning), Mr I Taylor and Mr T den Dekker (Field and Clegg) and Mr I Blackman (KIER);

ALSO PRESENT were some 20 members of the public.

- (1) The Chairman opened the meeting. He explained that its purpose was for the Committee Members to familiarise themselves with the site and to listen to the views of interested parties.
- (2) Mr Crossley explained to the meeting that the Building Schools for the Future (BSF) programme was a nationwide initiative to reinvest in education at the secondary level. The Government had provided £45 billion to upgrade secondary schools, often by demolishing existing buildings and replacing them with 21<sup>st</sup> Century buildings. At Thamesview, most of the buildings were between 40 and 50 years old.
- (3) The BSF programme took account of new learning and teaching methods. There would be more individual tuition and IT as well as small and large group learning. This meant that schools would need to be built in a new style with a greater variety of spaces, incorporating a wider range of facilities for community use. The intention was that schools would become centres within their neighbourhoods for such activities as sports, leisure and catering.
- (4) Mr Crossley went on to say that there were 11 BSF applications in Kent, 4 of them in the Gravesend district. This particular application had brought up a number of planning issues. There was no objection in principle from the planning policy aspect to rebuilding schools on existing school sites, but a number of local amenity concerns were being raised and it was

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1**

important for the Committee Members to be aware of these. Mr Crossley then invited Miss Green to explain the application in detail.

- (5) Miss Green said that the application had been submitted under the Building Schools for the Future (BSF) programme. It proposed the demolition of the existing school buildings and the construction of a new two storey school building, the laying out of playing fields, a multi use games area, hard play area and courts, car parking and landscaping.
- (6) The application proposed that the majority of the existing buildings would be demolished, with a new school building being constructed on the existing playing field. The only school buildings to be retained were the maths block and the vocational centre in the northern part of the existing school site. The playing field to the east of Thong Lane, which was within the Metropolitan Green Belt would be retained, as would vehicular access to the site from Thong Lane and the caretaker's house, located next to the school entrance.
- (7) Miss Green said that by locating the proposed school upon the existing playing field, the new school could be completed whilst the existing buildings remained fully operational. Upon completion of the new build, the existing school would be demolished and the land remodelled to provide informal and formal external play areas/sports facilities and car parking. The new school would occupy the centre of the school site, with car parking to the front of the site in the south and a small football pitch between the car parking and the retained vocational centre. The main car park would provide 150 spaces and would be available for out-of-hours use for community functions. Covered cycle storage was also proposed.
- (8) It was proposed to provide a multi use games area to the north eastern corner of the site, to the rear of the new school. This would be separated from the boundary with Raynehurst Primary School by an Ecological Garden. Informal hard play facilities and a kitchen garden were proposed to the south west area of the site. External dining facilities, outdoor teaching areas and an outdoor performance space were also proposed.
- (9) Miss Green went on to say that the proposed school had been designed around a central heart. Five "wings" would project from it to create an almost star-shaped building. Four of the wings would be specialist learning areas; each of them would have their own internal and external spaces, including an outdoor terrace on the second floor. These four wings would be two-storeys, and approximately 9m in height, although plant rooms on the roof and high level natural lighting would increase the height of the roof to 12m in places. The fifth "wing" would project to the north of the heart and would be the highest element of the new build, measuring approximately 13m in height. This wing would house the sports hall. School "2" would extend closest to the boundary with neighbouring properties. Miss Green pointed out the line of this proposed building which

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1**

would be approximately 20m from the boundary and 22m from the side elevation of the closest residential property. The applicants proposed that the school would be finished in two different facing bricks and glazing.

- (10) The school would have a single main entrance serving students, staff and visitors, which would be clearly visible from Thong Lane and the car parking area.
- (11) Miss Green then said that the existing pallsade boundary fence would be retained, and a new internal fence line would be established around the building to secure the play areas from the community and civic spaces. The multi use games area in the north west corner of the site would be enclosed with a new 3m high weld mesh fence. In addition, a new weld mesh security fence would be erected around the perimeter of the sports pitches on the opposite side of Thong Lane. The design of the building would enable it to be zoned for out of hours community use.
- (12) Miss Green then turned to the construction phase. She said that it was proposed that a new construction access would be located to the south of the existing vehicular access, next to the southern school boundary. The access road would run along the southern boundary to the construction compound, located to the rear of the existing school and to the south of the proposed school, adjacent to the southern boundary of the site.
- (13) Miss Green summarised the views of statutory consultees. She said that Gravesham BC, the County Council's Landscape Consultant and its Noise Consultant all required additional information to be submitted before the application was determined. Sport England had raised objection to the proposal on the grounds that there was a lack of information regarding the justification for the proposed loss of playing field land.
- (14) Miss Green concluded her presentation by saying that an additional 16 letters of representation had been received from neighbouring properties to the south of the site. They raised objection to the siting, height and massing of the proposed building, design, proximity to the boundary and neighbouring properties, overshadowing, loss of light, noise and light pollution, and to the highway implications.
- (15) Ms Cribbon said that many of the local residents had contacted her with their concerns about the proposal. They were not against the BSF programme but rather against its local impact. They wanted the building to be moved further away from the site boundary to the south. She was now more concerned than before having heard Miss Green's description of the construction access. She also supported the objection from Sport England about the loss of playing field land. She asked the Committee to take into account that the whole point of the BSF programme was that the school should stay open for longer hours and at weekends in order to cater for other activities including community use.



**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1**

- (16) Mr Lambert (Gravesham BC) said that this proposal could not have been worse if it had been designed to upset the School's southern neighbours. He was particularly concerned about the location of the buildings and suggested that it should be built further down to the north. He also asked for the proposed car park to be moved away from the boundary in order to reduce noise and pollution impacts on the neighbours.
- (17) Following a question by Mr Poole, the distance from the proposed end of the school to the southern boundary fence was measured as 19.20m. Mr Crossley asked everyone to bear in mind that the shape of the proposed building meant that it would not present a flat façade all along the boundary at that distance.
- (18) Mr Wood-Brignall asked why the applicants did not simply build on the current site a little bit at a time. Mr Crossley said that there would be a requirement to keep the school fully operational, and it would not be practicable to close the school for a year or two and provide a large number of mobile classrooms.
- (19) Mr Stewart (Lee Evans Planning) said that the key problems associated with the project were how to build whilst maintaining good standard educational facilities. There were also important economic and Health and Safety considerations. There would be a substantial difference in the time it would take to complete the building if it was developed on the site of the existing built area.
- (20) Mr Stewart went on to say that the applicants had taken a careful note of the question of the proximity of the building and were looking to see if it could be moved further away. He asked everyone to bear in mind that the base of the building would be between 0.5 to 1m below the level of the field. He added that concerns had been raised over the proposed CCTV cameras. These would be part of the building and would be operated by the School both in and out of school hours.
- (21) Mr Davies said that he had a similar question to Mr Wood-Brignall. He too believed that it would be possible to build on the site of the existing building. He said that this had been achieved at Pembury Hospital. This suggested that any Health and Safety or educational problems could be addressed.
- (22) Mr Taylor (Field and Clegg) said that as the architect he had attended the recent public meeting. The question of building on the existing site had been raised at that meeting. There were no technical reasons (such as ground conditions) why this could not be achieved. The main difficulties were the health and safety of the pupils and the cost of doing so. The

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1**

process of building on the existing site would be very intricate and complicated. It would also put back the completion date by three years.

- (23) Mr Taylor then said that following the public meeting, a way had been found to move the building façade further away from the boundary by between 10 and 15m. It would also be possible to remove the upper floor windows. The impact would be further reduced because the level of the proposed new building would be 1m below the field, which was in turn 1m below the levels of the neighbouring houses.
- (24) Residents made a number of points about the proposal which are summarised below:-
- (a) It would be better to build the new school on the existing site, even if it was more expensive and time-consuming to do so.
- (b) Thamesview School had only just come out of Special Measures. It was the teachers and pupils who made a school successful or otherwise. In any case, why had the contractors tied themselves to building the new school within two years?
- (c) If, as Mr Stewart was saying, the contractor's bid had been put in for all 11 BSF schools in Kent, why not save money on the less problematic school in Hall Road and divert funds to this one? This would enable a good school to be built in an acceptable manner.
- (d) A local resident said that when she had put in an application for a loft conversion to Gravesend BC, it had nearly been refused on the grounds that it would be visually unsuitable, yet now it was proposed to locate a very large unsuitable building at the bottom of her garden. Furthermore, the proposed development would deny her and her neighbours their right to light. She knew that the light impact would be great as even the cutting down of a tree by the boundary fence had had a significant impact. *Mr Taylor said that he would be prepared to visit her house in order for the architects to assess the situation.*
- (e) Why could the new building not be located in the field on the other side of Thong Lane? Alternatively, this would be a good venue for mobile classrooms whilst the new school was built on the existing site. *Mrs Thompson advised that this field was in the Metropolitan Green Belt, where there was a presumption against new development. Any application for development there would need to demonstrate very special circumstances.*
- (f) The field where the new school was proposed was currently beautiful and open. Even so, there was a large amount of unacceptable use. This included youngsters climbing over the supposedly unassailable palisade fencing into the neighbouring gardens and committing acts of

**Proposed demolition of existing school buildings and construction of a new school building at Thamesview School, Gravesend – GR/08/154**

---

**APPENDIX 1**

vandalism such as breaking windows. Imagine what the consequences would be of having a built-up area so close to the boundary where there would be plenty of pockets for people to hide in.

(g) The education of the pupils would be disrupted no matter where the building was sited.

(h) The design of the proposed development was out-of-keeping with the design of the housing in the locality. This was a futuristic design and only the proposed building materials fitted in. *Mr Taylor said that the architects had considered the local environmental context and had also visited all the neighbouring streets. He believed that the design was appropriate.*

(i) The rooms in the proposed design were a very peculiar shape and would not readily lend themselves to the provision of good education.

(j) The concept of the design was to split the school into 4 sub-schools. This would encourage unhealthy rivalries.

(k) Thamesview School would have to put up with disruption for 2 years. The neighbouring residents would have to put up with the consequences for a lifetime.

(25) The Chairman clarified that the Planning Applications Committee had a role which was independent of the Education Authority. Any Member of the Committee who had had any role in bringing the application forward would be automatically disqualified from taking part in its determination. The Committee was charged with looking at the planning aspects of the application before it and could not look at other considerations such as cost.

(26) Members looked at the nearby properties from a distance a further 10 and 15 metres away from the site boundary.

(27) The Chairman thanked everyone for attending. The notes of the visit would be appended to the Head of Planning Applications Group's report to the determining Committee meeting.

This page is intentionally left blank



**Item D3****Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

A report by Head of Planning Applications Unit to Planning Applications Committee on 29 July 2008.

SW/07/1271 – Application by Kent County Council Children, Families, Health & Education for the construction of a single storey modular building for use as a community Children's Centre, including new pedestrian and vehicular access to Warden Bay Road, car park, hard surfacing, canopy, external storage units and fencing. Corner of Leysdown Road and Warden Bay Road, Sheerness.

Recommendation: Permission be granted.

**Local Members:** Mr A. Crowther

**Classification:** Unrestricted

**Site**

1. The application site forms an area of land approximately 0.4 hectares which is part of an open field approximately 0.8km to the west of Leysdown, 1km south of Warden, 0.6km east of Bay View, and 3km east of Eastchurch. The site is located in a prominent position on the corner of Leysdown Road and Warden Bay Road, which form the main highway access to the respective settlements.
2. The site is bounded on to the south and east by the public highway and on the other two sides by the remainder of the field. Local holiday villages are positioned to the north and east, the closest of which is opposite the site across Warden Bay Road. These villages consist primarily of static holiday caravans and small chalets. Further residential property is located approximately 100m to the south-west across Leysdown Road – see attached location plan.
3. The application site falls outside the boundaries built-up area with the wider countryside, as identified in the Swale Borough Local Plan Proposals Map. The site is not subject to any specific designations and is not identified for any specific purpose in the Local Plan.

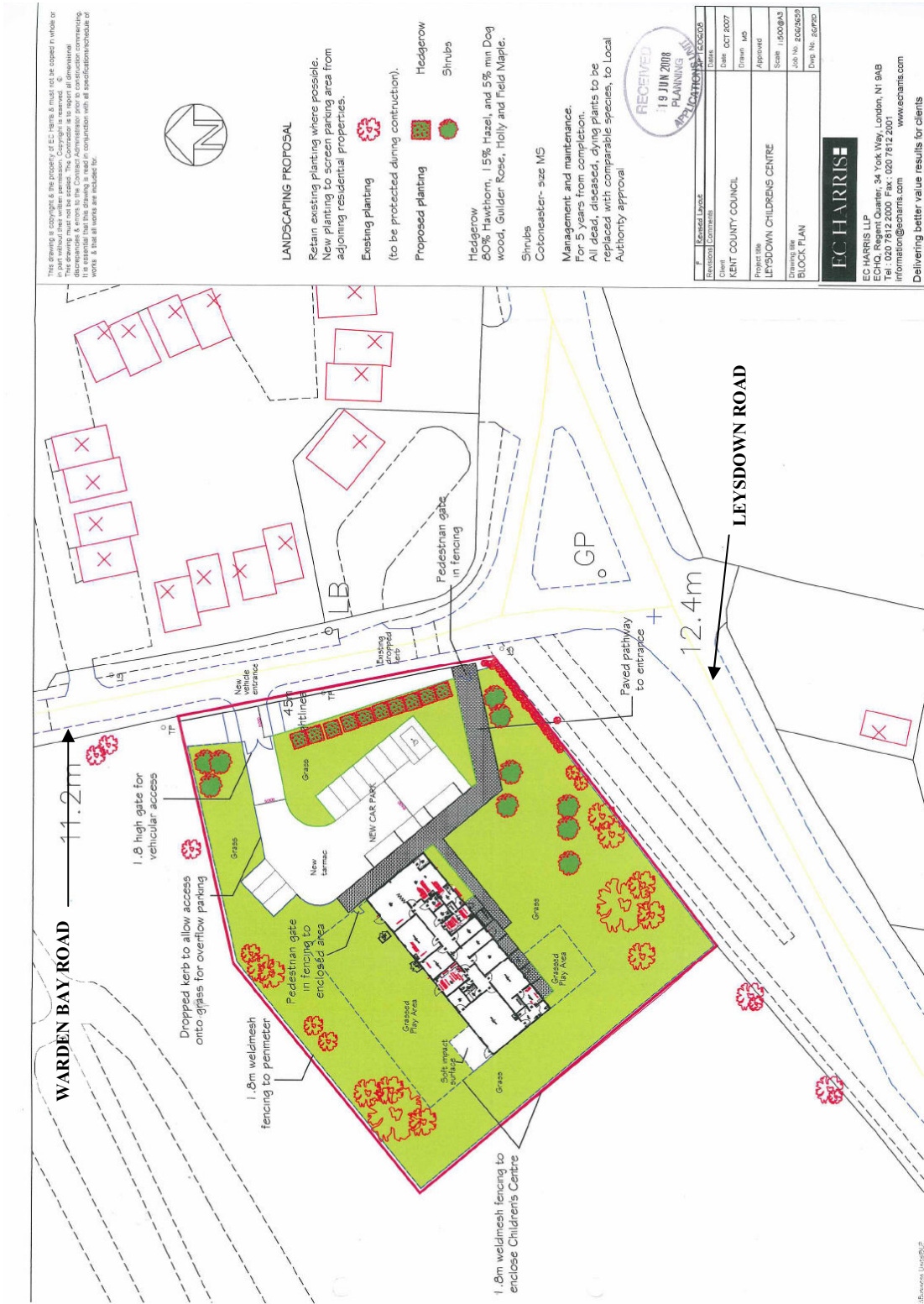
**Proposal**

4. The application proposes the creation of a community Children's Centre on a greenfield site between the settlements of Bay View, Leysdown and Warden. The Children's Centre would be housed in a new purpose-built single storey modular building that would be constructed off-site and transported in sections to be fixed to pre-constructed foundations. The development would create approximately 396 m<sup>2</sup> of floorspace for use as part of the proposed function. The building would be finished with a roughcast render system in a sand yellow colour, with sections of vertical oiled cedar boarding. UPVC windows, aluminium doors, a steel framed canopy and metal profiled roof panels are included within the proposed development. The building would be designed and warranted for a period of at least 25-years to meet the applicant's requirements. The supporting information received with the application confirms that the building would be designed to achieve a minimum Building Research Establishment Environmental Assessment Method (BREEAM) rating of GOOD, with a aspiration target of VERY GOOD.

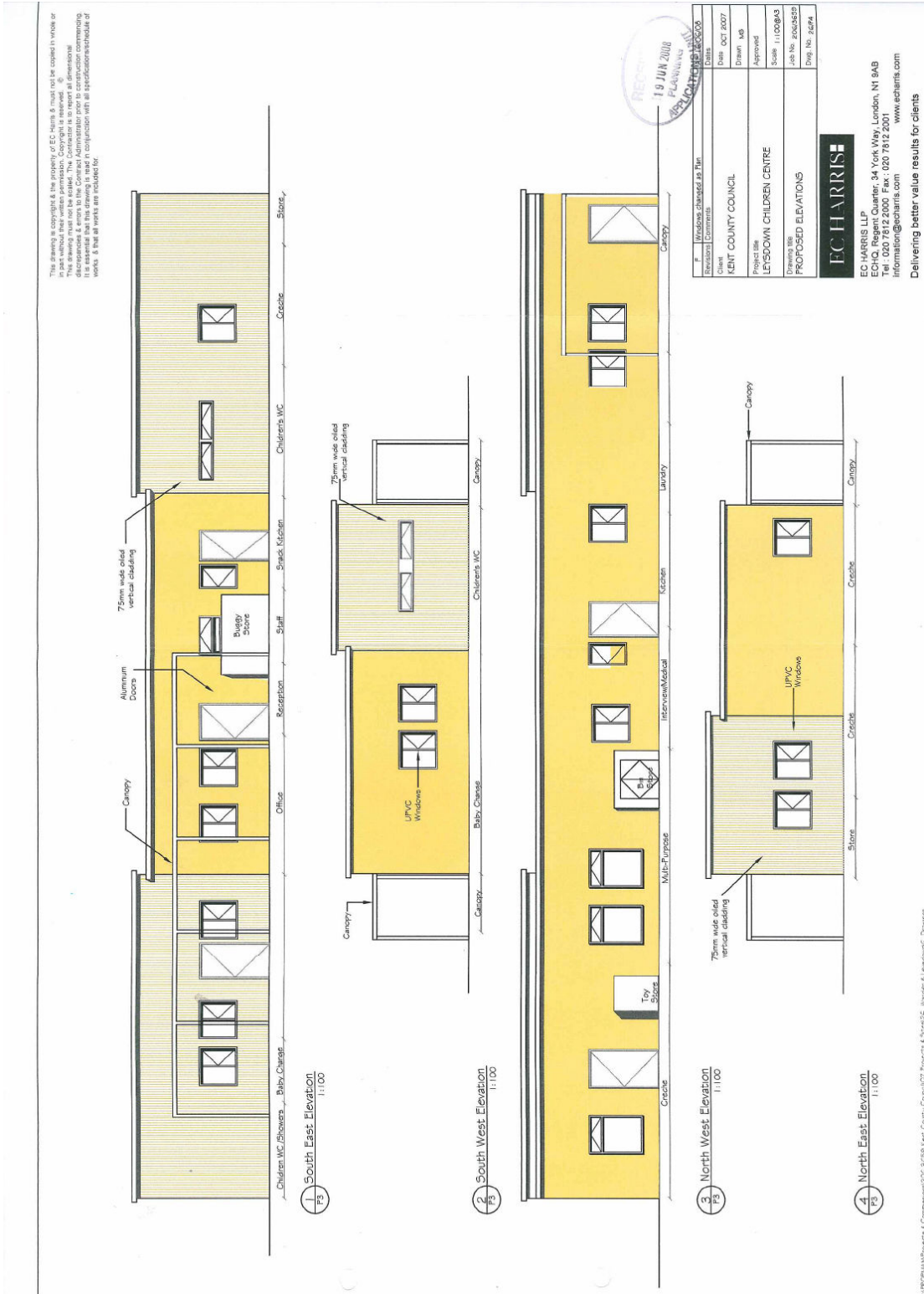
**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**



Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271

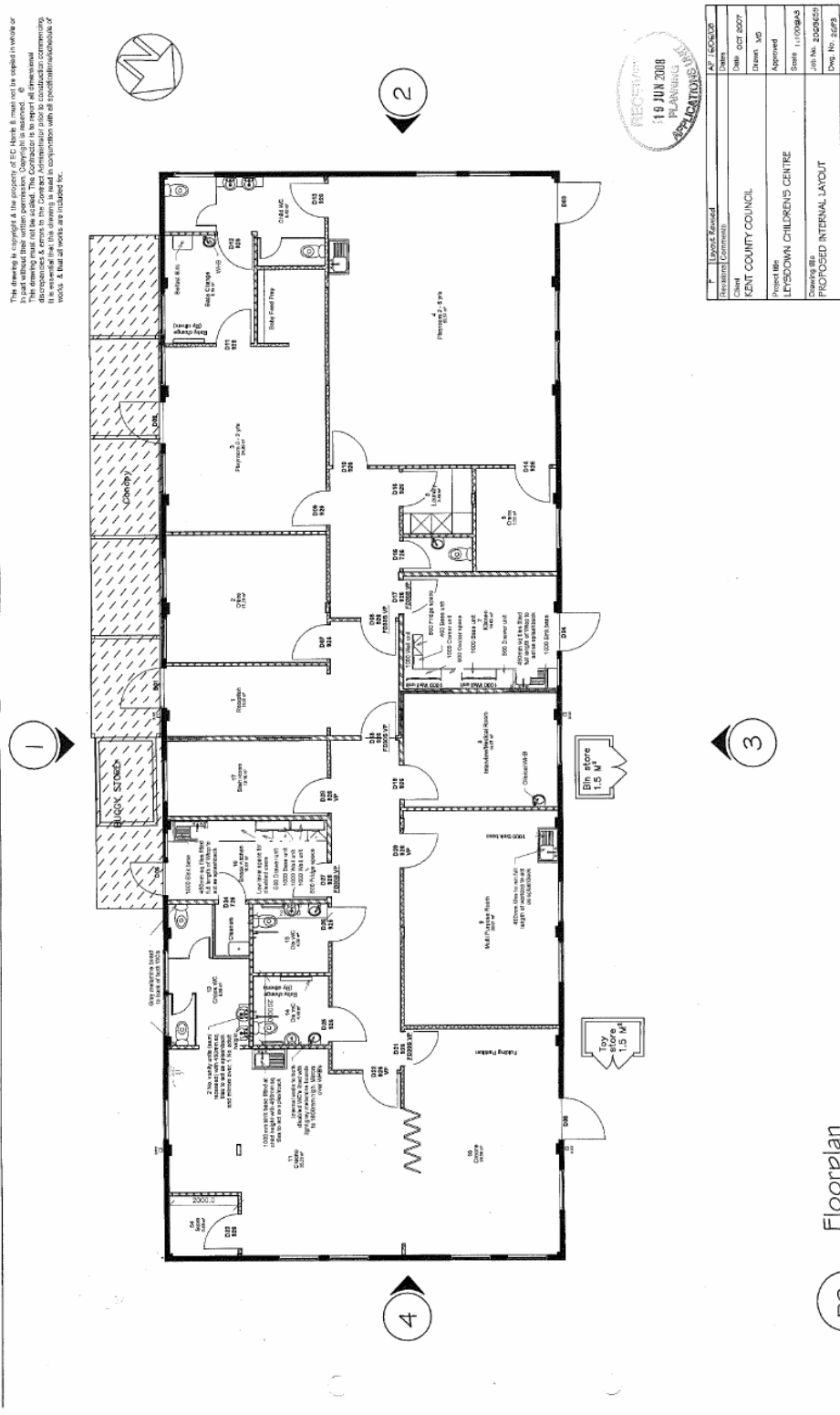


**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**





**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**



**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

5. The application has been made on behalf of the County Council's Children, Families, Health and Education Directorate. The scheme is one of a number of similar applications being proposed across the County as part of Central Government's National Sure Start Programme. 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 toward employment.
6. The aim of the proposed Children's Centre is to offer a range of health, adult education and family support services to the local community. The Centre would operate as an independent community facility providing a range of facilities including nursery care for 0 to 5 year olds. These facilities would include shared use of the space available by midwives, health visitors, social workers, family support workers, Jobcentre Plus and Kent information Service. Outreach services are also anticipated within the Centre's catchment area. The above services would largely be provided through drop-in sessions and other supporting activities like parents groups, play groups and adult education / training. The application states that not all families in the area would visit the Centre every day or even every week.
7. The building proposed would contain a crèche / multi-purpose meeting room for use by families using the Centre as an informal meeting room through to formal seminar style learning. The application also includes a second smaller multi-use room, an interview/ treatment room, staff room, reception, office, kitchen, associated toilet and cloakroom facilities, and two nursery rooms.
8. The application sets out that the proposed opening hours for the Centre would be 0800 to 1800 hours Monday to Friday for 48 weeks of the year. The Centre would employ 10 members of staff on a full time basis; 7 as part of the nursery function and 3 for the Children's Centre with numbers rising for special events. The application sets out that the Children Centre function would generate up to 30 visitors in a typical day, which would generally be spread out across the 10 hours of operation. The Centre would also provide a potential venue for educational events in association with the service, like seminar style training, during these events a number of people may arrive at one time. In support of the Children Centre function, the proposed nursery would accommodate up to 52 children each day in two sessions 26 attending in the morning and 26 in the afternoon.
9. The application includes provision of a new vehicle and separate pedestrian access points onto Warden Bay Road, along with the 12 formal car-parking spaces plus 1 disabled bay. An informal overflow parking area is shown adjacent to the entrance road for approximately 5-6 cars. The applicant states this area would be covered in grass protection mesh as necessary.
10. The application includes 1.8m weldmesh perimeter fencing and additional landscape planting around the site.
11. The application documents received contain a site review of 12 alternative locations that were considered for the proposed development within the surrounding communities. The review gives reasons for the rejection of various sites and demonstrates the process undertaken in identifying the application site.

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

**Development Plan Policies**

12. (i) The adopted **Kent and Medway Structure Plan** (2006):

- Policy SP1 Seeks to protect and enhance the environment and achieve a sustainable pattern and form of development.
- Policy SS8 Non-residential development in rural locations should demonstrate that a rural location is essential; or seek to reuse existing rural buildings; or provide a public facility for which a rural location is justified.
- Policy EN1 Seeks to protect and conserve and enhance the countryside for its own sake. Development that would adversely affect the countryside will not be permitted unless there is an overriding need for it which outweighs the requirement to protect the countryside.
- Policy EN3 Kent's landscape and wildlife habitats will be protected, conserved and enhanced.
- Policy QL1 Seeks all development to be well designed and of high quality that respond positively to the local character. Development, which would be detrimental to the built environment, amenity, function and character of settlements or the countryside, will not be permitted. Seeks development to consider the needs of the community, provide safe environment, protect residential amenity, and adopt sustainable construction techniques.
- Policy TP3 Local Planning Authorities should ensure that development sites are well served by public transport, walking and cycling.
- Policy TP19 Seeks development proposals to comply with the respective vehicle parking policies and maximum standards adopted by Kent County Council and Medway Council.
- Policy NR1 Seeks development to incorporate sustainable construction techniques and prudent use of natural resources.
- Policy NR5 Seeks to conserve and enhance Kent's environment including visual, ecological, geological, historic and water environments, air quality, noise and light intrusion.

(ii) The adopted **Swale Borough Local Plan** (2008)

- Policy SP5 Development proposals in the countryside should seek to increase local self-sufficiency whilst protecting and where possible, enhancing the character of the wider countryside. Seeks high design standards, to protect the countryside from unnecessary development, and, to permit innovative proposals that provide new services, or increase the

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

- viability of existing provision, including proposals for the shared use of buildings.
- Policy SP7 To satisfy the social needs of the Borough's communities development proposals will promote safe environments and a sense of community by increasing social networks by providing new community services and facilities.
- Policy SH1 Development proposals will be supported in accordance with the following defined settlement hierarchy: in the case of local service centres including Leysdown - new development may be acceptable on previously-developed land within the defined built-up areas or, in the case of new services for the settlement and the surrounding rural area, on other suitable sites that do not harm the settlement pattern or character of the surrounding countryside; and in case of minor development settlements, including Bayview and Warden Bay - development will be limited to infill or redevelopment proposals within the defined built-up areas, or, exceptionally, for other development considered essential to meet the needs of the local community that cannot be located elsewhere in accordance with Policy E6. Development proposals should maintain or enhance the character of the village.
- Policy E6 The quality, character and amenity value of the wider countryside of the Borough, which is all the land falling outside the built-up area boundaries will be protected and where possible enhanced. Development proposals will only be permitted when it provides a service that enables existing rural communities to meet their essential needs locally, in accordance with Policy RC2; or it provides for necessary community infrastructure.
- Policy E8 Development on agricultural land will only be permitted when there is an overriding need that cannot be met firstly on land within the built-up area boundaries.
- Policy E9 The quality, character and amenity value of the wider landscape will be protected and, where possible, enhanced. Within the countryside and rural settlements, seeks proposals to be sympathetic to local landscape character and quality; and minimise the adverse impacts of development upon landscape character.
- Policy E19 Seeks development to be of high quality design that responds positively to creating safe, accessible, and attractive places; enriching the qualities of the existing environment by promoting local distinctiveness and strengthening the sense of place; making efficient and prudent use of natural resources; providing native landscaping; appropriate to its context in respect of scale, height and massing; making best use of texture, colour, pattern and durability of materials; and achieving flexibility to respond to future changes in use, lifestyle and demography.



**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

- Policy E20 Seeks proposals to integrate security and safety measures within their design and layout.
- Policy RC1 Proposals that would help to diversify the rural economy, provide new rural jobs and services, will be permitted provided that: the proposal is appropriate in scale with its locality and the site retains its rural character; there is a positive impact upon, or no detriment to, landscape character, biodiversity or countryside conservation; the use would not result in a significant increase in traffic to the detriment of the character, and would not create unsustainable travel patterns; and maximum use is firstly made of existing buildings, followed by use of other previously developed land, in preference to development on greenfield land, except where this would result in a more acceptable and sustainable development.
- Policy RC2 The Council will grant planning permission for the use of existing buildings to enable rural communities to meet their important needs locally. Where it can be shown that no suitable existing building is available, a new building will be supported on sites within the village confines. In the absence of such sites, development will be permitted on previously developed sites close to the confines of the village, provided that there is no other more sustainably located alternative, and that it is safely accessible to the local community on foot or cycle.
- Policy T1 The Borough Council will not permit development proposals that: generate volumes of traffic in excess of the capacity of the highway network, and/or decrease highway safety; lead to the formation of a new access, or the intensification of any existing access, onto a primary or secondary road or route, unless it can be created in a location that is acceptable to the Borough Council.
- Policy T3 The Borough Council will only permit development if appropriate vehicle parking is provided, in accordance with the adopted Kent County Council parking standards.
- Policy T4 Seeks the needs and safety of cyclists and pedestrians, including the disabled, to be given special attention within any development including cycle parking facilities provided in accordance with Kent County Council cycle parking standards.
- Policy T5 Seeks development proposals to be well located in relation to public transport links.
- Policy C1 The Borough Council will grant planning permission for new or improved community services and facilities.

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

**Consultations**

13. **Swale Borough Council** – Members of the Borough Council's Planning Applications Committee raise an objection to the application (as originally submitted). The comments received are as follows:

*"Whilst Members did not raise objection in principle to the scheme they did consider that the proposed building was of a poor design being located in such a prominent position in the countryside at the junction of two main roads, would have a harmful impact on the appearance of the surrounding rural area.*

*However Members did also consider that if the building design was amended to improve its design and relocated further toward the centre of the site together with some meaningful landscape boundary treatment then the Council would find such a scheme much more acceptable."*

Following receipt of the above objection the applicant reconsidered the application and provided an amended proposal in response to the views received. This information has been provided to Swale Borough Council for their further comment and any views received prior to Committee meeting will be reported verbally.

14. **Leysdown Parish Council** – no comment received on writing this report. Any views received prior to the Committee meeting will be reported verbally.
15. **Warden Parish Council** – supports and welcomes the application for the clear benefits that it will bring to the community. The comments note the lack of public parking spaces and the ethos of the programme to encourage walking. The Parish Council note that there are several public parking spaces in close proximity to the site which could be used.

Further comments have been received from Warden Parish Council in response the revised application noting that the proposal is one of the most worth while projects to happen at the eastern end of the Island and it is hoped, by the community, that this project is started at the earliest possible opportunity.

In response to the Borough Councils concerns about the potential detrimental impact of the proposed building on the appearance of the surrounding rural area, Warden Parish Council requests that the County Planning Authority considers the following facts from the local inhabitants:

- *"When travelling along the B2231 from Bayview to Leysdown on the Leysdown Road, from the last brick built building in Bayview up to the junction with Warden Bay Road all inhabited and uninhabited buildings are of light construction.*
- *There is no need to landscape the Children's Centre surroundings, especially with trees, in that it is recommended by crime reduction / prevention officers that where possible ... sites should ensure good natural surveillance.*
- *The conurbation of Warden has 650 children aged between 0-16 years the majority of which are aged between 0-5 years. These figures do not include Leysdown Parish's children. Swale Borough Council is passing numerous development plans for 3 & 4 bedroom family homes in Warden. ... The Eastchurch School cannot cope*

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

*with the existing number of children with out having temporary light construction buildings within the school complex.”*

16. **Environment Agency** – no objection and no comment to make on the application.
17. **The Divisional Transportation Manager** – objected to the proposals (as originally made) in respect of highway matters. The initial comments received regarding the application as originally proposed can be summarised as follows:
- Objects to the application on the grounds that the car parking provision is considered to be too low for the likely demands.
  - Notes a draft Travel Plan has been recently submitted;
  - Identifies the relatively remote location and that it is essential that the vehicle parking provision is adequate, as any overspill and inconsiderate parking would have an impact on the network, particularly during peak traffic periods;
  - Notes that the site has the potential to generate a higher proportion of vehicle movements than a site in an urban location.
  - Calculates the proposed use should provide a total of 22 parking spaces, including 1 designated disabled space and 2 spaces of sufficient size but not specifically designated. Of which 11 spaces would be required for the nursery function based on 7 members of staff and the number of nursery places that would be made available. The Children's Centre function would also require 11 spaces based on the permanent office staff, medical room, and maximum capacity of the multi-use spaces proposed within the building.

Following consultation on the revised application layout included within this report the Divisional Transportation Manager comments as set out below.

*“Whilst I have objections to the current proposals in respect of highway matters it may be possible to overcome those objections if the following amendments were made:-*

*Whilst the parking provision has increased, I am still of the opinion that the location and nature of the site require more spaces than is being indicated. Although mention has been made of an overflow facility, its indication on the plan is lacking in detail, and would still fall about 4 spaces short of my previous request. As I have explained previously, my worry is that the demands of both the Childrens Centre and Nursery will overlap, and parents dropping children off at the nursery will choose to park on Warden Bay Road when the car park is full. This will occur during the peak period on a road that is the only route out of Warden, in the vicinity of a complicated junction arrangement, and cause a hazard to all users of the highway.”*

18. **Kent Police Architectural Liaison Officer** – expresses concern that the development as proposed has the potential to increase the risk of crime unless measures are implemented to design out crime. Recommends the use of the Home Office Secured by Design (SBD) award scheme.

The consultee notes that the location has, in the past, been a hotspot for crime and draws attention to the Crime and Disorder Act 1998, which requires each authority to do all that it reasonably can to prevent crime and disorder. The comments received make a number of recommendations relating to the design of the building, windows, alarms,

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

security cameras, landscaping, lighting, car parking, management, and construction phase.

**Publicity and Representations**

19. The application has been publicised by a site notice and the notification of 4 neighbouring properties. No letters of representation have been received.

**Local Member**

20. The Local County Member for Sheppey, Mr A. Crowther, was notified of the application on 31 October 2007.

**Discussion**

21. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, this 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 considering this proposal the Development Plan Policies outlined in paragraph (12) above are particularly relevant.

22. In my opinion, the main determining issues relate to the following points:

- siting;
- design, layout and appearance;
- highway impacts; and
- security.

**Siting**

23. The application proposes to site the development within a greenfield site beyond the defined boundaries of the local settlements. The location proposed is roughly equidistant from the residential areas of Leysdown, Warden, and Bay View. The site is positioned at the corner of two main access roads to the above settlements and is in a relatively prominent location in the landscape. The land currently forms part of a larger open field. To the north and east of the site the land is designated for holiday villages and is occupied by a large number of static caravans and small chalets. These buildings are primarily occupied on a seasonal basis and do not offer year round accommodation.

24. Whilst the site is not subject to any site-specific designations within the Development Plan, the proposed location is outside the defined limits of the local settlements. The location requires that any proposal development be subject to a number of Development Plan Policies that seek to protect the wider countryside. The broad thrust of these policies presumes against development and seeks to preserve and/or enhance the countryside for its own sake, subject to a limited number of exceptional circumstances.

25. Kent and Medway Structure Plan (KMSP) Policies SS8 and EN1 set out a general presumption against development in the countryside, however allow for proposals, amongst other uses, that provide a public facility for which the rural location is justified.

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

Policy EN3 seeks to protect and enhance the countryside character and states that where development in the countryside is justified features and characteristics of the area will be retained.

26. Swale Borough Local Plan Policy SP5 seeks development that increases local self-sufficiency whilst protecting the countryside from unnecessary development, however provides support for the provision of new services. Policy SH1 supports development proposals in accordance with a defined settlement hierarchy that identifies Leysdown as a local service centre and Bay View and Warden Bay as minor settlements. This Policy allows for infill development within the settlement boundaries on previously developed land, however it allows for, in exceptional circumstances, new services that are considered essential to meet local needs and cannot be located elsewhere to be positioned in the countryside, subject to the provisions of Policy E6. Policy E6 seeks to protect the character of the countryside, setting out that development will only be permitted that enables rural communities to meet their essential needs or provides necessary community infrastructure in accordance with Policy RC2. Policy RC2 supports community facilities in rural locations setting out that existing buildings should be used first, and where no suitable alternate exists a new building on previously developed land close to the village confines that is accessible to the local community on foot or cycle. Policies E8 and E9 seek to protect the wider countryside, including farmland, its quality, character and amenity value, seeking proposals that are sympathetic to the landscape character.
27. The application proposes the provision of a community Children Centre that has been specifically targeted at the surrounding communities due to a clearly identified need for the provisions. It is planned to provide similar services in all local communities over time, the application states that this specific location was identified in advance of others due to the benefits the proposed facility would offer the community. The application states that there are 158 children under school age in the three local communities, and that they and their families would benefit from access to the services proposed. I am satisfied that there is an established need for the proposed development across the local communities, and that it would increase local self-sufficiency and provide an important local service. In accordance with the provisions of the Development Plan Policies the applicant has undertaken an assessment of potential sites in the area to try to identify a suitable location within the confines of the existing settlement boundaries, within available existing buildings and previously developed land. However, having considered 12 locations within the wider communities, they considered none were appropriate for the Centre proposed. The application site is considered by the applicant to be the most appropriate and sustainable location for the Centre, being equidistant from the three communities and within a 20 minute walking distance from the three centres. The applicant argues that there are no suitable locations within the settlement areas, and that to position the Centre in one of the three settlements would disadvantage the other communities as the service would be outside of the accepted 20 minute walking distance which would encourage travel by car.
28. I note that the Borough Council has not raised objection to the principle of using the application site for a community Children Centre recommending that it is the design and layout of the development originally proposed that is cause for concern in the rural landscape. I note that since this objection was received the applicant has amended the proposals. The issues of design and layout are considered in further depth below. I am satisfied that the application would enable the local community to meet its local needs

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

and that the applicant, in accordance with the appropriate Development Plan Policies, has explored all reasonable options to locate the development within the built up area. In my opinion, this establishes the circumstances that meet the criteria that allow the favourable consideration of a site outside the built confines within the wider countryside. As discussed, the application site is positioned to be within the maximum acceptable walking distance of all three communities it would serve. I also note that the location is positioned adjacent to the furthest extent of the holiday villages permitted in the Warden area and as such would be located adjacent to existing development.

29. Subject further consideration of the design and layout of the development, highways and security below, I consider that, in this instance, the proposed use of the land would be acceptable in the open countryside and is in accordance with the provisions of KMSP Policies SS8, EN1 and EN3, and Local Plan Policies SP5, SH1, E6, E8, E9 and RC2. I therefore do not raise an objection to the location proposed.

Design, layout and appearance

30. Kent and Medway Structure Plan Policy QL1 seeks development in the countryside to be of a high quality that respects the character of the area and takes account of the needs of the community, amongst other matters. Swale Borough Local Plan Policies SP5 and E19 seek development in the countryside to achieve a high quality of design, Policies SP5, SH1, E6, E9 and E19 seek development that respects and/or enhances, the quality, character and amenity value of the wider countryside.
31. Swale Borough Council's Planning Committee raised an objection to the design and layout of the original application drawings received, considering that the proposed building was of poor design, located in a prominent position and would be harmful to the appearance of the surrounding rural area. These views were qualified by Borough Members, who considered that if the building were relocated toward the centre of the site, the design amended to improve the appearance and a meaningful landscape scheme, they would find the scheme more acceptable. Subsequently the applicant reviewed the design and layout of the proposal in the light of comments received from consultees; please see the amended drawings and layout plan included with this report. I note that the revisions to the development put forward by the applicant include an amended site layout that positions the proposed building toward the centre of the application site away from the public highway. The amendments also include an increase in car parking provision, a landscape scheme and minor changes to the design of the building. The changes to the design include revised window arrangements and provision of sand yellow rendered finish in place of the originally proposed willow coloured plasticol panelling. The Borough Council is in the process of reconsidering these details and any views received prior to the Committee Meeting will be reported verbally.
32. The design of the building proposed is similar to a number of applications that the County Planning Authority has considered to date across the county. The application proposes a modular style building that is constructed off site in a quality-controlled environment that enables a swift construction period and ensures the quality of the finish to the building. The application proposes an enhanced construction that includes a rendered finish and cedar cladding that are proposed to break up the uniform structure through the use of a variety of colours and textures. The sections of cedar cladding are shown applied vertically to the corners of the main elevation facing Leysdown Road.

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

The timber cladding panels would have an oiled finish and are proposed to oversail the building's roofline by 450mm. This approach would serve to break up the elevation of the building and create a perceived change in the roof height, all adding interest to the design. The building proposed would be guaranteed by the manufacturer to have a minimum life span of 25 years, which is a requirement under the Sure Start Programme. The building proposed would also seek to achieve a reasonable standard of sustainability within its design achieving a minimum Building Research Establishment Environmental Assessment Method (BREEAM) rating of GOOD. The amended application also includes retention of existing planting on site and the provision of hedgerows and shrubs to the boundaries of site with the public highway.

33. Given the location, I consider that it would be preferable to seek to enhance the landscape by providing a statement building for the Children's Centre, particularly given the prominent location in the countryside at the junction of two main access roads that serve the local community. However, the applicant has taken the time to consider the views expressed by consultees and officers during the processing of the application before resubmitting the revised details set out in this report. Taking account of the views received to date the applicant has requested that the proposals be formally considered on the basis of the information submitted, being the best solution that they are able to propose at this time. It therefore needs to be considered whether the development as proposed would detract from local amenities, character, landscape or environment.
34. Due to its location at the corner of an open field, the proposed Children's Centre would be unlikely to generate any significant detrimental impacts on the local amenities beyond the traffic that could be generated, which is considered further below. The building is single storey and set back from the public highway, the closest properties are located within the holiday park opposite the site across Warden Bay Road. The scale and massing structure would be appropriate to the surrounding environment and would not result in any significant amenity impacts. The small scale of the development would also help to limit the impact of the proposals within the wider landscape. Whilst positioned on an open site, the centre when viewed from the public highway would, for the most part, be set against a background of various structures within the nearby holiday parks. The setting of the building back from the public highway and enhancements to the landscaping on site would assist in breaking up the structure and reducing its prominence in the landscape.
35. The provision of security fencing, whilst vital in this location, also has the potential to create a visually prominent structure / barrier in the countryside. I note that there are examples of similar fencing in the locality. I also consider that the use of the proposed weldmesh style fencing in this instance would help to maintain the openness of the site. In my opinion, this style of fencing when viewed from a distance appears more transparent and appropriate to a rural location than some other types of security fencing available. I would suggest that should planning permission be granted, a condition be imposed to ensure that the fencing is finished in a suitable dark colour.
36. Taking the above details into consideration, I consider that whilst a permanent structure would be preferable in this location, this needs to be set against the likely impacts of the development as proposed and the need to provide a local service to the surrounding communities. The benefits of the scheme have been established and, whilst the modular design has caused concern, I consider that the changes proposed would assist in softening the building's prominence, and the use of colours and textures proposed would

**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

help to link the development into the landscape. I consider that the building as proposed would not look out of place and would not have an unacceptable impact on the character of its surroundings. On balance, subject to conditions covering amongst other matters the development to be carried out in accordance with the drawings received and the proposed fencing to be finished in a dark colour, I would not raise a material-planning objection to the application on design grounds.

Highway impacts

37. In order to serve the three communities in the local area the Sure Start Programme requires that the proposed service be positioned within 20 minutes walking distance of potential users so as to discourage the use of the car. This is part of the justification of for the location selected outside the confines of the various settlements. The site is approximately equidistant from the three communities, the furthest being Warden approximately 1km to the north. The Centre would, to some extent, be remote from the communities it would serve with few formal residential properties in the immediate vicinity. The site is connected to pedestrian links in the area and is served by the local bus route, however the site does have the potential to generate vehicle movements. Whilst there are car parking facilities in the surrounding communities, these are not within immediate reach of the site and people are likely to look to park in or near the site. The roads adjacent to the application site provide key access routes to the neighbouring communities and due to the position of the site at the corner of Leysdown Road and Warden Bay Road, yellow lines on the public highway prevent vehicles parking in the immediate surroundings.
38. The application proposes to develop a greenfield site and as such includes a new vehicle access on to the public highway and would introduce a new travel pattern onto the network. The vehicle access includes a pull off area from the public highway and the provision of 12 formal car-parking spaces, a disabled bay and overflow parking adjacent to the access road. The application sets out that up to 6 vehicles would be accommodated in the overflow parking, however the details shown on the drawings received do not clearly demonstrate the arrangements.
39. The Divisional Transportation Manager has indicated that at peak times the area around the application site is extremely busy and any overspill and/or inconsiderate parking would have an impact on the network and highway safety. In his view, due to the remote location of the Centre from the catchment areas it would serve and the nature of the use proposed, the proposals should include 22 car parking spaces, which would be the maximum recommended under the Kent Vehicle Parking Standards. The comments received from Kent Highway Services concerning the amended site layout acknowledge the increase in provision but continue to maintain an objection on grounds of highway safety due to insufficient car parking proposed on-site.
40. I note that the car parking options in the immediate vicinity of the site are limited and therefore I would support the Divisional Transportation Manager's comments on the proposal. I note he has suggested that, subject to clarification of the proposed arrangements and provision of 4 additional spaces on site, to take the provision up to the recommended level, it may be possible to overcome the highway objections.
41. Kent and Medway Structure Plan Policy TP3 seeks development sites that are well served by public transport, walking and cycling. Swale Borough Council Local Plan



**Community Children's Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

Policies T3 and T4 seeks development that takes account of the needs of cyclists and pedestrians and is well located to public transport links. Whilst the site is relatively distant from any immediate residential properties, its central location in relation to all three communities would make walking and /or cycling a viable option from the whole proposed catchment. The location also has access to the local bus services, and the development would include provision of a buggy store for parents attending the Centre.

42. Taking the above considerations into account, and subject to clarification of the car parking arrangements and the provision of 4 additional spaces on site, I consider that the proposed development would be acceptable in highways terms. I recommend that should permission be granted that conditions be imposed requiring the car parking to be provided prior to first occupation of the building, details of appropriate cycle parking, and the adoption and continued review of a travel plan for the Centre to encourage the use of more sustainable methods of transport.

#### Security

43. I note that comments have been received from the Kent Police Architectural Liaison Officer concerning the proposed Children Centre. The comments highlight that the location has experienced crime problems in the past and that care needs to be taken in designing the scheme to ensure further opportunities for crime do not result from the development. The comments received draw attention to the principles of Secured by Design and the provisions of Section 17 of the Crime and Disorder Act 1998 that places a duty on the authority to exercise its functions with due regard to the likely effect of that function on crime, and the need to do all that is reasonable to prevent crime and disorder. The comments include recommendations relating to the security provisions for the building including perimeter fencing, alarms, security cameras, landscaping, lighting, nature surveillance and management of the site. The recommendations have been made available for the applicant's information. I would consider that a number of the suggestions would primarily relate to how the site is to be managed. I note that one of the main requirements under the Sure Start Programme is the security of the Centre and its users. That is demonstrated by the perimeter and internal fencing proposed as part of the site layout. I am satisfied that the key recommendations that can be controlled under the planning process could be covered by way of appropriately worded conditions.

#### **Conclusion**

44. I consider that the applicant has demonstrated circumstances that would allow the consideration of a new development in the wider countryside. The benefits of providing a community service that would support three local settlements would outweigh any detrimental impacts from developing the proposed location. The building is relatively small and would not result in a substantial impact on the landscape. I note the modular design has caused some concerns, however the applicant has revised the design and layout in response to comments received. Whilst the changes to the design are largely limited to the materials proposed, when considered in the context of the adjacent holiday parks, the amended layout which sets the building back from the highway, and the landscape improvements, I do not consider that the development would be unacceptable in this location. I am satisfied the development is acceptable in highways terms subject to the provision of 4 additional car parking spaces on site and conditions covering provision of the car parking, adoption of a travel plan and provision of cycle parking. Therefore, subject to appropriate conditions including those set out below, I would not

**Community Children’s Centre, Corner of Leysdown Road and Warden Bay Road, Sheerness – SW/07/1271**

---

raise a planning objection and recommend that the application be granted planning permission.

**Recommendation**

45. I RECOMMEND that SUBJECT TO the provision of satisfactory additional car parking on site to meet highway and design requirements PERMISSION BE GRANTED SUBJECT TO the imposition of conditions including:

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- details of cycle parking;
- details of external lighting;
- details of the canopy;
- security fencing to be weldmesh with a dark colour finish;
- car parking to be provided prior to commencement of use of the Centre;
- the overflow parking area proposed to be protected by grass protection mesh;
- hours of use for the Children’s Centre to be restricted to 0800 to 1800 Monday to Friday;
- the use of the building to be restricted specifically to use as a Children’s Centre only; and
- submission, implementation and ongoing review of a Travel Plan for the Children’s Centre.

Case officer – James Bickle	01622 221068
-----------------------------	--------------

Background documents - See section heading
--

**Item D4****Extension of unused classroom to create a Children's Centre, plus creation of pedestrian access at St Stephen's Primary School, Royal Rise, Tonbridge – TM/08/1377**

A report by Head of Planning Applications Unit to Planning Applications Committee on 29 July 2008.

TM/08/1377 – Application by Kent County Council Kent County Council Children, Families, Health & Education for the extension and refurbishment of existing unused classroom within existing community building to create a Children's Centre including the installation of a canopy, buggy store and access ramps, plus the creation of pedestrian access off the footpath between King's Road and Lodge Oak Lane and erection of security fencing to access routes. St Stephen's (Tonbridge) Primary School, Royal Rise, Tonbridge

Recommendation: Permission be granted

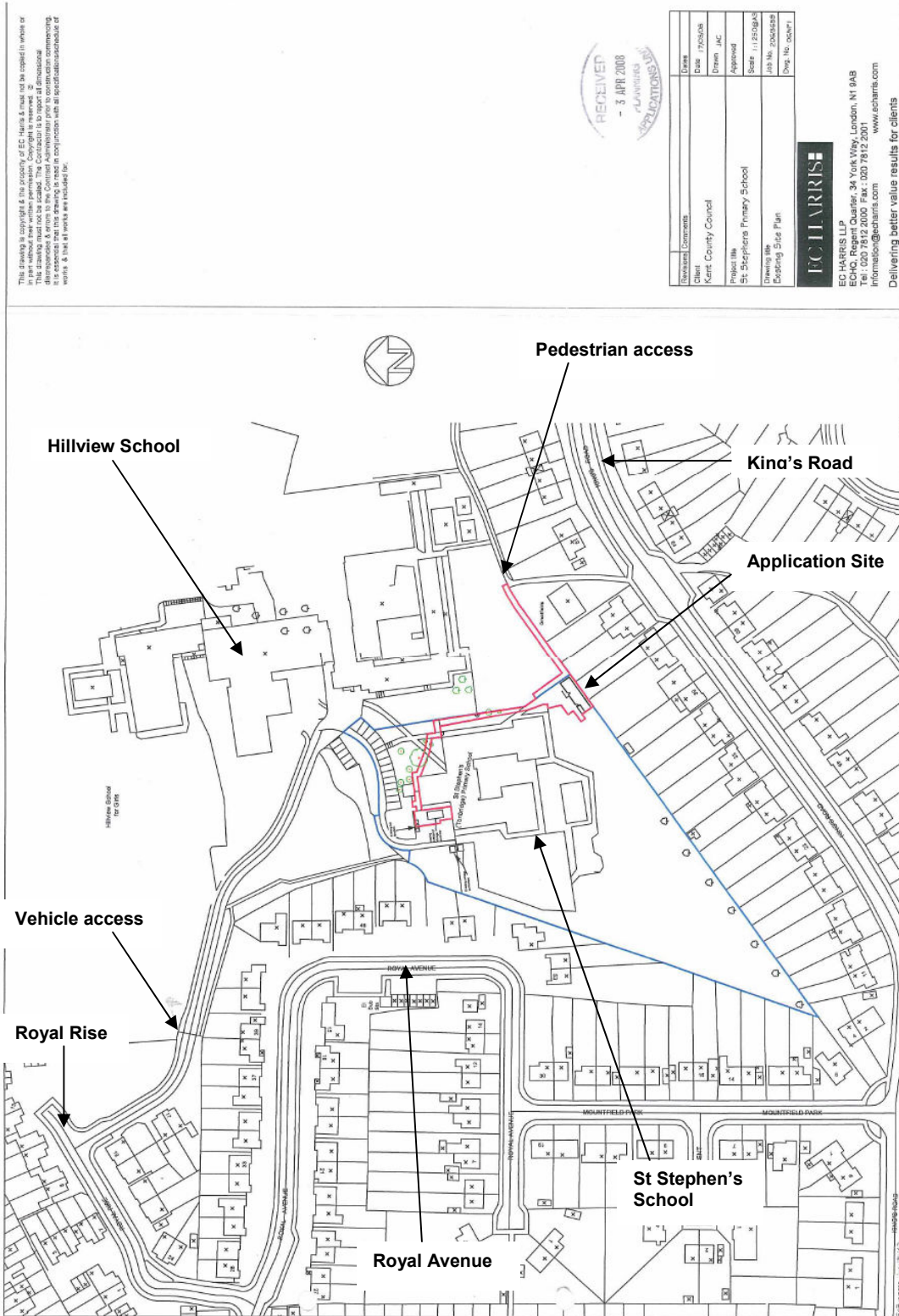
**Local Members:** Mr G. Horne and Dr T. Robinson

**Classification:** Unrestricted

**Site**

1. St Stephen's Primary School is located approximately 800 metres to the south-east of Tonbridge town centre. The main vehicular access to the site is via Royal Rise, a residential cul-de-sac located to the north-west of the main school grounds. This is a joint access point shared with the adjacent Hillview Secondary School for Girls, which occupies the same general campus but has its main staff and visitor entrance off Brionne Gardens. Visitors to both schools pass along an internal access road that travels up a slope within the site, adjacent to the Hillview School playing fields. A shared pedestrian access point is positioned to the east of the St Stephen's School grounds across an adjacent playground within the secondary school.
2. St Stephen's Primary School has a current school roll of 226 pupils with an overall design capacity of 314 children. The adjoining Hillview School accommodates approximately 1100 pupils and shares the above access points in addition to the main vehicular access to the east. The main St Stephen's School buildings are located at the top of a slope, to the east of Royal Avenue, north of Kings Road and to the south and west of the Hillview School grounds. The school has a car park and service area to the north of the main buildings with playground and playing field space to the south and west.
3. The application site forms part of the St Stephen's Primary School grounds. The site consists of a detached building located in the south-east corner of the school grounds, hard standing adjacent to this building including access routes, and part of the car parking / service yard. The application site also includes a strip of land within the adjoining Hillview School for Girls site positioned directly adjacent to the boundary with properties in Kings Road. This section of land would form a link between the application site within St Stephen's School and a designated Public Footpath to the east, which links Kings Road with Lodge Oak Lane. The building included within the application comprises a detached single storey brick built block with a pitched roof. The building provides approximately 60m<sup>2</sup> of floor space and the application sets out that it is currently used as a drop in centre for the community. The main school building consists of a flat roof block, located approximately 8m to the north.

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**



This drawing is copyright of the architects of EC Harris & may not be copied in whole or in part without their written permission. Copyright is reserved. ©  
 This drawing must not be scaled. The Contractor is to report all dimensions as shown. It is essential that this drawing is read in conjunction with all specifications, schedules of works, & that all works are included in.



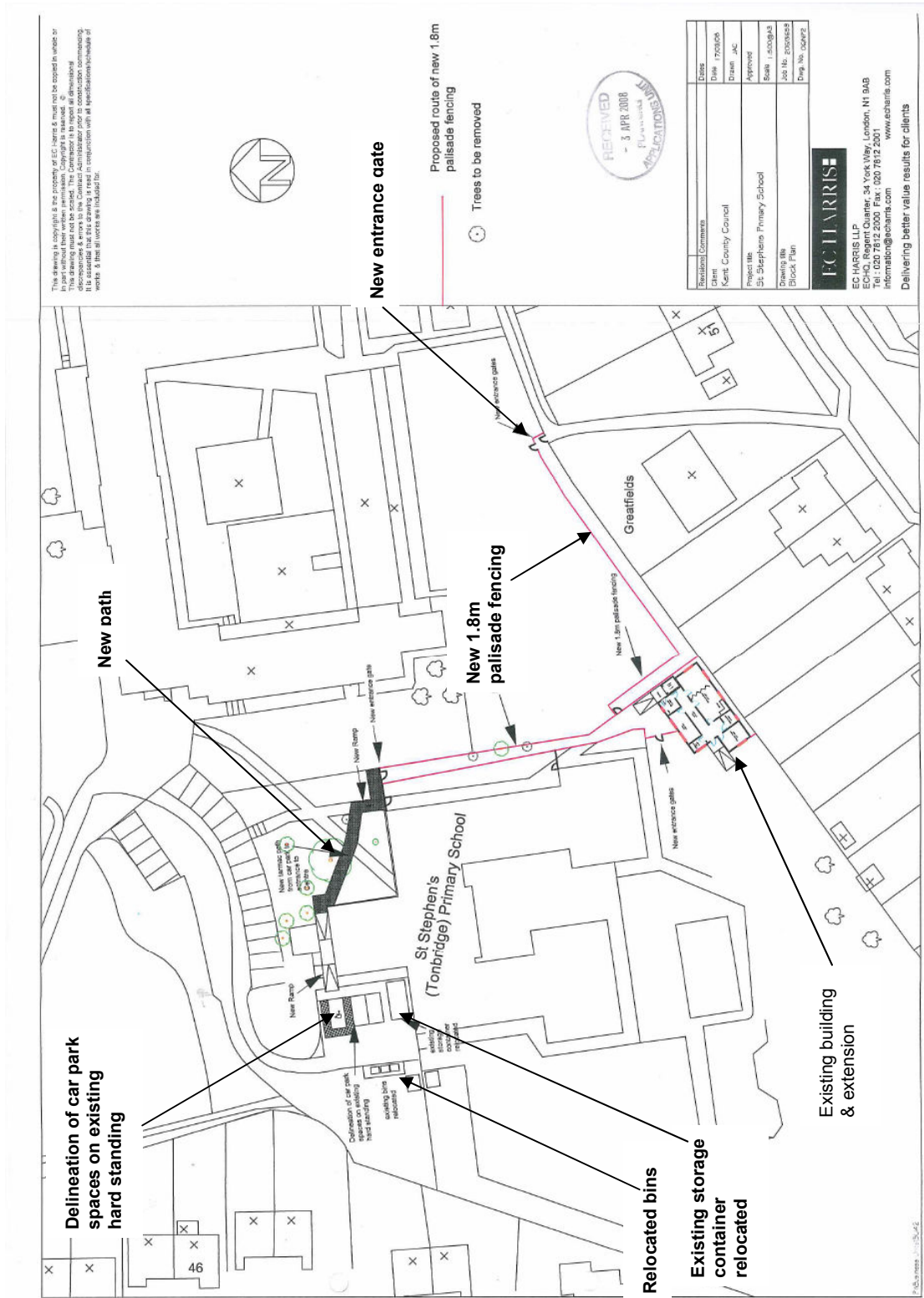
Revised/Comments	Date	Drawn
	17/03/08	Drum JAC
		Approved
		Scale: 1:1 (E00000)
		Job No: 200808
		Sheet No: 00001



EC HARRIS LLP  
 ECHO, The Quarter, 34 York Way, London, N1 9AB  
 Tel: 020 7512 2000 Fax: 020 7512 2001  
 Information@ec Harris.com www.ec Harris.com  
 Delivering better value results for clients

# Item D4

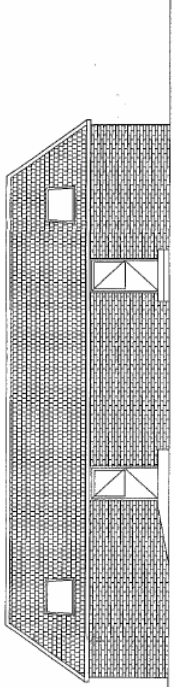
## Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge - TM/08/1377



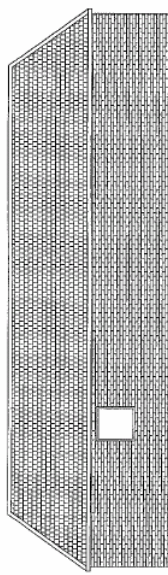
# Item D4

## Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge - TM/08/1377

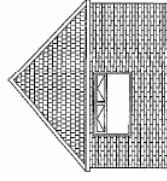
This drawing is copyright & the property of EC Harris & must not be copied in whole or in part without the written consent of EC Harris. The Contractor is to report all dimensional discrepancies & errors to the Contractor immediately prior to construction commencing. EC Harris is not responsible for any errors or omissions in the drawing or for any construction works. All other works are indicated by.



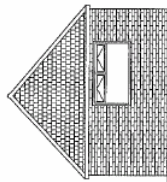
North West Elevation



South East Elevation



North East Elevation



South West Elevation



Revision/Comments	Date	Drawn
Client	Date	Drawn
Kent County Council	17/03/08	JAC
Project File	Approved	
St Stephen's Primary School	Sign	11/08/08
Drawing File	Job No.	20080228
Drawing Elevations	Sheets	1/01



EC HARRIS LLP  
 EC Harris Limited, 34 York Way, London, N1 6AB  
 Tel: 020 7812 2000 Fax: 020 7812 2001  
 information@ec Harris.com www.ec Harris.com  
 Delivering better value results for clients



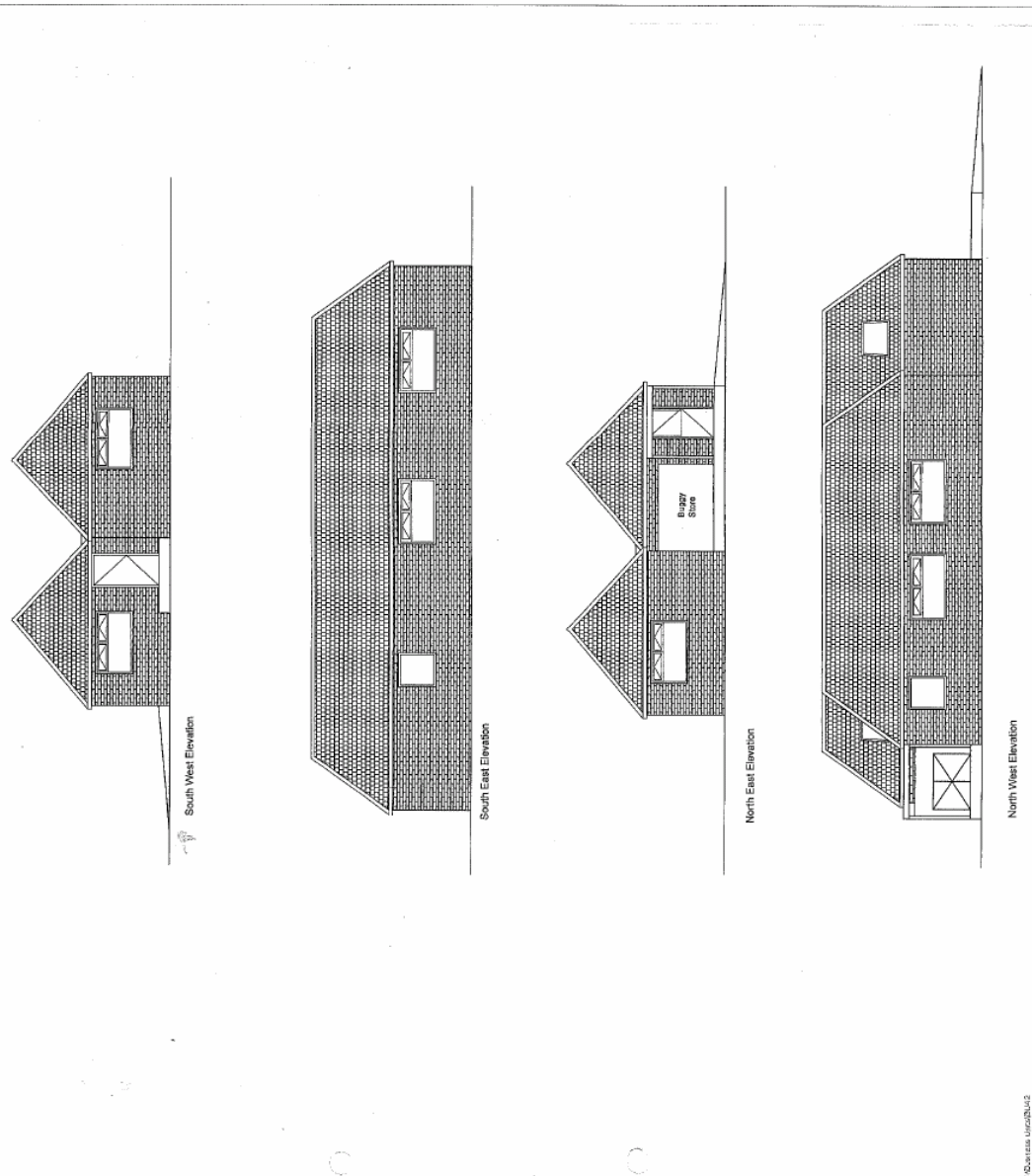
**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge - TM/08/1377**

This drawing is copyright & the property of EC Harris & must not be copied, in whole or in part, without the written permission of EC Harris. The Contractor is to report all dimensional discrepancies & errors in the original architectural plan to the architect immediately upon receipt of the drawings. The Contractor is to report all dimensional discrepancies & errors in the original architectural plan to the architect immediately upon receipt of the drawings. The Contractor is to report all dimensional discrepancies & errors in the original architectural plan to the architect immediately upon receipt of the drawings. The Contractor is to report all dimensional discrepancies & errors in the original architectural plan to the architect immediately upon receipt of the drawings.



Revisions/Comments	Date
Client: Kent County Council	Date: 1/10/2008
Drawn: JAC	Drawn: JAC
Project title: St. Stephens Primary School	Approved:
Drawing title: Proposed Elevations	Scale: 1:10000
	Job No: 20070250
	Drawn by: JAC

**EC HARRIS**  
EC HARRIS LLP  
ECHO, Regent Quarter, 34 York Way, London, N1 9AB  
Tel: 020 7812 2000 Fax: 020 7812 2001  
information@ec Harris.com www.ec Harris.com  
Delivering better value results for clients



7:0012146 1/2008/04/24

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

4. The nearest residential properties to the application site are located to the south-east in Kings Road directly adjacent to the application site, and to the west in Royal Avenue – see attached site plan. The façade of the closest dwelling (no. 49a Kings Road) is approximately 20m east of the school building identified in the application and 10m south of land identified within the Hillview School grounds.
5. The application site is not subject to any specific designations and is identified as being within the Urban Area Confines on the Tonbridge and Malling Local Plan Proposals Map.

**Background**

6. An application for a similar proposal to form a Children's Centre within the St Stephen's School grounds was submitted to the Country Planning Authority in 2007 (reference TM/07/2938). That application was subsequently withdrawn on the advice of Officers. The original proposals included the retention of a mobile classroom positioned at the site. Officers did not consider the permanent retention of this building would be acceptable in this instance.
7. The St Stephen's School site has not been subject to any major applications within its recent planning history. However, the neighbouring Hillview School has been subject to recent redevelopment work including construction of new school buildings to replace mobile classrooms and HORSAs (reference TM/04/53) and an extension to the existing nursery located to the north of the site (reference TM/04/2013).
8. Tonbridge and Malling Borough Council granted planning permission for the residential development of Royal Rise on land to the north-west of St Stephen's School (reference TM/97/1036). That application included the creation of a new secondary vehicle access point to the adjoining schools at the far end of the approved cul-de-sac. The access was subject to a condition restricting Heavy Goods Vehicle (HGV) from using the route. The Borough Council subsequently approved a section 73 application to vary this condition and remove the restrictions on HGV movements (under reference TM/04/1355). The recent redevelopment of Hillview School resulted in Royal Rise becoming the main vehicle access route to St Stephen's School, rather than Brionne Gardens.

**Proposal**

9. The application proposes the creation of a community Children's Centre within the grounds of St Stephen's Primary School. The Children's Centre would be housed within an existing single storey building to the south-east of the main school block. The application sets out that this building is already used as a community drop in centre. St Stephen's School already offers a range of Extended School activities to the community (for parents and children of 5 years and above) including family support, breakfast and afternoon clubs, family learning opportunities and parenting classes. The proposed building would be extended and refurbished to create approximately 109m<sup>2</sup> of floorspace. The extension proposed would be a traditional brick built construction with a pitch roof, in a style and materials to match the existing building. The refurbishment of the existing building would include the creation of two new windows in the south-east elevation facing properties in Kings Road. The application sets out that the upper sections of the windows could be fitted with frosted glazing to minimise any impact on neighbouring properties. The extended building would accommodate a multi-use room



**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

for use as an informal meeting room through to a formal learning suite. An interview / medical room for one-to-one consultations with health visitors and midwives, along with an office, reception and toilet facilities.

10. The application has been made on behalf of the County Council's Children, Families, Health and Education Directorate. The scheme is one of a number of similar applications being proposed across the County as part of Central Government's National Sure Start Programme. 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 toward employment. It is the Government's intention to have a Children Centre in every community by 2010.
11. The aim of the proposed Children's Centre is to offer a range of health, adult education and family support services to the local community. The provision of services is determined by existing facilities in the area and the needs of the local community. The application confirms these services would include anti-natal classes, baby clinics and drop-in sessions for parents and children. The proposed facilities would not include crèche, nursery or outdoor play facilities.
12. The Children's Centre would operate as a separate community facility independent from the school. The application proposes that the Centre would be open from 0800 to 1800 hours, Monday to Friday, 48 weeks of the year. The Centre would employ 3 members of staff on a full time basis (a manager, administrator and community development worker) with other professionals visiting from time to time as required. The application states that staff would be employed from within the surrounding area and would be expected to walk to the centre. The application includes the provision of 2 car-parking spaces and 1 accessible bay within the school's service area. A storage container and bin store that currently occupies the hard standing would be rearranged to allow the additional parking provision. The application sets out that the location within St Stephen's School has been proposed as it is placed close to the sections of the community the Centre is intended to serve. Visitors would be encouraged to walk the Centre, which, the application states, would be within 20 minutes buggy pushing distance.
13. The application sets out that the Centre is expected to generate up to 25 visitors across a typical day, mainly by appointment, i.e. not all being present at one time. The Centre would also provide a potential venue for occasional educational events in association with the service, like seminar style training. The application advises that it is unlikely that these events would coincide with the peak movements at the start and end of the school day.
14. The application also includes formalisation of the pedestrian access route from a public footpath that linking to Kings Road. The proposal would create a secure pedestrian route across the Hillview School playground to the east, along the site boundary with properties in Kings Road, to the existing gate onto the public footpath. The security fencing proposed is 1.8m palisade, which would enclose the new access, the immediate area around the building, and footway leading toward the car park and the front of the school.

**Development Plan Policies**

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

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

(i) The adopted **Kent and Medway Structure Plan (2006)**:

Policy SP1 Seeks to protect and enhance the environment and achieve a sustainable pattern and form of development.

Policy SS6 Seeks to improve the built and natural environment, functioning and appearance of the suburbs of the major urban areas, including the provision of services and facilities that serve local needs.

Policy QL1 Seeks all development be well designed and of high quality that respond positively to the local character. Development, which would be detrimental to the built environment, amenity, function and character of settlements or the countryside, will not be permitted. Seeks development to consider the needs of the community, provide safe environment, protect residential amenity, and adopt sustainable construction techniques.

Policy QL11 Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres particularly where services are deficient.

Policy TP3 Local Planning Authorities should ensure that development sites are well served by public transport, walking and cycling.

Policy TP19 Seeks development proposals to comply with the respective vehicle parking policies and maximum standards adopted by Kent County Council and Medway Council.

Policy NR1 Seeks development to incorporate sustainable construction techniques and prudent use of natural resources.

Policy NR5 Seeks to conserve and enhance Kent's environment including visual, ecological, geological, historic and water environments, air quality, noise and light intrusion.

(ii) The adopted **Tonbridge and Malling Borough Local Plan (1998)** Saved Policies.

Policy P4/11 Development proposals must not harm the character and quality of the local environment. Seeks proposals that are appropriate in terms of density, scale, layout, siting, mass, form; and are of high quality design.

(iii) The adopted **Tonbridge and Malling Borough Council Local Development Framework: Core Strategy (2007)**:

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

- Policy CP1 Seeks all proposals to result in a high quality sustainable environment. The need for the development will be balanced against the need to protect and enhance the nature and built environment.
- Policy CP2 Seeks development that is well related to public transport, cycling and pedestrian routes and is compatible with the character and capacity of the highway network in terms of volume and nature of traffic generated.
- Policy CP24 Seeks all development to be well designed, of a high quality, and must through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings. Development that would be detrimental to the built environment, amenity or function and character will not be permitted.

**Consultations**

16. **Tonbridge and Malling Borough Council** – raises no objection subject to Kent Highway Services being satisfied with the car parking provision and access arrangements, and a condition covering the submission of a travel plan. The Borough Council suggests that given the proximity of the building to the south-east boundary with residential properties in Kings Road, no windows or similar openings should be constructed in that elevation.
17. **Divisional Transportation Manager** – raises no objection, comments as follows:

*“The submission proposes to create an extension to the existing building used as a drop in centre to form a Children’s Centre with a multi use room and staff accommodation to be used as a drop in centre for parents and children, but will not include a crèche or outside play facilities.*

*This type of facility could theoretically attract a requirement for additional parking for staff and visitors. However, in this instance three parking spaces are being provided, with two designated for staff and one for use by the disabled. The Centre is located where it can be easily accessed by pedestrians and it is estimated that up 25 visitors per day might visit the facility, the majority being seen by appointments only.*

*It is suggested that the facility could also be used for other events that might attract a larger influx of visitors at one time for a seminar or particular event. This could attract further traffic issue, although it is proposed that these events would be scheduled so as not to conflict with busy school periods.*

*Overall details suggest that when taking into account the projected capacity of the school and the Children’s Centre; numbers would remain below the original full design capacity.*

*New fencing and gated accesses would protect the entrances at the Kings Road pedestrian access and from the school grounds where vehicle and pedestrian access is gained.*

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

*The applicant might be advised to liaise with the Parking Manager of the local authority who may be able to provide further advice on local parking issues where some of the nearby road are protected by waiting restrictions.*

*However, on balance, I would raise no objections.”*

18. **Public Rights of Way Officer (Tonbridge & Malling)** – no objection, Public Footpath MU41 adjoins the south-eastern boundary of the site but should not be adversely affected by the proposal.

**Representations**

19. The application has been publicised by three site notices and the notification of 59 neighbouring properties. 3 letters of representation have been received objecting to the application. The main observations and objections raised to the proposal can be summarised as follows:

- Raises concerns about additional traffic that would be generated by the proposed development and the cumulative impact this would have on the highway network;
- Highlights the high volume of existing traffic associated with both schools on the campus at the beginning and end of each school day that use Kings Road, including up to seven buses;
- Raises concerns about the general noise and disruption which affects Kings Road residents, and the impact the proposed Centre would have on adjacent properties;
- Considers that the proposed 1.8m security fence that would run behind residential properties to be ugly and pointless;
- Raises concern that provision of a narrow access path directly to the rear of residential property for the use of both visitors to the Children Centre and all the parents and children going to and from St Stephen's School would have an unacceptable impact on levels of privacy in the adjoining gardens;
- Raises concern that the narrow access would concentrate parents waiting at the end of the school day directly adjacent to the boundary with residential properties, which would be intrusive;
- Notes that the close-boarded fence on the boundary with residential properties in Kings Road is less than 1.5m high and is in a poor state of repair;
- Raises concern about the proposed hours of use, particularly outside normal school term time;
- Questions the plans for Saturday and Sunday operation of the proposed facilities;
- Objects to the inadequate car parking provision and raises concern over the impact of the development on on-street parking in Kings Road;
- Raises concern that the proposed refurbishment of the existing building would include windows facing residential property resulting in a loss of privacy through overlooking of rear gardens and windows. Requests, at the very least, frosted glass be used on any new windows to this elevation.

In addition, a letter of representation has been received from Hillview School for Girls raising an objection to the application on grounds of site security and severe parking problems on site. The School comments that the proposed Centre would be open from 0800 to 1800 hours both during school term time and during holidays, which would

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

impact on site security. The School urges the Planning Committee to require vehicular access control at the Royal Rise entrance to the site, suggesting this would alleviate the parking concerns and improve the site security.

Hillview School raises no objection to the concept of a Children's Centre and the structural alterations proposed. The School welcomes the pedestrian access from Kings Road and associated fencing. However notes that the access would be across Hillview School land, and whilst initial discussions about the use of the land had taken place no details had not yet been agreed.

**Local Member**

20. The Local County Members for Tonbridge, Mr G. Horne and Dr T. Robinson were notified of the application on 11 April 2008.

**Discussion**

21. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, this 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 considering this proposal the Development Plan Policies outlined in paragraphs (14) above are particularly relevant.

22. In my opinion, the main determining issues relate to the following points:

- traffic and access;
- hours of use and amenity impacts;
- security; and
- design and layout.

**Traffic and Access**

23. The application site is located within the St Stephen's Primary School grounds, which is situated close to Tonbridge town centre. St Stephen's School shares a campus with Hillview Secondary School for Girl, and is surrounded by residential property. Taking account of the number of pupils attending both schools (226 and 1100 pupils respectively) there is a large volume of movements associated with the site at peak travel times. These movements are concentrated at a number of key access points around the campus. St Stephen's School can be accessed only via the eastern end of Royal Rise and a pedestrian gate on to a public footpath leading to Kings Road and Lodge Oak Lane. Hillview School can be accessed through both of the above routes and a main vehicle access at the western end of Brionne Gardens.

24. Concern has been raised by nearby residents, chiefly from Kings Road, about the existing traffic problems associated with the Schools, which include staff, school buses and parents dropping off and collecting their children. The objections received from residents raise concern that the provision of a Children's Centre would add to the

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

cumulative impact of existing traffic, resulting in further disturbance to nearby residents and impacting on highway safety.

25. I note that the application states that the design capacity of the St Stephen's School buildings is 314 pupils. The School current accommodates 226 pupils (approximately 70% of capacity), which means that there is surplus space available on site. I also note that the building identified in the application is already used as a community facility. The application states that approximately 25 visitors would attend the proposed Centre across a normal 10-hour day, mainly by appointments with health workers. This type of activity would not substantially alter or add to the travel patterns associated with the site given that they would be spread throughout the day and capable of being made on foot. Training and group events proposed at the Centre have the potential to generate larger tidal movements at any one time. However, the application indicates that these events would be unlikely to coincide with peak school travel times. There are no nursery or crèche facilities proposed within the Centre. Whilst there are a large number of pupils attending the overall campus, St Stephen's School is currently operating well below its overall capacity. Taking into consideration the additional people that would attend the site should the Children's Centre be approved, the overall numbers of people on site across a normal day would still only be 80% of the maximum level should the school be operating at full capacity.
26. Concern has been raised by nearby residents and Hillview School for Girls about the availability of car parking on site. The application includes provision of 3 new spaces on existing hard standing within the St Stephen's School service area. This would involve repositioning a storage container and bin storage that currently occupy the area. The Divisional Transportation Manager has considered the scheme and raises no objections on highway grounds. His comments note that the Centre would be located where pedestrians can easily access it.
27. I note that Hillview School has suggested that a controlled access arrangement on the gate to Royal Rise would assist in alleviating the car parking pressures on site. The School also highlights that the provision of this facility would assist with site security. Given that the application sets out that the main public access to the Children's Centre would be via the footpath leading to Kings Road and Lodge Oak Lane, Royal Rise would be used by staff, disabled visitors and those attending the site that have agreed car parking in advance only. The Royal Rise entrance is relatively remote from the proposed Centre and would not be a practicable option as a main entrance route. On this basis, I do not believe provision of a controlled access to Royal Rise as part of the Children's Centre application is justified. The provision of a controlled access facility may also serve to move vehicle parking onto the public highway increasing concerns over congestion. However, the use of the vehicle access points to the two schools is under regular review by the County and Borough Councils in the light of the continued concerns here.
28. The proposal to formalise the St Stephen's School access to the public footpath off Kings Road would influence the existing patterns of movement into the site by channelling both visitors to the Children Centre and the School directly along the boundary with residential property. I note that parents already drop their children off at the St Stephen's School using an existing pedestrian entrance in the same locality, and as such the movements associated with the School are already established. Given the scale of the facilities

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

proposed, which would involve families visiting the Centre by appointment and/or attending small group sessions spread across a normal day, I consider that the additional movements that would be generated by the provision of the Centre would be acceptable in the context of existing travel patterns associated with the site.

29. Whilst I acknowledge that there is traffic congestion associated with the schools on site at peak times of the day, this is not unlike that experienced by many schools around the County. The traffic levels that potentially could be generated by the proposed Children's Centre should be balanced against the falling school roll. The applicant advises that the Centre would be well located to serve the local community with visitors encouraged to walk to the site. Whilst inevitably some visitors may choose to drive, the intermittent nature of these movements spread throughout the day is unlikely to result in an increase in highway concerns, or result in any significant loss of amenity to local residents through any traffic generated. In particular, it needs to be borne in mind that these Children's Centres are specifically being designed and located to serve only the communities who live within walking distance. I would note that the Divisional Transportation Manager is not raising an objection to the development as proposed. Therefore, I would not raise an objection to the application on highway grounds. I would recommend a condition be placed on any decision notice requiring the submission and implementation of a Travel Plan to assist in monitoring and mitigating the movements generated by the proposed Centre.

**Hours of Use and Amenity Impacts**

30. The objections received from nearby residents raise concern over the hours of operation set out in the application: 0800 to 1800 hours, Monday to Friday, 48 weeks a year. This would potentially extend the use of the site during the school holidays, and to some extent beyond the normal school hours. However, the hours of operation proposed are not considered extensive and mirror that of an extended school day. The proposed use of the site would be in harmony with Government initiatives for Extended Schools, and making the best use of the buildings and facilities for the benefit of the wider community.
31. I note that whilst the building proposed to house the Centre is directly adjacent to the boundary fence with properties in Kings Road. The proposed use would not be intensive, nor, in my opinion, would activities associated with the Centre have the potential to generate large amounts of noise or disruption. The building itself has permission as part of the educational use of the site, and already accommodates some community activities. There are no plans to provide external play areas on site, over and above those already provided as part of the Primary School function.
32. The provision of the Centre and the formalisation of the pedestrian access from the public footpath linking Kings Road and Lodge Oak Lane would impact on the pattern of movements in the general locality. The formalisation of the access would not change the number of people using the route to access St Stephen's School (or Hillview School). The Children's Centre would add to foot traffic, approximately 25 visitors each day. Concern has been raised by nearby residents about the potential for an increase in noise, disruption and a loss of privacy, particularly to those properties that directly adjoin the footways which would serve as access to the site. The comments received from residents highlight the potential to create a 'rat run' to the rear of residential properties, concentrating activities in association with St Stephen's School and the proposed

**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

Children's Centre in this area, including parents waiting at the end of the school day. The route of the proposed pedestrian access would pass within 10m of the façade of closest residential property (49a Kings Road shown as 'Greatfields' on the attached plans).

33. In my opinion, the provision of a pedestrian access point from the Kings Road side of the site is essential to the operation of a public facility from the proposed location. The approach would allow secure, direct and relatively easy access to the facility from a public footpath. I note the concerns raised by local residents about the size and state of repair of the close-boarded fence that runs along the site boundary with Kings Road. I would recommend that should planning permission be granted that this fence be replaced with a new 1.8m close-boarded fence prior to the use becoming operational. The provision of a new fence would serve to reduce the potential for a loss of privacy; the fence would also screen activities on site from residents. The impact of the pedestrian footway on residential properties would largely be dependent on the management of people attending the site. Given the hours and type of use proposed for the Children's Centre, and the numbers of people involved, I do not consider that the proposed activity is likely to cause an unacceptable impact on the amenity of residential properties.
34. In my opinion, it is more likely to be parents waiting at the end of the school day that would cause the most disruption. I understand at present that parents using the existing pedestrian access tend to wait on Hillview School's playground away from the site boundary. Taking into consideration that any impacts resulting from the school peak travel times would be largely limited to restricted times and not spread across the day, and that there would be limited, or no use of the route after 1800 hours. Subject to careful management by St Stephen's School and the Children's Centre of this access route, I would not raise an objection to the application on this point.
35. Given the size of the Centre and the numbers of potential visitors suggested in the application, in my opinion, the Centre would not cause an unacceptable impact to the adjoining residential properties as a result of the hours set out above. Therefore, subject to consideration of security, and design and layout below, I consider that the application accords with the appropriate Development Plan Policies.

**Security**

36. Representations received from Hillview School for Girls raise the issue of site security resulting from the provision of a Children's Centre on the campus. The Children's Centres are proposed to be independent community facilities, open to the general public. People attending the Centre may only do so on an occasional basis and could quite possibly have little or no existing interaction with the Schools on site. On this basis, given the sensitive nature of the adjoining school sites and the families that would attend the Centre, it is important that the access to the proposed facilities from public areas is carefully controlled and monitored.
37. The application sets out that the pedestrian access point proposed off Kings Road would be the primary entrance into the Children's Centre. The provision of security fencing and the nature of this route would allow people entering the site to be carefully monitored by the Children's Centre staff. Visitors would not be able to pass beyond the Centre into the



**Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

more secure areas of the school without permission. The application states that use of the Royal Rise access to the campus, which is generally left open during the school day and grants unrestricted access to the secondary school, would be limited to the existing uses, Children Centre staff and disabled visitors only. On this basis, as set out above, I cannot justify requiring a controlled access point to this gate as part of the Children's Centre application, as proposed by Hillview School. In my opinion, subject to the main public access being via the proposed footway off Kings Road and Lodge Oak Lane, I consider that the security arrangements set out in the application are acceptable. Separate ongoing discussions are in progress with Hillview School to review and monitor the use of the vehicle access.

**Design and Layout**

38. The application proposes to extend an existing building on site to provide the space necessary for the proposed Children's Centre. The building consists of a small (approximately 64m<sup>2</sup>) single storey brick built structure with a pitched tiled roof. The proposed extension would increase overall floorspace of the building to approximately 109m<sup>2</sup>, mirroring the design of the existing structure with matching materials and a pitched roof. The development would extend the building away from residential properties toward the main school building.
39. The refurbishment of the existing building includes the provision of two further windows to the south-east elevation, facing residential properties. Neighbouring residents and Tonbridge and Malling Borough Council have commented on the potential for loss of privacy as a result of these windows. I note that there is an existing close-boarded fence on this boundary, as set out above, I would recommend that this be upgraded to a new 1.8m close-boarded fence. The top of the windows proposed to the south-east elevation would be approximately 1.9m above floor level. The applicant has proposed that the upper section of these windows could be fitted with frosted glazing. In my opinion, the provision of the close-boarded fencing in combination with the frosted glazing would remove any possibility of overlooking from the proposed windows.
40. The design of the 1.8m palisade security fencing proposed around the Centre has prompted objections from nearby residents, which question whether the arrangements are appropriate in the locality. I note that similar style fencing has been used in the locality. I would also suggest that should the close-boarded fencing be upgraded on the boundary with property in King's Road, the proposed security fencing would not be a prominent feature. Notwithstanding this, I would recommend that the fencing proposed should avoid triple spiked tops and should be finished in a dark colour finish, in the interests of visual amenity.
41. In the round, I consider that the proposed development respects the character and appearance of the surrounding area in terms of its scale, layout and design, and would accord with Kent and Medway Structure Plan Policy QL1, the Borough Local Plan Policy P4/11, and the Borough Councils Core Strategy Policies CP1 and CP24.

**Conclusion**

42. I consider the proposed development to be acceptable in terms of its location and visual appearance. The Children's Centre would be located within the grounds of an existing

## Item D4

### **Extension of existing classroom to create a Children's Centre, and creation of pedestrian access at St Stephen's Primary School, Tonbridge – TM/08/1377**

---

educational facility adapting under-used accommodation. The Divisional Transportation Manager has raised no objections to the application on highway grounds. I consider that the development is well located to serve the community being within 20 minutes walk of a number of residential areas and the town centre. Whilst the community use would change the timing of some visits to the site, I consider the spread of movements intermittently across the day would not result in an increase in the problems experienced at peak travel time. Therefore, I would not raise a planning objection and recommend accordingly.

#### **Recommendation**

43. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions including (amongst others) the following:-

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- the external materials to match the existing materials;
- prior to commencement of the use the provision of 1.8m close-boarded fence to the boundary with Kings Road;
- the provision of frosted glazing to top sections of windows in the south-east elevation;
- the proposed security fencing to be finished in a dark colour – green or black;
- details of cycle parking to be submitted for approval;
- the car parking to be provided prior commencement of use of the Centre;
- hours of use for the Children's Centre to be restricted to 0800 to 1800 Monday to Friday;
- the use of the building to be restricted specifically to use as a Children's Centre only; and
- submission, implementation and ongoing review of a Travel Plan for the Children's Centre.

Case officer – James Bickle	01622 221068
-----------------------------	--------------

Background documents - See section heading
--

**Item D5****Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

A report by Head of Planning Applications Group to Planning Applications Committee on 29 July 2008.

Application by Kent County Council Children, Families & Education for a single storey modular building for use as a community Children's Centre, including a canopied entrance, external storage units, fencing, landscaping, hard surfacing and car parking on Land to the corner of Rushenden Road and First Avenue, Queenborough (SW/07/1184).

Recommendation: Planning permission be Refused

Local Member(s): Angela Harrison

Classification: Unrestricted

**Site**

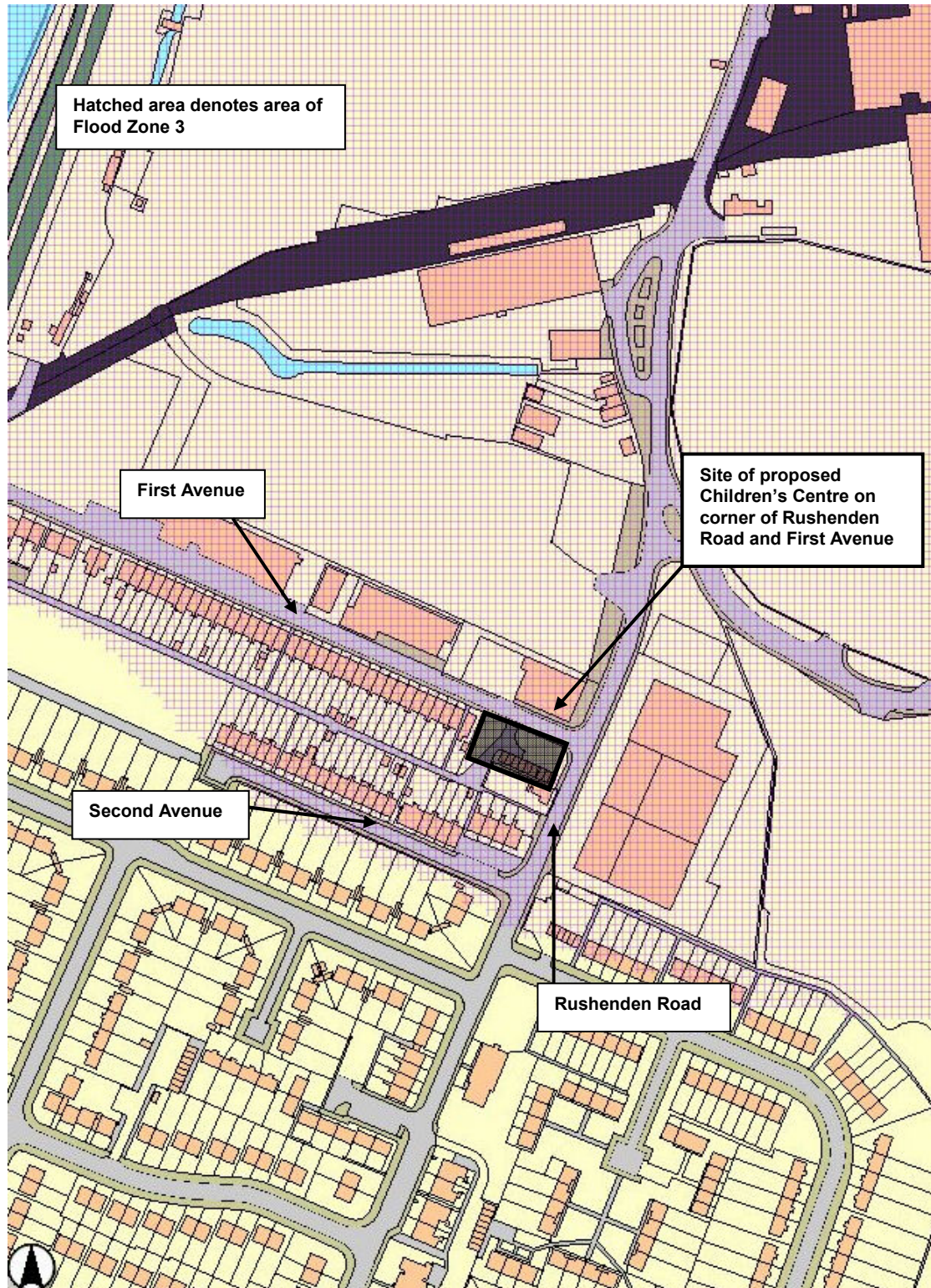
1. The site for development is on the corner of Rushenden Road and First Avenue in Queenborough. It is currently a grassed amenity area with planted borders. There is an existing crossover from First Avenue which provides vehicular access to the rear of properties in First and Second Avenue. The site had previously contained a number of garages, which had been in a poor state of repair, and the area had been used for the dumping of rubbish. The works to transform the site into the green area that it currently is was a combined effort between Swale Borough Council and the local community, a large sign was installed on the site to welcome visitors to Rushenden (which would be retained as part of this proposal) and bollards were erected to prevent further rubbish dumping on the site. Overhead power lines run along the perimeter of the site. *A site location plan is attached.*
2. The site is within a mixed industrial and residential area. The north-east and south-east elevations of the proposed development front on to light industrial units with the other two elevations fronting onto residential properties. The site is not within any conservation or heritage designations and it does not affect any Listed Buildings. The site is classified as Flood Zone 3 by the Environment Agency's flood risk mapping. Flood Zone 3 represents areas of significant flooding where the statistical likelihood of flooding is equal to or more than 0.5% in any one year.

**Background and Proposal**

3. This application proposes the creation of a half core Children's Centre on part of grassed land adjacent to First Avenue. The half core Children's Centre is to provide a community facility with a canopied entrance, crèche, meeting room, staff accommodation & facilities, together with external works including the provision of buggy and toy stores, an outdoor play area and the provision of 5 car parking spaces and 1 disabled space.

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

**Site Location Plan**

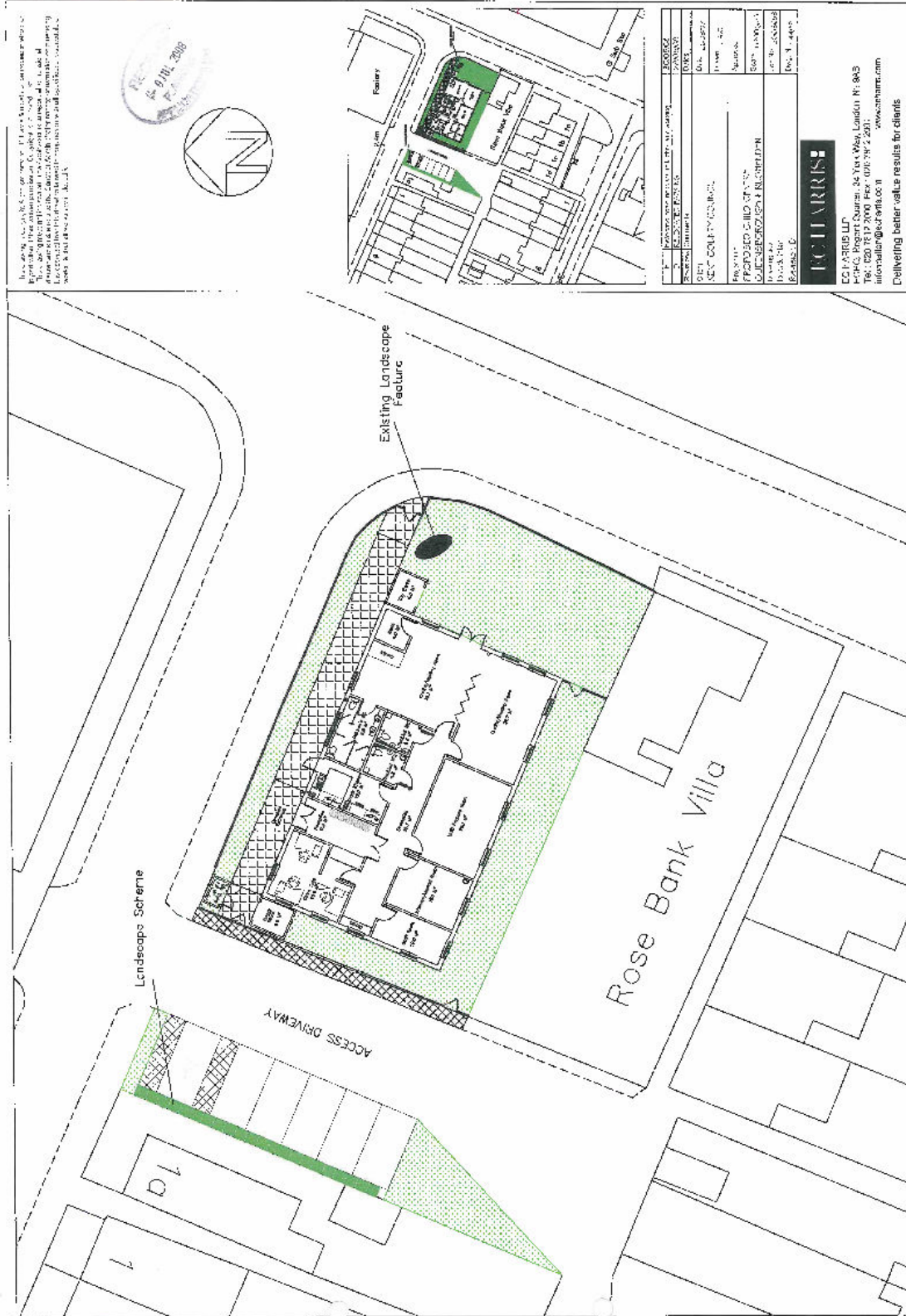


Scale 1:2500



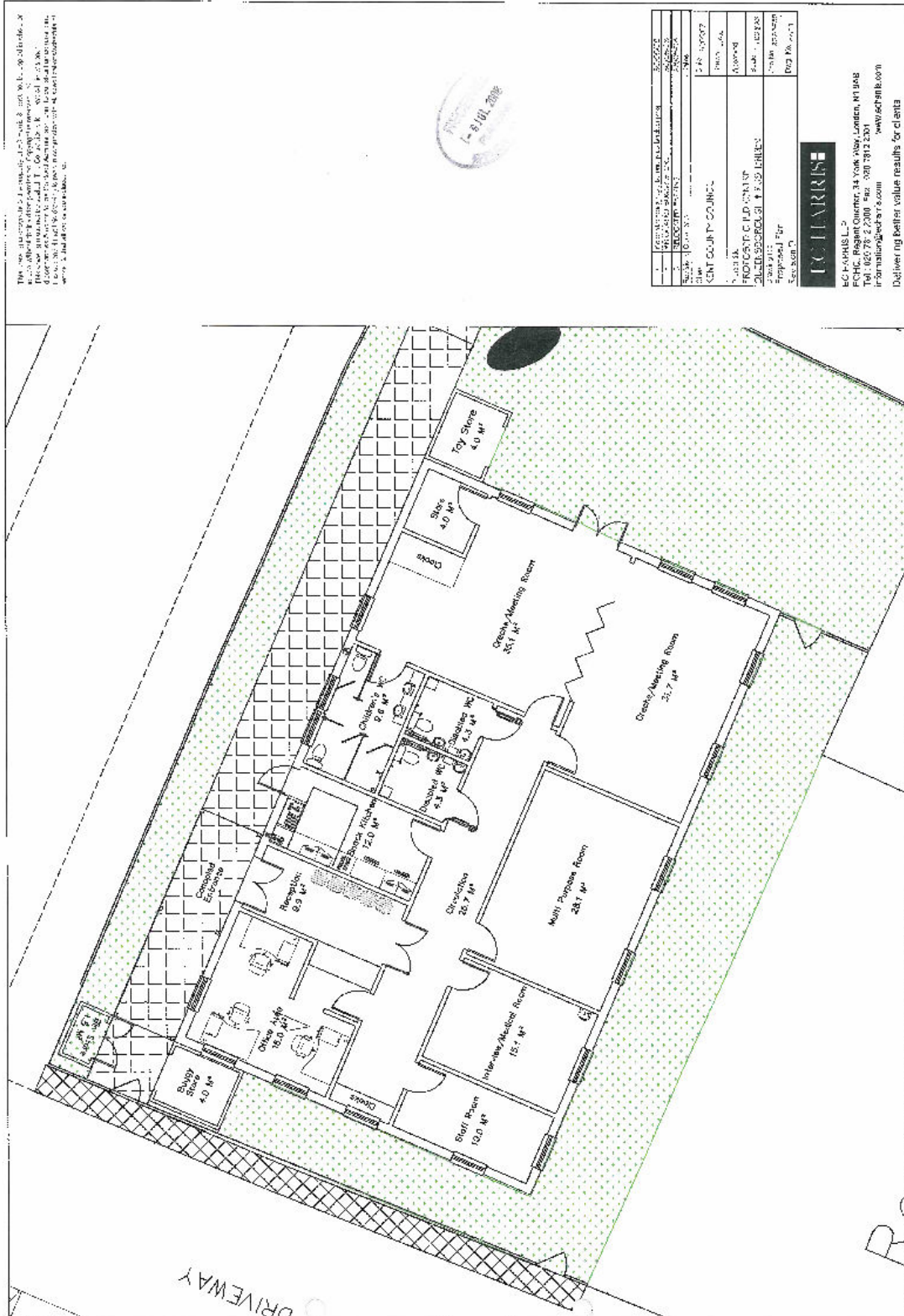
**Modular building for use as a community Children’s Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

**Site Location Plan**



**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

**Site Plan**



This site plan is for the proposed development and is subject to planning permission. It is not to be used for any other purpose without the written consent of the Local Planning Authority.



Project Name	COMMUNITY CHILDREN'S CENTRE
Client	QUAKER COMMUNITARIAN TRUST
Architect	ICM HARRES
Site	Corner of Rushenden Road and First Avenue, Queenborough
Date	1 - 9 JUL 2008
Scale	1:200
Drawn By	J. HARRIS
Checked By	J. HARRIS
Project No.	1184



ICM HARRES  
 40 FARMERS LANE  
 FCHC, REGENT QUENOR, 14 YORK AVE, LONDON, N1 1AB  
 Tel: 020 778 2 2000 Fax: 020 778 2 2001  
 information@icmharres.com www.icmharres.com  
 Delivering better value results for clients

R.D.

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

**Elevations**

North East Elevation

North West Elevation

South West Elevation

South East Elevation

1	DATE: 18 JUN 2006	PROJECT NO:	SW/07/1184
2	PROJECT NAME: COMMUNITY CHILDREN'S CENTRE	CLIENT:	CDNF COUNTY COUNCIL
3	ARCHITECT: T.C. HARRIS	DATE:	18 JUN 2006
4	SCALE:	PROJECT NO:	SW/07/1184
5	PROJECT NO:	PROJECT NAME:	COMMUNITY CHILDREN'S CENTRE
6	PROJECT NAME:	CLIENT:	CDNF COUNTY COUNCIL
7	CLIENT:	DATE:	18 JUN 2006
8	DATE:	PROJECT NO:	SW/07/1184
9	PROJECT NO:	PROJECT NAME:	COMMUNITY CHILDREN'S CENTRE
10	PROJECT NAME:	CLIENT:	CDNF COUNTY COUNCIL

**T.C. HARRIS**  
 ARCHITECTS  
 18 JUN 2006  
 COMMUNITY CHILDREN'S CENTRE  
 QUEENBOROUGH

CC: HARRIS LLP  
 ECHO, Regent Quarter, 34 York Way, London, N1 5AP  
 Tel: 020 7612 2300 Fax: 020 7612 2701  
 info@tc-harris.com www.tc-harris.com

Delivering better value results for clients

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

4. 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 being proposed 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.
5. The application proposes that the Centre would be open from 08:00 to 18:00 hours, Monday to Friday, 48 weeks of the year. The Centre would employ 3 members of staff on a regular basis with the number rising for special events. 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 proposed Children's Centre is of a modular building type and would be constructed in major sections off-site and shipped to site and fixed on pre-constructed foundations. The unit has been amended by the applicants to benefit from an 'enhanced' design which proposes vertical cedar cladding wrapped around the corners of the unit with a willow (green) coloured plasticol panelling finish to the rest of the building. The roof is proposed to be a metal flat deck. A plan showing the proposed elevations of the modular Children's Centre can be found on page (D5.5).
7. The application sets out that staff employed at the Centre would be employed from within the surrounding area and would be encouraged to walk to / from work. In addition the application states that where staff would be expected to drive in they would be offered a parking space adjacent to the centre. It is noted that the application states that the Centre has been located to minimise travel distances by being located within the community it is intended to serve, and visitors therefore would be encouraged to walk.
8. The application proposes that the Children's Centre site be surrounded in green powder coated 1.8m high weld mesh fencing. In addition, it should be noted that as part of the current proposals the application seeks the removal of 4 tree saplings, which would, where possible, be retained elsewhere on the site. The existing shrubs to the boundary of the site would also be retained.
9. When the application was originally submitted there were no details relating to flood prevention or protection measures. Following initial consultation with the Environment Agency who raised objection to the proposal, the following statement was made by the applicant:

*Due to the location of the centre in an area classified as Flood Zone 3a (High Risk), a Management Plan will be implemented in order to mitigate against this risk. In the event of a flood warning, an automatic alert would be sent from the Environment Agency to the Children's Centre (usually by telephone). A Flood Warning Response Plan will be put in place to ensure that the staff and visitors to the centre will know how to respond to a flood warning; usually by evacuation from the building. This is a procedure, which is already successfully in operation elsewhere where buildings are located in areas categorised at high risk of flooding.*



**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

To date, no formal management plan has been submitted to address the EA objection.

**Planning Policy**

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

(i) The emerging **South East Plan**:

**Policy NRM3: Sustainable Flood Risk Management:**

The sequential approach to development in flood risk areas set out in PPS25 will be followed. Inappropriate development should not be allocated or permitted in zones 2 and 3 of the floodplain or areas with a history of groundwater flooding, or where it would increase flood risk elsewhere, unless there is over-riding need and absence of suitable alternatives.

(ii) The adopted 2006 **Kent & Medway Structure Plan**:

**Policy SP1** – The primary purpose of Kent's development and environmental strategy will be to protect and enhance the environment and achieve a sustainable pattern and form of development. This will be done principally by, amongst other matters:

- protecting the Kent countryside and its wildlife for future generations;
- protecting and enhancing features of importance in the natural and built environment;
- encouraging high quality development and innovative design that reflects Kent's identity and local distinctiveness and promoting healthy, safe and secure living and working environments;

**Policy QL1** – All development should be well designed and be of high quality. Developments, individually or taken together, should respond positively to the scale, layout, pattern and character of their local surroundings. Development which would be detrimental to the built environment, amenity, functioning and character of settlements or the countryside will not be permitted.

**Policy QL11** – Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres, particularly where services are deficient. Flexibility in the use of buildings for mixed community uses, and the concentration of sports facilities at schools, will be encouraged.

**Policy QL12** – Provision for New Community Services and Infrastructure – New community services will be located where they are accessible by walking and cycling and by public transport from the area they serve. Whenever practical they will be located in town, district or local centres.

**Policy NR10** – Development will be planned to avoid the risk of flooding and will not be permitted:

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

- if it would be subject to an unacceptable risk of flooding or where it would increase the risk of flooding elsewhere;
- where it would prejudice the capacity and integrity of flood plains or planned flood protection or coastal defence measures;
- where it will hinder the implementation of future flood protections or coastal defence measures;
- if it would adversely affect the ability of the land to drain.

Where development is necessary in areas at risk of flooding it should be designed and controlled to mitigate the impact of flood risk.

**Policy TP3** – Local planning authorities should ensure that development sites are well served by public transport, walking and cycling, or will be made so by as a result of the development.

(iii) The adopted 2008 **Swale Borough Council Local Plan**

**Policy SP1** - In meeting the development needs of the Borough, proposals should accord with principles of sustainable development that increase local self-sufficiency, satisfy human needs, and provide a robust, adaptable and enhanced environment.

**Policy E1** - The Borough Council expects all development proposals to:

- accord with the policies and proposals of the Plan unless material considerations indicate otherwise;
- include information sufficient to enable the Council to determine the application;
- respond positively by reflecting the positive characteristics and features of the site and locality;
- accord with adopted Supplementary Planning Documents;
- protect and enhance the natural and built environments;
- be both well sited and of a scale, design and appearance, that is appropriate to the location with a high standard of landscaping;
- meet the highest standards of accessibility and inclusion so that all potential users, regardless of disability, age or gender can use them safely and easily;
- cause no demonstrable harm to residential amenity and other sensitive uses or areas;
- provide safe vehicular access, convenient routes and facilities for pedestrians and cyclists and, where appropriate, enhanced public transport facilities and services;
- integrate security and safety measures within their design and layout; and provide parking and servicing facilities in accordance.

**Policy E4** - The Borough Council will not grant planning permission where acceptable sites, consistent with wider sustainability objectives and at lesser risk of flooding, are available to accommodate the development. Where there is considered to be a risk of flooding, the Borough Council will not grant planning permission where the degree of risk of flooding, either to, or arising from, the development, would give rise to adverse impacts upon, or increased

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

risk to, human life, ecosystems, habitats and development, including those resulting from:

1. The impedance of, or increase in, flood flows;
2. The loss of storage volume in the floodplain;
3. The loss of integrity of the flood defences; and
4. Increased surface water run-off from the creation of large impermeable areas.

Where there is considered to be a risk of flooding, development proposals will be accompanied by a flood risk assessment and should:

- a) Incorporate, where necessary, sustainable drainage systems within development proposals and
- b) Include, when necessary, new flood defence and alleviation measures installed and maintained by the developer(s).

**Policy E19** - The Borough Council expects development to be of high quality design. Development proposals should respond positively to the following:

- creating safe, accessible, comfortable, varied and attractive places;
- enriching the qualities of the existing environment by promoting and reinforcing local distinctiveness and strengthening the sense of place;
- making safe connections physically and visually both to and within developments, particularly through use of landscape design, open space to retain and create green corridors for pedestrians, cyclists, and plants and animals;
- making efficient and prudent use of natural resources, including sensitively utilising landscape, landform, biodiversity and climate to maximise energy conservation and amenity;
- providing native (regional or local) plant species for soft landscaping and hard landscaping, surface and boundary treatments that respond positively to the character of the locality.
- providing features and management intended to encourage biodiversity;
- providing a mix of uses through building form, use, tenure and densities;
- providing development that is appropriate to its context in respect of scale, height and massing, both in relation to its surroundings, and its individual details;
- making best use of texture, colour, pattern and durability of materials;
- ensuring the long-term maintenance and management of buildings, spaces, features and social infrastructure;
- achieving flexibility to respond to future changes in use, lifestyle and demography; and
- maximising opportunities for including sustainable design and construction techniques including the use of recyclable materials and sustainable drainage systems, and minimising waste.

**Consultations**

11. **Swale Borough Council:** Will respond following its Planning Committee meeting on 17 July 2008 – views will be reported verbally to Members.

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

**Queenborough Town Council:** Whilst the provision of a children's facility in the Rushenden area of the town is to be generally welcomed, there are several points of concern:

- Disappointment at the chosen site – this is a grassed and planted area, which was set aside and developed as a green space with considerable community involvement.
- It is felt that there are more suitable sites available, not least, the adjacent corner plot on Rushenden / Manor Road. Consultation with SEEDA might pave the way to a less sensitive site being made available.
- Serious concerns were raised over the lack of parking space. To mitigate this more onsite parking could be provided if the centre was two storey.
- Access to the rear of properties on First and Second Avenue must be in no way diminished.

**Divisional Transportation Manager:** has no highway objection to this proposal providing there are safeguards imposed on any planning consent to provide car parking, cycle parking and the provision of pedestrian visibility splays.

**Environment Agency:** Raises Objection. The EA advises that it is not opposed to the principle of the development at this site, however, the proposal would need to be subject to the Sequential Test in accordance with Planning Policy Statement 25 (PPS 25), the Government's guidance on Development and Flood Risk. Table D.2 (PPS25): Flood Risk Vulnerability Classification classifies the development as 'more vulnerable' and so it would therefore be subject to the Exceptions Test in accordance with Table D.3 (PPS25): Flood Risk Vulnerability and Flood Zone Compatibility. Furthermore, the application should also be accompanied by a Flood Risk Assessment (FRA), as there has been no FRA submitted with this application, the Agency is obliged to object.

Finished floor levels for such developments should be placed at a minimum of 5.4m ODN to take into account the impacts of climate change and sea level rise which is required by PPS25. The FRA should include at minimum a topographical survey in order to establish what floor levels are achievable. The Agency recognises the physical constraints there may be in achieving these floor levels due to the low lying nature of the land, however we are unable to make further comment without knowing the ground levels of the site, which should be demonstrated by a topographical survey contained within the FRA. A Breach Analysis may indicate that a lower flood level is more applicable to the site from which Finished Floor Levels can be based upon. In any case, of primary consideration would be the occupants of the building. Provision should be made for a safe, dry escape route where feasible. Where this is not possible, there should be a safe refuge room appropriate for the numbers of staff and allowing a means of rescue, any safe refuge room should be placed above 5.4m ODN.

The FRA should also include details of flood proofing measures as well as details of any evacuation plans to ensure the safety of workers on site. Floodproofing measures that can be taken to reduce the damage to buildings / property are becoming more common in areas that are subject to flooding. These measures include bringing all electrical services down from the ceilings, raising slab levels, covers for doors / airbricks, solid stone / concrete floors with no voids underneath and no studwork partitions on ground floors.

### **Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

The EA response was forwarded to the applicant who responded with the statement in paragraph 9 above. The EA, in response, stated that the submitted FRA does not cover any of the issues raised and therefore reiterates the comments made in the previous response and maintains their objection.

**EDF Energy Networks:** has no objections to the proposal, providing their rights regarding access and maintenance to any of their cables within the site is maintained at all times.

#### **Local Member**

12. The local County Member, Angela Harrison was notified of the application on the 9 October 2007.

#### **Publicity**

13. The application was publicised by posting a site notice and the individual notification of 28 neighbouring residential properties.

#### **Representations**

14. I have received 4 letters of representation in respect of this application and the main planning points raised are summarised below:
  - Disappointment was expressed over the location chosen for the centre;
  - The pedestrian access to the centre should not be adjacent to the vehicular entrance; can it not be moved to the front of the site?;
  - Concern was raised that if any alterations were made to the existing access road that it could mean access for residents to the rear of First and Second Avenue being diminished;
  - Important to ensure that access for residents was maintained throughout construction;
  - The comment in the supporting information that the area of land is derelict is untrue. The project to remove the derelict and dangerous garages cost nearly £10,000 and local children undertook all of the planting.

#### **Discussion**

##### Introduction

15. The application seeks planning permission for a community Children's Centre on an area of green amenity space in Queenborough. The application is being reported to the Planning Applications Committee as a result of the objections received from the Environment Agency, Queenborough Town Council and nearby residents. In considering this proposal, regard must be had to the Development Plan Policies outlined in paragraph (10) above. 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 including PPS25 Development and Flood Risk and other material planning considerations arising from consultation and publicity.

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

16. The proposed Centre is one of 52 similar facilities being applied for by KCC's Children, Families and Education Directorate across the County. The aim of the Children's Centre is to offer a range of health, adult education and family support services to provide for the needs of that particular local community.
17. The application proposes some associated external works in connection with the Centre to include the provision of an external buggy, bin and toy store, a canopied entrance, fencing, outdoor play space and provision of 6 car parking spaces including one disabled space. In order to site the Centre on its proposed location the application proposes the removal of 4 sapling trees which would be replanted elsewhere on the site.
18. The main issues for Members to consider in the determination of this application are the location and siting of the proposed Children's Centre, design, parking / access and the flood risk issues.

Location

19. The site of the proposed development is to the south of the main built up area of Queenborough in the semi-industrial / residential area of Rushenden. The site plan on page D5.2 shows that the site is surrounded on two sides by industrial buildings and on the two sides to the south by residential properties. The area to the south is largely the residential area known as Rushenden, there are also some light industrial units and a number of business / industrial estates to the east and south-east.
20. The site is in a prominent location and would be clearly visible when entering the area from the north, representations from local residents have raised the point that there are more suitable locations within the general locality for such a facility. In response to this the applicant has responded as follows:  
  
*"The criteria set by the Sure Start Unit means that the area must be served by a Children's Centre offering the full range of services to 0-5s and their parents. The Area Education Officer was unable to identify any school facility in the area with surplus accommodation that might be used for a Children's Centre. An attempt was then made to use part of the old Jewson's warehouse on Rushenden Road. Due to that site being in an old light industrial area and coupled with a large number of logistical difficulties the site was subsequently dropped. After many discussions with SEEDA it became clear that they were not in a position to offer any site for a 25-year period as required for the Children's Centre, at such an early stage in their overall planning and regeneration strategy for the area. Following consultation with Swale Borough Council and the Sure Start Local Programme in Sheerness, the currently, proposed site was identified as potentially suitable and capable of serving the local community."*
21. Although the applicant has not definitively ruled out any alternative or available sites in the area, a variety of alternative sites have been considered in the site selection phase. The site is well located to serve the community and meets the applicant's selection criteria. I consider that despite the unfortunate loss of the green amenity space, the longer-term community benefit of the proposal outweighs the negative impact associated with the proposal. Additionally, the major concern from neighbouring residents in relation to the siting and location was that the access to the rear of their properties remained free of obstruction. This point will be addressed later in the

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

Discussion. Therefore in terms of location and siting, whilst I acknowledge the loss of an area of valuable green space in an area of a semi light-industrial nature, I consider that this development is beneficial in meeting the wider needs of the community and is in accordance with Structure Plan Policies SP1, QL11 and Swale Borough Local Plan Policy SP1 relating to sustainable development and provision for the development and improvement of local services in existing residential areas.

Design

22. Members will note that the proposed Centre benefits from an 'enhanced' design of modular building comprising vertical close-boarded oiled cedar panels, extending approximately 450mm above the main roofline and a willow coloured plasticol-panelling finish for the external walls. The roof would be profiled insulated composite steel roof decking, the applicant believes that the combination of materials would give a more 'contemporary and stylish' solution whilst balancing the financial restraints imposed on them. It is noted that this specific design approach has been adopted on a number of such Centres across the County located in sensitive or prominent locations. I am of the opinion that although the building remains fundamentally modular in its construction, the 'enhanced' design improves the external appearance of the proposed building, and accordingly I would not wish to raise objection on design grounds. I recommend that the exact details of any external materials should be secured by planning condition.
23. In addition to the proposed Children's Centre, the application proposes the inclusion of a 1.8m green powder-coated weld-mesh fencing, in design terms I would not seek to raise objection to this element. I am of the opinion that the design and external materials of this proposal are in accordance with Structure Plan Policy QL1 and Swale Borough Local Plan Policy E19 relating to quality of design and the provision of the proposed building would facilitate well the range of health, adult education and family support services that it aims to do in accordance with Structure Plan Policies QL11 & QL12.

Car Parking and Access Issues

24. Members will note that representations were received from two nearby residents of the site who benefit from vehicular access to the rear of their properties which is accessed through the site of the proposed Children's Centre. The representations largely focussed on the need for access to the rear of their properties remaining unrestricted before during and after construction of the proposed Centre. The existing access way would be slightly repositioned to the east of its current position but the applicant has stated that access would not be impeded in any way to the rear of properties in First and Second Avenue. The proposed car parking (see plan on page D5.3) would extend across a section of existing grass space but would not alter the width of the access road at the rear of 1A First Avenue thus not making access any different to the current arrangements. There would be a strip of landscaping retained between the proposed car parking and the boundary with 1A First Avenue.
25. From a policy point of view, it is considered that the proposal meets the requirements of Policies TP3 and QL12 which require that community facilities be grouped together to reduce the need for travel, be easily accessible by walking and public transport. Bearing in mind the views expressed by the Divisional Transportation Manager in paragraph 11 above, I would not raise objection on highway grounds.

**Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

Flood Risk Issues

26. Members will note the objections received from the Environment Agency detailed in paragraph 11 which outlined that whilst they are not opposed to the development in principle, it needs to demonstrate compliance with PPS 25 - Development and Flood Risk. This includes the need to be subject to the Sequential Test outlined in PPS25. PPS25 states that the Sequential Test must be undertaken in areas at risk of river or sea flooding and that preference should be given to locating new development in Flood Zone 1. If there is no reasonably available site in Flood Zone 1, the flood vulnerability of the proposed development can be taken into account in locating development in Flood Zone 2 and then Flood Zone 3.
27. The proposed development has been classified as 'more vulnerable' (non-residential uses for nurseries and educational establishments) in table D.2 of PPS25 Annex D. This means that the proposed development is also subject to the Exceptions Test. PPS25 states that for the development to meet the Exception Test it must, amongst other matters, demonstrate that the development provides wider sustainability benefits to the community that outweigh the flood risk; a Flood Risk Assessment must also be produced to demonstrate that the development would be safe, without increasing flood risk elsewhere, and where possible, reduce flood risk overall. The Exception Test should only be applied after the Sequential Test has been undertaken and in the circumstances when 'more vulnerable' development cannot be located in sites within Flood Zones 1 or 2.
28. The comments received from the EA clearly outlined for the applicant's benefit what details were required in order to potentially make the development acceptable in terms of flooding. However the applicant has failed to take into account this advice and has not undertaken the Sequential Test or the Exceptions Test as requested by the EA. A basic Flood Risk Assessment was produced, but it did not address the issues raised by the EA causing their original objection to remain.
29. In terms of mitigating the flood risk, there has been no attempt by the applicant, apart from some brief comments relating to a flood risk management plan, to address any of the EA's concerns. PPS25 is explicit in its requirement for Local Planning Authorities to take into account all material considerations when determining planning applications including that of flood risk. Consequently there has been no information or work carried out by the applicant to try and mitigate the flood risk concerns of the Environment Agency, namely by producing a FRA and carrying out the Sequential Test and Exceptions Test. Therefore in view of the site's location within Flood Zone 3, I have to conclude that the application is contrary to the emerging South East Plan Policy NRM3, Structure Plan Policy NR10 and Swale Borough Local Plan Policy E4 in relation to development in areas of high flood risk. The information currently provided is insufficient to form a considered opinion on the potential flood risk and flood prevention measures and to satisfy the requirements of development plan policy and Government guidance. I therefore, recommend that the application be refused on these grounds.

**Conclusion**

30. In light of the above consideration, in my view, the proposed Children's Centre would be acceptable in terms of its location/siting, design, parking/access and I do not consider that it would result in an adverse impact on residential amenity. I do not under the circumstances consider the application to be contrary to Structure Plan Policies SP1,



## Item D5

### **Modular building for use as a community Children's Centre, on Land to the corner of Rushenden Road and First Avenue, Queenborough – SW/07/1184**

---

QL1, QL11, and Swale Borough Council Local Plan Policies SP1 and E19 relating to quality of design.

31. However, the application site is within Flood Zone 3 and accordingly stringent flood risk mitigation measures must be complied with. To date nominal information has been provided by the applicant and an objection is maintained by the EA. Whilst it is acknowledged that the EA is not opposed to the application in principle, there is insufficient information available to reach a decision on the issue of flood risk, and thus I would echo the objections voiced by the EA and accordingly recommend that the application be refused on flood risk grounds.

#### **Recommendation**

32. I RECOMMEND that PLANNING PERMISSION BE REFUSED ON THE FOLLOWING GROUNDS
- i. The development is contrary to the emerging South East Plan Policy NRM3, Structure Plan Policy NR10 and Swale Borough Local Plan Policy E4 in relation to development in areas of flood risk.
  - ii. The applicant has failed to satisfactorily demonstrate compliance with PPS25. In particular there has been no Flood Risk Assessment produced nor have the Sequential Test and Exceptions Test been carried out, in accordance with the requirements set out in PPS25 for development sites with Flood Zone 3.

Case officer – Adam Tomaszewski	01622 696923
---------------------------------	--------------

Background documents - See section heading
--

This page is intentionally left blank

**Item D6****Children's Centre, plus demolition of a derelict chapel and creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

A report by Head of Planning Applications Unit to Planning Applications Committee on 29 July 2008.

TH/08/384 – Application by Kent County Council Kent County Council Children, Families, Health & Education for construction of a single storey modular building on existing school car park and public car park for use as a Children's Centre, including the installation of canopies, external storage, fencing and external impact absorbent play areas, plus the demolition of a derelict chapel and creation of a new car park at Priory Infant School, Cannon Road, Ramsgate.

Recommendation: Permission be granted

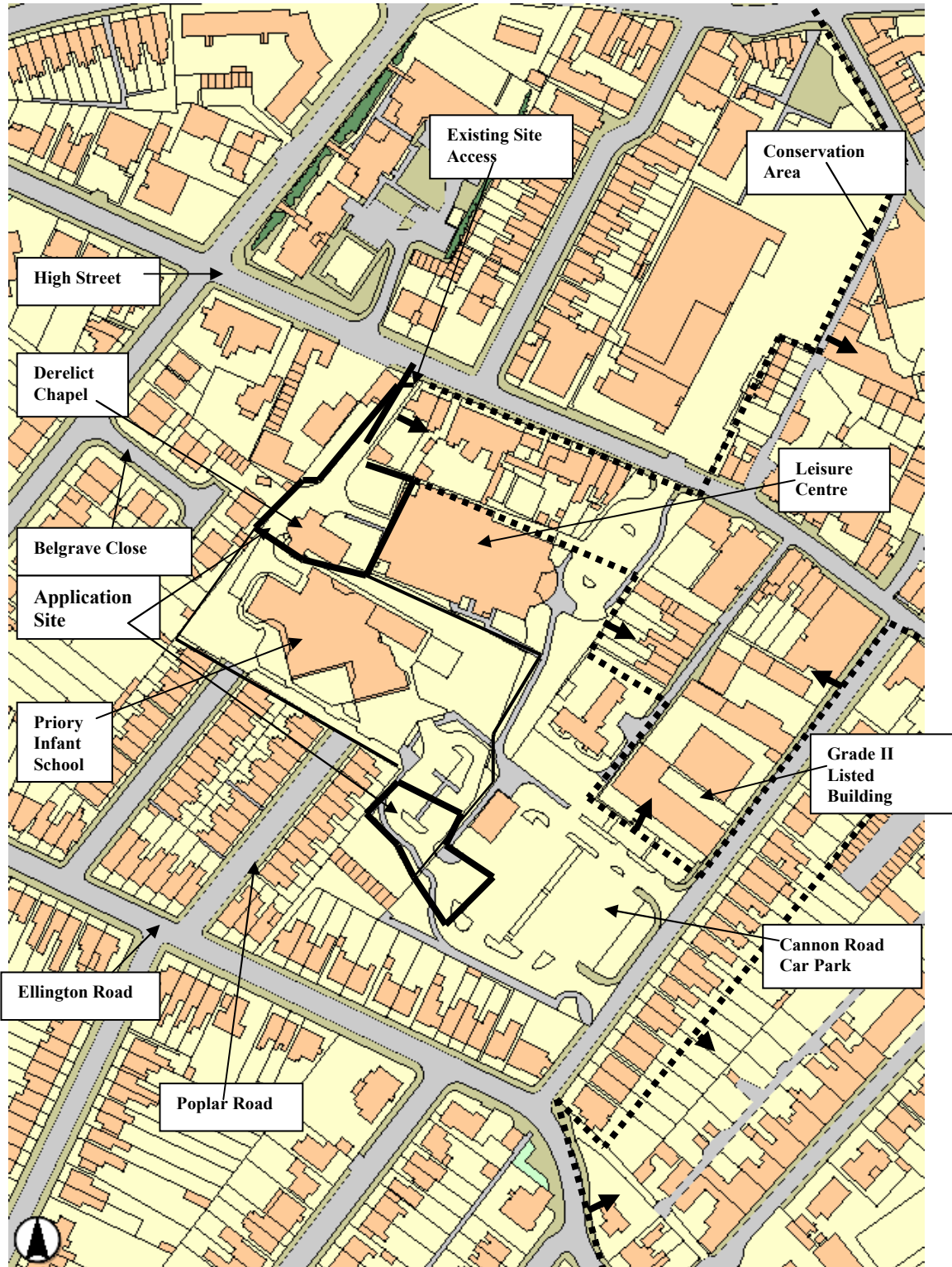
**Local Members:** Mrs E. Green & Mr A. Poole

**Classification:** Unrestricted

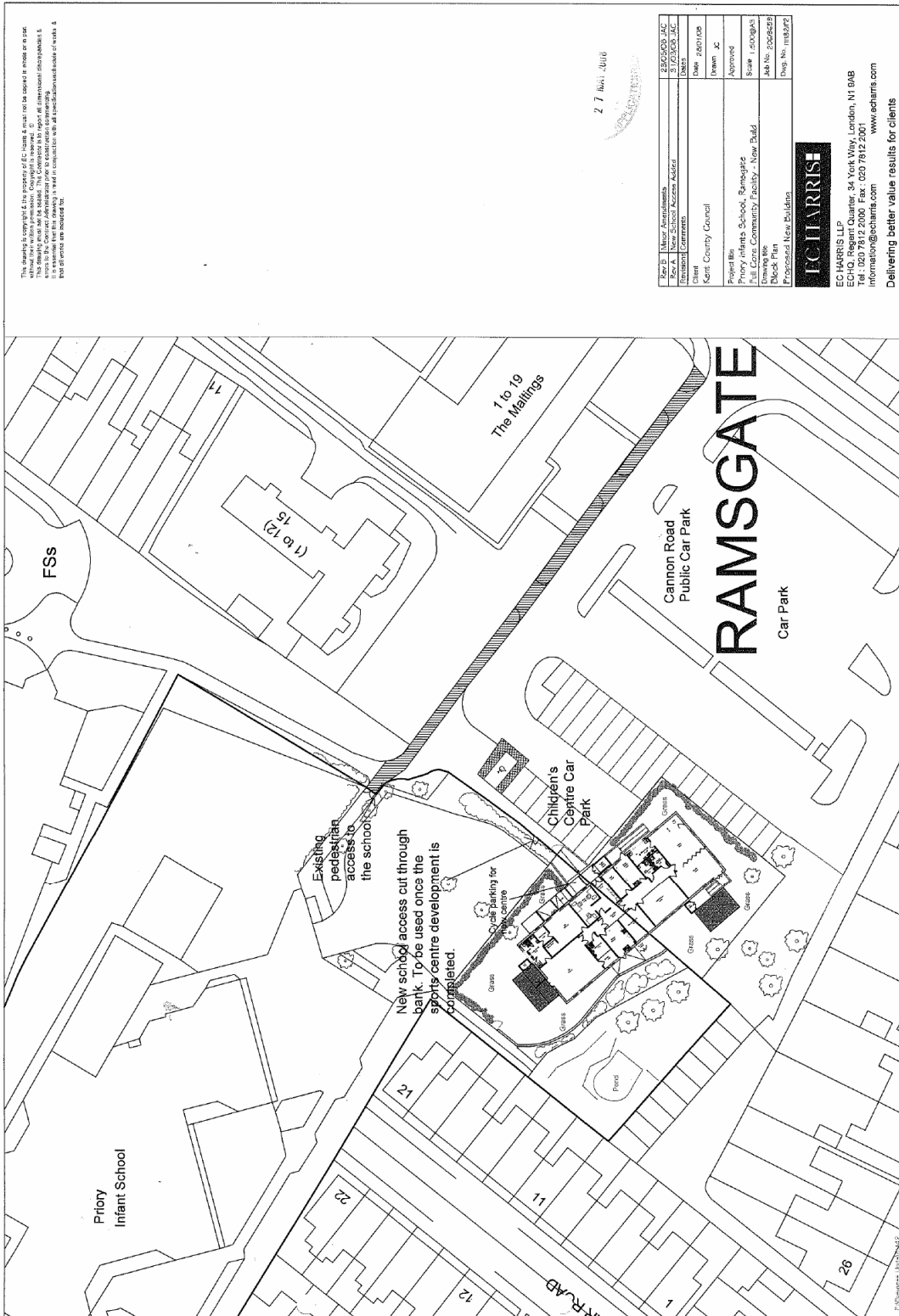
**Site**

1. Priory Infant School is located on a confined urban plot in Ramsgate town centre. The School presently accommodates 178 pupils and employs 35 members of staff, including those employed on a part-time basis. The School has two entrance points; the main entrance is at the rear of Cannon Road Public Car Park and includes pedestrian access to the site and car parking for 21 vehicles within the grounds. The second is along an access road off the north-west end of the High Street that passes between residential property on the road. That route also serves the rear service/ emergency entrance to the District Council managed Sports Centre adjacent to the school grounds to the north-east.
2. The application site proposed is split into two separate locations to the north and south-east of the main school building. The site to the north includes the access road to the High Street, a disused area of land to the rear of the Sports Centre, and a derelict chapel owned by Thanet District Council. The site to the south-east of the school forms the greater part of the School's car park and part of the western corner of the adjacent public car park, also in the ownership of the District Council.
3. The school grounds, including the application site, are surrounded by development including for the most part residential properties. A sports centre and the rear of properties facing onto the High Street are positioned to the north. Residential properties are located immediately adjacent to the site to the south and west, and to the east is Cannon Road Car Park. The surrounding urban environment consists predominantly of terraced properties. Two blocks of flats are located to the east, adjacent to Cannon Road Car Park; the further of the two is a former Brewery, which is a Grade II Listed Building. A modular building accommodating the Ramsgate Library, whilst the permanent building is redeveloped, is located adjacent to the school grounds within Cannon Road Car Park on part of the land proposed as part of the application.
4. The application site is not subject to any specific designations. The Thanet District Local Plan identifies land to the immediate north and east as being within the Ramsgate Conservation Area.

**Children's Centre, plus creation of replacement school car park at  
Priory Infant School, Cannon Road, Ramsgate – TH/08/384**



**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**



The drawings are copyright & the property of E.C. Harris & must not be copied or used in any way without the written permission of E.C. Harris & must not be used for any other project. This drawing is for the use of the client only and is not to be used for any other purpose. It is to be used for the design of the building and is not to be used for any other purpose. All rights reserved. E.C. Harris & Co. Ltd. 2008.

27 Nov 2010

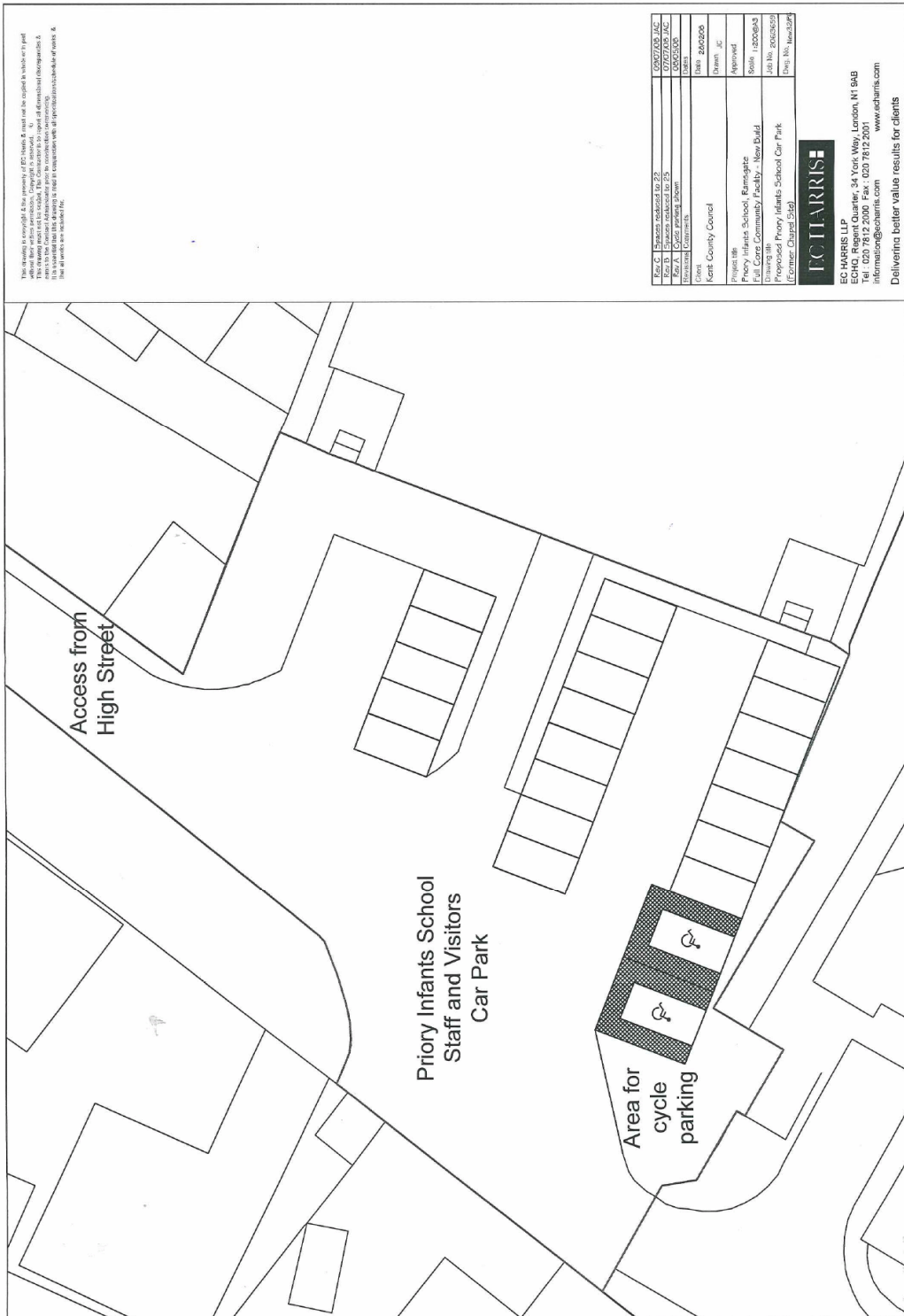
Rev A	New School Access Added	08/05/09 JAC
Rev B	New School Access Added	3/12/09 JAC
Revision	Comments	Date
Client	Kent County Council	Drawn
Project No.	Priory Infant School, Ramsgate	Approved
Drawing No.	Full Centre Community Facility - New Build	Scale
Block Plan		Job No.
Professional Name/Status		Page No.

**E.C. HARRIS**  
 EC HARRIS LLP  
 ECHARRIS, Queens, 34 York Way, London, N1 6AB  
 Tel: 020 7812 2000 Fax: 020 7812 2001  
 information@echarris.com www.echarris.com  
 Delivering better value results for clients





**Children's Centre, plus creation of replacement school car park at  
Priory Infant School, Cannon Road, Ramsgate – TH/08/384**



This quantity is copyright & the property of ECHARRIS & must not be copied or published in whole or in part without the prior written consent of ECHARRIS. This quantity is for information only and does not constitute an offer of any services. ECHARRIS is not liable for any loss or damage, including consequential loss or damage, arising from the use of this information. All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of ECHARRIS. All rights reserved.

Rev. C1	Structure reduced to 23	09/07/2010 JAC
Rev. B1	Structure reduced to 23	07/07/2010 JAC
Rev. A1	Structure reduced to 23	06/07/2010 JAC
Rev. 01	Structure reduced to 23	05/07/2010 JAC
Client	Kent County Council	Drawn by: JAC
Project title	Priory Infant School, Ramsgate	Approved:
Location	Full Care Community Facility - New Build	Scale: 1:2000@A3
Drawn by	JAC	Job No: 20080201
Proposed	Priory Infants School Car Park	Proj. No: NewBuild
(Location: Chapel Street)		

**ECHARRIS**

ECHARRIS LLP  
 ECHO, Regent Quarter, 34 York Way, London, N1 9AB  
 Tel: 020 7812 2000 Fax: 020 7812 2001  
 information@echarris.com  
 www.echarris.com

Delivering better value results for clients

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

**Background**

5. Part of the proposed redevelopment of this part of the town centre includes a land exchange between the District and County Councils. Thanet District Council is planning to extend the adjacent Sports Centre to potentially include a new swimming pool. To enable this development to take place the District Council would require part of the Priory Infant School grounds including the northern end of the School's car park. To compensate for the loss of this part of the County Council owned school grounds the District Council will transfer ownership of the land the derelict chapel currently occupies and part of the eastern end of the Cannon Road Car Park to the County Council.
6. The Chapel building identified in the application is derelict and has been for sometime. The Church was burnt out in the past and has never been redeveloped. The building dates from the early 20<sup>th</sup> Century and is not of listable quality.
7. As set out above a temporary library building currently occupies part of the land identified for development within the Cannon Road Car Park. This building has recently been granted planning permission under reference TH/08/487 for a continued temporary period until March 2010, or until the permanent Ramsgate Library building, which was recently burnt out, is redeveloped.

**Proposal**

8. The application proposes the creation of a community Children's Centre within the grounds of Priory Infant School and on part of the adjacent Cannon Road Car Park, along with the provision of a replacement school car park. The existing arrangements would be compromised by the proposed development.
9. The proposed Children's Centre would be accommodated within a purpose-built single storey modular building that would be constructed off site in a quality-controlled environment and transported to site to be fixed on pre-constructed foundations. The exterior of the building would be finished with white render, 75mm wide oiled cedar cladding, brown UPVC windows, brown aluminium doors, metal profiled roof panels and external canopies. The cedar cladding is shown in sections to the main public facing elevations and is designed to over-sail the roofline by 450mm. The Children's Centre building would be warranted for a period of at least 25 years to meet the applicant's requirements. The application sets out that the building would be designed to achieve a minimum Building Research Establishment Environmental Assessment Method (BREEAM) rating of GOOD.
10. The development would create approximately 396m<sup>2</sup> of floorspace and would contain a crèche / multi purpose meeting room for use by families attending the Centre as informal meeting space through to more formal seminar style learning. The building would also include a second smaller multi purpose room, an interview / treatment room, staff room, reception, office space, kitchens, associated toilets and cloakroom facilities, laundry and 2 nursery rooms for children aged 0-2 years and 2-5 years old. The second nursery room and the larger multi purpose room would have direct access to external impact absorbent play areas.
11. The Children's Centre aspect of the development would also include a cut and fill exercise to level the area of the footprint on which the building is proposed. A 1.8m



**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

weld-mesh style security fence with landscaping to enhance the visual appearance of the scheme would enclose the Children's Centre and associated external areas.

12. The application has been made on behalf of the County Council's Children, Families, Health and Education Directorate. The scheme is one of a number of similar applications being proposed across the County as part of Central Government's National Sure Start Programme. 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 toward employment. It is the Government's intention to have a Children Centre in every community by 2010.
13. The aim of the proposed Children's Centre is to offer a range of health, adult education and family support services to the local community. The provision of services is determined by existing services in the area and the needs of the local community. The application states services offered in the Centre would include a range of health, adult education and family support services like antenatal classes, baby clinics and drop-in sessions for parents and children. The proposed facilities would also include full day care facilities for children under 5 years old.
14. The Children's Centre would operate as a separate community facility, independently from the Priory Infants School. The application proposes that the Centre would be open from 0800 to 1800 hours, Monday to Friday, 48 weeks of the year. The Centre would employ 3 members of staff in the community section (a manager, administrator and community development worker) with other professionals visiting from time to time as required. The nursery would employ 7 members of staff. The application states that staff would be employed from within the surrounding area and would be expected to walk to the centre. The application includes the provision of 8 dedicated car-parking spaces for the Children's Centre within the Cannon Road Car Park.
15. The application sets out that the Centre is expected to generate up to 30 visitors to the community facilities in a typical day. The movements are likely to be spread out over the 10 hours of operation, mainly by appointment. The Centre would also provide a potential venue for occasional educational events in association with the service, like seminar style training. The application advises that it is unlikely that these events would coincide with the peak school travel times. The nursery function would allow for a maximum of 52 children each day, 26 attending in the morning and 26 in the afternoon.
16. The application states that the Centre has been strategically located to minimise travel distances for most of the community it is intended to serve. The Sure Start programme puts emphasis on encouraging visitors to walk the Centres, highlighting the importance of the facility being within easy buggy pushing distance, approximately 20 minutes walk, from the community it is intend to serve.
17. The proposed construction of the Children's Centre and District Council promoted extension to the adjacent Sports Centre would result in the loss of the schools existing pedestrian and vehicle access arrangements from Cannon Road Car Park, including the schools on-site car park (21 spaces). The application includes mitigation measures to compensate for the changes. This would include a revised pedestrian access route from the Cannon Road direction. The proposal would ultimately move the existing arrangements approximately 25m to the south-west along the school boundary to allow

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

for the redevelopment of eastern corner of the school grounds as part of the extension to the adjacent Sports Centre.

18. The application also proposes a new school car park located adjoining the secondary vehicle access to the school off the High Street. The proposals would provide 22 new car parking spaces in compensation for those lost in the existing car park, including 2 disabled bays and cycle parking facilities. The area of land identified for this arrangement current consists of a small open grassed area to the rear of the Sport Centre and a derelict chapel. The chapel would be demolished as part of the redevelopment of the site. The secondary access would also form the only vehicle access to the site, including emergency vehicles.
19. The documents received with the application contain a report on ground conditions that identifies potential contaminants left by previous development. The application also includes an Ecology Scoping Assessment and an initial summary of findings following a Bat and Ecological Survey of the chapel carried out by Kent Wildlife Trust.

**Development Plan Policies**

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

(i) The adopted **Kent and Medway Structure Plan (2006)**:

- |             |  |
|-------------|--|
| Policy SP1  | Seeks to protect and enhance the environment and achieve a sustainable pattern and form of development.  |
| Policy SS6  | Seeks to improve the built and natural environment, functioning and appearance of the suburbs of the major urban areas, including the provision of services and facilities that serve local needs.   |
| Policy EN8  | Seeks to protect, conserve and enhance wildlife habitats and/or species.   |
| Policy QL1  | Seeks all development be well designed and of high quality that respond positively to the local character. Development, which would be detrimental to the built environment, amenity, function and character of settlements or the countryside, will not be permitted. Seeks development to consider the needs of the community, provide safe environment, protect residential amenity, and adopt sustainable construction techniques. |
| Policy QL6  | Seeks to preserve or enhance the special character or appearance of Conservation Areas.  |
| Policy QL8  | Seeks to preserve, protect and enhance the integrity and character of listed buildings and the character of their setting.   |
| Policy QL11 | Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres particularly where services are deficient.   |

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

Policy TP3 Local Planning Authorities should ensure that development sites are well served by public transport, walking and cycling.

Policy TP19 Seeks development proposals to comply with the respective vehicle parking policies and maximum standards adopted by Kent County Council and Medway Council.

Policy NR1 Seeks development to incorporate sustainable construction techniques and prudent use of natural resources.

Policy NR5 Seeks to conserve and enhance Kent's environment including visual, ecological, geological, historic and water environments, air quality, noise and light intrusion.

Policy NR8 Seeks to protect the quality of Kent's groundwater resources.

(ii) The adopted **Thanet District Local Plan (2006)**:

Policy TR1 Seeks development generating travel demand to be located within urban areas in locations which are highly accessible on foot, by bicycle or by public transport.

Policy TR12 Seeks development to provide convenient and secure cycle-parking.

Policy TR15 Seeks development to demonstrate through green travel plans specific measures to encourage walking, cycling and public transport in preference to private car travel.

Policy TR16 Seeks proposals for development to make provision for the parking of vehicles. Within the town centre areas new development proposals will not be required to provide on-site car parking spaces.

Policy TR17 Seeks to retain off-street public car parking. Development that would result in the loss of off-street public car parking will be refused unless satisfactory replacement is made available or the loss of parking spaces is a result of physical improvement measures.

Policy D1 Seeks development to provide a high quality of design that respects the character or appearance of the surrounding area, particularly in scale, massing, rhythm and use of materials. Seeks development that is compatible with neighbouring buildings and spaces and does not lead to unacceptable loss of amenity through overlooking, noise or light. Seeks accessible and secure forms of development.

Policy D2 Seeks landscaping as part of any proposals that enhances the development in its setting.

Policy HE1 Seeks to preserve Listed Buildings and their setting.

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

Policy HE4	Seeks all development in and adjoining Conservation Areas to preserve or enhance the special character and appearance of the area.
Policy HE6	Seeks applications for demolition in Conservation Areas to be acceptable in terms of the effect on the character and appearance of the surroundings.
Policy CF1	Planning permission will be granted for new community facilities if the proposals are not contrary to other Local Plan Policies and the use and location are demonstrated as appropriate

**Consultations**

21. **Thanet District Council** – raises no objection.
22. **Environment Agency** – raises no objection in principle subject to conditions to protect the groundwater quality. The site lies on head deposits that in turn overlie the upper chalk formation, which is classified as a major aquifer. The site does not lie in a Source Protection Zone. The Agency's comments draw attention to Planning Policy Statement 23: Planning and Pollution Control that requires the potential for contamination to be considered, any risks assessed and remediation taken to deal with unacceptable risk. The Agency notes that a report on ground conditions submitted with the application identifies ground contamination, but does not contain sufficient information to fully assess the site or the risk to groundwater. The Agency's recommendations include conditions requiring further site investigations, the submission reports verifying any necessary remediation work, no infiltration of surface water drainage into the ground without express consent, piling or foundation designs using penetrative methods shall not be permitted other than with express consent. Without the recommended conditions, the Agency considers the proposed development of the site poses an unacceptable risk to the environment and would wish to object to the application.
23. **Divisional Transportation Manager** – Following negotiation over the number of car parking spaces proposed and the access arrangements, raises no objection to the application, subject to the provision of cycle parking, wheel washing facilities to be provided on site during construction and construction vehicles and plant to be stored within the site. The consultees' comments confirm that the 22 replace car parking spaces proposed for the school and 8 spaces proposed for the Children's Centre would be acceptable and in accordance with the Kent Vehicle Parking Standards. The comments received also note that the site is extremely sustainable with excellent public transport connections, and that it abuts a large public car park.
24. **County Archaeologist** – raises no objection to the application subject conditions seeking a programme of building recording and the implementation of a watching brief to record any remains that maybe encountered during groundworks. The County Archaeologist notes that the chapel identified in the application for demolition dates from between the First and Second World Wars and would appear to be connected with the Holy Cross Convent on the 4<sup>th</sup> Edition OS map. The consultee recommends that the concentration of nineteenth and twentieth century ecclesiastical institutions in the District does have cultural significance in terms of Thanet's social history and as such some recording of the structure would be appropriate prior to demolition.

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

25. **County Conservation Architect** – raises no objection, and comments as follows:

*“The chapel appears to have been constructed between the Wars. Certainly the style of window openings indicates this period. Access to the interior was not possible and it is therefore difficult to form a complete opinion of the quality of the building and its historic significance, which is likely to be marginal. The building offers little to the locality because of its seclusion and to this end it would be difficult to support its retention unless the interior was found to be worthy of saving. I would not anticipate finding anything of quality inside the building but could not categorically rule this out until an inspection of the interior has been undertaken.”*

**Representations**

26. The application has been publicised by two site notices and the notification of 95 neighbouring properties. 3 letters of representation have been received commenting on and/or objecting to the application. The main observations and objections raised to the proposal can be summarised as follows:

- Remarks that bats have been observed in the area of the disused Chapel and that the building may provide a potential roost. Draws attention to the protection afforded bats and their places of shelter.
- Raises no objection to the construction of the Children’s Centre, which would be a worthwhile improvement, and benefit to the local Community. Raises concerns over the proposed demolition of the Chapel. Considers the building could be converted into housing despite the internal fire damage, and that demolition for car parking would be wasteful. Considers the land adjacent to the building and within the school grounds could provide sufficient space for the parking needs.
- Notes the building is adjacent to the Conservation Area and its demolition would have an impact on the locality. Considers that whilst some may consider the building an eyesore, it is in its own way appealing with some interesting features including the tall windows and curved end of the building.
- Questions whether the number of car parking spaces proposed is necessary? Notes that not all staff and visitors drive to the site and that there is ample of parking available in Cannon Road Car Park.
- Raises concern about the potential for misuse of the car park out of school hours, and requests that the area be fenced and gated.
- Objects to the demolition of the Chapel on local heritage grounds. Considers the chapel should be preserved as a historic sacred building.
- Considers the demolition of the Chapel would be financially wasteful, offers to purchase the building with a view to converting it into a house.

**Local Member**

27. The Local County Members for Ramsgate, Mrs E. Green and Mr A. Poole were notified of the application on 20 March 2008.

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

**Discussion**

28. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. Therefore, this 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 considering this proposal the Development Plan Policies outlined in paragraphs (20) above are particularly relevant.

29. In my opinion, the main determining issues relate to the following points:

- location;
- design, layout and appearance;
- highway considerations;
- amenity impacts;
- ecology;
- environmental considerations; and
- security.

**Location**

30. Whilst the application site is not identified as being subject to any site specific Development Plan Policies. The proposed development would involve the loss of part of the Cannon Road Public Car Park, and therefore is subject to Thanet Local Plan Policy TR17 that seeks to preserve off-street public car parking unless satisfactory replacement parking is made available or the loss is a result of physical improvement measures. The position of the footprint of the building proposed would result in the loss of manoeuvring space and approximately 9 spaces from the west corner of the Cannon Road Car Park.

31. I note that neither Thanet District Council (which is responsible for local car parking provision) nor the Divisional Transportation Manager has raised concerns over the loss of spaces from this car park. Considering the above comments and the size of the car park, I am satisfied that the loss of spaces would not cause a problem in the locality. There would still be a large number of spaces retained in the public car park and there are a number of other options for off-street parking in the locality. In my opinion the proposed development would provide a new facility to meet the needs of the local community and as such consider that this would be sufficient justification to allow favourable consideration of the redevelopment of part of the public car park.

**Design, Layout and Visual Appearance**

32. Kent and Medway Structure Plan Policy QL1 seeks all development to be of high quality and respond positively to the local character and take account of the needs of the community, amongst other matters. Both parts of the application site are close to the Ramsgate Conservation Area and the proposed Children's Centre would be located opposite a Listed Building. Structure Plan Policies QL6 and QL8 and Local Plan Policies HE1, HE4 and HE6 seek to preserve the character of Conservation Areas and their setting, along with the setting of any Listed Buildings. Thanet District Local Plan Policies

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

D1 and D2 seek development that provides a high quality design that respects the character of the surrounding area and neighbouring properties, particularly in scale, massing, rhythm, use of materials and through the provision of appropriate landscaping.

33. Given the location, consideration should be given to the potential visual impact of the proposed development, and its impact on the setting of the adjacent Conservation Area and Listed Building. The design of the building proposed is similar in nature to a number of Children's Centre applications that the County Planning Authority has considered across the county. The application proposes a modular style building that would include the provision of a white rendered finish, vertical cedar cladding to sections of the main elevations, and brown coloured UPVC windows. The applicant states that the materials selected draw on the design approach taken with the building opposite the site. The proposals include provision of weld-mesh fencing and landscaping to the prominent boundaries.
34. I note that there is a mixture of architectural styles in the locality of the site including a Listed Building and similar modular style buildings, albeit on temporary consents. I consider that the location proposed for the Children's Centre building, to the rear of Cannon Road Car Park adjacent to the rear boundary of properties in Poplar Road and a garage block to the rear of Ellington Road, would position the structure in such a way that it would not affect views of, or into the Conservation Area. The provision of fencing and appropriate landscaping to the prominent bounds would serve to soften the views of the structure. In my opinion, the use of materials informed by local buildings would help to integrate the development into its surroundings, and the variety of materials and contrasting colours should help to break up the uniform structure and generate interest.
35. The application includes a proposed reduction in the overall height of the land to the north-west of the site, and the raising of the footprint of the building to the south-east. Taking this into consideration along side the scale of the proposed structure, whilst the building is close to the rear façade with property in Poplar Road (approximately 18m at the closest point), the properties in Poplar Road sit above the site, and would overlook the development. I considered that the development is appropriate in scale and massing in relation to the surrounding buildings.
36. Local residents have raised objections concerning the proposed demolition of the derelict chapel. The building is situated on the land identified to be redeveloped as the school's new car park, and is positioned adjacent to the Conservation Area. Comments have been received concerning this building from both the County Archaeologist and the County Council's Conservation Architect, neither raise objection to the demolition of the building. The County Archaeologist notes that the structure may have some local interest and recommends a programme of building recording prior to demolition. I note that the Conservation Architect has indicated that it would be difficult to support the retention of the chapel on heritage grounds. The chapel building has remained derelict for a number of years and was burnt out at some point in its history. Whilst the Kent and Medway Structure Plan Policy QL6 and Local Plan Policy HE4 seek to preserve the special character of the Conservation Area, I also note that the Chapel is technically outside the boundaries of this area and such could potentially be demolished without an express consent. In addition, I note that the location of the Chapel at the end of an access road means that the structure is remote from the street-scene and contributes little to the character of the area. The suggestions made by nearby residents about redeveloping the Chapel are large academic as it is down to the owner of the land to

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

propose how they wish to use the space. I can only consider the acceptability of the scheme proposed in the application. In this instance, given the points set out above and that no objection has been received from Thanet District Council, subject to a programme of building recording I raise no material objection to the demolition of the Chapel.

**Highway Considerations**

37. The Children's Centre proposed would operate a drop in style facilities to support of the Government's Sure Start Programme for young families in the local community. The Centre would offer a range of health, adult education, family support services including a nursery. The application sets out that the Centre would employ 10 members of staff on permanent basis, with an estimated 30 visitors to the community function across a normal day, alongside the provision of 52 nursery places. The application sets out that the use of the Centre would normally be spread across a 10-hour day, and only at the beginning and end of the nursery sessions and when training events, like occasional seminars and group sessions, are being held would there be several people arriving at one time.
38. Kent and Medway Structure Plan Policy TP3 and Thanet District Local Plan Policies TR1, TR12 and TR15 require that any new development be well located to minimise the need to travel, and ensure access to move sustainable means of travel, like public transport, walking and cycling. The proposed location directly adjacent to Ramsgate town centre is highly sustainable with good access to a range of public transport opportunities. The proximity of the Cannon Road Car Park would also allow facilities for those who may choose to travel by car.
39. The proposed Children's Centre has been located to serve the needs of the local community, proposed alongside an existing community service where there is likely to be crossover in terms of the people using the school with those that would use the proposed Centre. The access and traffic congestion surrounding the school are mainly centred on the peak movement times at the start and end of the school day. The size and proximity of the Cannon Road Car Park to the school, and in turn the application site, helps to reduce the impact of traffic associated with the site on the local area by removing vehicles and congestion from the public highway. The facility proposed would not be directly linked to the existing school operating hours with movements spread more evenly across the day, rather than centred on regular peak times.
40. The proposed building would be positioned on part of the existing school car park resulting in the loss of 21 spaces on-site. However, in mitigation for this loss the application proposes a replacement car park providing 22 spaces. The Centre itself would benefit from 8 designated spaces within the adjacent public car park. I note that one of the representations received from nearby residents raises the question of the number of car parking spaces proposed and considers that sufficient car parking could be accommodated without the demolition of the chapel building. The applicant was asked to explore this option, however it was found that there would not be sufficient space available to accommodate the number of spaces required without the removal of the Chapel.
41. The Divisional Transportation Manager has advised that the proposed car parking arrangements would be in accordance with the Kent Vehicle Parking Standards for the



**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

proposed land uses. The number of spaces in the replacement school car park was subject to negotiation resulting in a reduction in the overall number proposed down from 29. Due to the sustainable central location the Transportation Manager was not prepared to support an overall increase in the number of spaces on-site, and in addition the provision of 29 spaces would have exceeded the recommended level of car parking for the size of school.

42. All visitors to the Children's Centre would be encouraged to walk or cycle. This could be monitored and facilitated through the development of a Travel Plan for the Centre and the provision of cycle parking facilities. Whilst, it is inevitable some visitors would choose to drive, taking account of the Divisional Transportation Manager's views, I do not consider that the level of movements that are likely to be generated would have an unacceptable impact on the area. Further to the above, I note that the temporary library building that occupies part of Cannon Road Car Park and generates movements in its own right would in time be removed from the area with the associated traffic movements migrating back to the permanent library building once it has been redeveloped.
43. Therefore, subject to conditions including submission of details of cycle parking and a Travel Plan for the Centre, I consider that the application would accord with the appropriate Development Plan Policies and raise no objection to the application on highway grounds.

**Amenity Impacts**

44. In my opinion the type of use proposed is unlikely to generate an unacceptable increase in the existing background noise levels already generated by the school during its day to day activities. The hours of use proposed, 0800 to 1800 hours Monday to Friday, would not substantially extend the normal hours of operation from that of the adjoining school. Due to the changes in ground level, and even though the closest properties are located within 20m of the proposed building, in my opinion there would not be opportunity for an unacceptable loss of privacy, nor concerns about overshadowing or the massing of the building. Given the size of the Centre and the numbers of potential visitors suggested in the application, I am satisfied that the Centre would not cause an unacceptable impact to adjoining residential properties as a result of its location or the hours set out above.
45. The provision of a new 22-space school car park would add additional vehicle movements to the access drive off the High Street. This route runs adjacent to residential property on the High Street, and the proposed car parking would be positioned opposite the rear of properties in Belgrave Road. Considering the use would primarily be tidal with, for the most part, staff using the facilities, and given the size of the car park proposed, I do not consider that the use would result in an unacceptable impact on residential properties. I note that no concerns have been received from nearby residents relating to this issue.

**Ecology**

46. Members will note that comments have been received from a local resident about the potential for bats in the locality of the Chapel. The applicant has commissioned a survey of this structure and surroundings to establish the potential for protect species and any impact the demolition of the building would have. Whilst the formal report had not been made available when writing this report, initial comments have been received concerning

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

the work carried out by the Kent Wildlife Trust on behalf of the applicant. The comments include confirmation that no evidence of bats was found during the survey. The comments suggest that the smoke damage to the interior would probably deter bats from using the building. The only constraints identified were in relation to the potential for nesting birds using the vegetation climbing up the walls of the church. In my opinion, subject to a second bat survey of the structure closer to the time of demolition, and best practice to be followed in relation to the potential for nesting birds, the application as proposed would be acceptable in terms of ecology issues in accordance with Kent and Medway Structure Plan Policy EN8.

**Environmental Considerations**

47. The application includes a report on ground conditions at the proposed site. The findings demonstrate that contamination exists on-site that could result in a potential risk to the end-users. The Environment Agency's comments confirm that investigations undertaken to date are not adequate to fully assess the potential contamination or the risk to groundwater. On this basis the Agency has recommended conditions requiring survey work and appropriate mitigation to take place prior to the development of the site. Given the Agency's comments, in accordance with Kent and Medway Structure Plan Policies NR5 and NR8, I would recommend that the suggested conditions covering further site investigations, mitigation measures, surface water drainage and foundation design be imposed on any planning consent to avoid any unacceptable risk to groundwater resources and human health.

**Security**

48. Concern has been raised by a local resident about the potential for misuse of the proposed car park after school hours. The representations request that the area be gated to deter entry when the site is not in use. Given the relatively secluded nature of the area, I would consider that this request to be appropriate. Therefore, should planning permission be granted I would recommend that a condition requiring the applicant to provide details of appropriate arrangements to secure the access after hours be imposed on any consent.
49. I note that one of the main requirements under the Sure Start Programme is the security of the Centre and its end users. Given the location proposed is a relatively high-density area of mixed uses it is important that the development is secure. The application site would be overlooked by a number of residential properties which would assist with surveillance on site. The provision of lighting on site would also assist with site security, however this would also have the potential to impact on residential properties. Therefore, I would recommend that any security lighting be subject to prior approval before being installed on-site. The application also includes the provision of 1.8m security fencing that would assist in securing the site. I am satisfied that subject to the conditions set out above and summarized below that the arrangements would be acceptable.

**Conclusion**

50. I consider that the design and layout of the development as proposed accords with the Development Plan and would not cause harm to the setting of the adjacent Conservation

**Children's Centre, plus creation of replacement school car park at Priory Infant School, Cannon Road, Ramsgate – TH/08/384**

---

Area or Listed Building. There are no material considerations that indicate I should recommend otherwise. I note that the proposed demolition of the derelict Chapel has caused some local concern to local residents, however subject to a programme of building recording, I would not raise a material objection to the application as proposed on these grounds. The Divisional Transportation Manager has considered the highway implications and is not raising an objection to the proposal. The proposed use would increase the number of visitors to the site, however I consider that the type of use would distribute these movements across a normal day and would not have an unacceptable impact on the congestion experienced at peak travel times. I therefore consider that, subject to the imposition of appropriate conditions, the benefits associated with the provision of a community facility outweigh any detrimental impacts the proposals may have and that planning permission should be granted.

**Recommendation**

51. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions including (amongst others) the following:-

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- implementation of a programme of building recording;
- implementation of an archaeological watching brief;
- details of a scheme of landscaping to be submitted;
- details of cycle parking to be submitted;
- details of a gate to secure the proposed school car park;
- no external lighting to be installed on site without prior approval;
- conditions as recommended by the Environment Agency relating to contamination and mitigation measures;
- the provision of adequate wheel washing facilities during construction;
- all construction vehicles and plant to be stored on site;
- hours of use for the Children's Centre to be restricted to 0800 to 1800 Monday to Friday;
- the use of the building to be restricted specifically to use as a Children's Centre only; and
- submission, implementation and ongoing review of a Travel Plan for the Children's Centre.

Case officer – James Bickle	01622 221068
-----------------------------	--------------

Background documents - See section heading
--

This page is intentionally left blank

**E1 COUNTY MATTER 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/01/677/MR7/R12D      Variation of condition (12) of planning permission AS/01/677/MR7 to allow a temporary variation of working hours until 30 September 2008.  
Crundale Limeworks, Crundale, Canterbury
- DA/07/1/R3 & 4, R4, R13, - Submissions pursuant to conditions 3 & 4 (installation of wood R40, R41, R42 & R43      shredder), 4 (amended access point to northern extension), 13 (external lighting, fencing and drainage details), 40 & 41 (archaeological and historic landscape recording programmes), 42 (details for monitoring and mitigation of potential dust impact on Longfield SNCI) and 43 (soil handling and storage details) of planning permission DA/07/1.  
Pinden Quarry, Green Street Green Road, Dartford
- SW/05/353/R11      Details of desk study and walkover survey pursuant to condition 11 (contamination).  
Plot D(9), Symmonds Drive, Eurolink, Sittingbourne
- TM/07/512/R8      Submission pursuant to condition 8 (fencing or other means of enclosure) of planning permission TM/07/512.  
Borough Green Sand Pit, Platt Industrial Estate, St Mary's Platt, Borough Green
- TM/07/512/R28 & R29      Submissions pursuant to conditions 28 (archaeological/historic landscape specification and timetable) and 29 (bat mitigation strategy) of planning permission TM/07/512.  
Borough Green Sand Pit, Platt Industrial Estate, St Mary's Platt, Borough Green
- TM/08/1451      Section 73 application to vary condition 5 of planning permission TM/01/1862 to allow 60 "outside of normal working hours" periods per year on a permanent basis at the asphalt plant.  
Tarmac Limited, Snodland Quarry, Hays Road, Ham Hill, Snodland

E.1

**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.

None

**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/06/1422/R11/R | Amendment to colour of fencing as approved pursuant to condition (11) as a part of the landscaping scheme.<br>Land adjacent to Henwood Industrial Estate, Ashford    |
| AS/06/2071/R3    | Details of external materials – Erection of a detached 3 storey block of 36 extra care apartments for the elderly.<br>Land at Hopkins Field, Eastern Avenue, Ashford |
| CA/08/462        | Erection of canopy between the original 1857 school building and the new extension.<br>Barham CEP School, Valley Road, Barham, Canterbury                            |
| CA/08/651        | New reception classroom.<br>Blean Primary School, Whitstable Road, Blean, Canterbury   |
| CA/08/732        | Proposed extension for resource area.<br>Blean Primary School, Whitstable Road, Blean  |

E.2

- |              |   |
|--------------|---|
| DA/05/768/RA | Minor amendments to approved scheme – relocation of windows to extension. |
|--------------|---|

Sedley Church of England Primary School, Hook Green Road, Southfleet

- DA/06/856/R10 Details of proposed environmental barrier – Kent Thameside Fastrack, Everards Link Phase 2.  
Land immediately north of the railway line between Station Road and The Avenue, Greenhithe
- DA/06/856/R12 Details of landscaping and boundary treatment – Kent Thameside Fastrack, Everards Link Phase 2.  
Land immediately north of the railway line between Station Road and The Avenue, Greenhithe
- DA/06/856/R15, R16, R17 & R18 Details of parking for vehicles engaged in construction works, welfare unit, plant, storage of materials and measures for controlling pollution – Kent Thameside Fastrack, Everards Link Phase 2.  
Land immediately north of the railway line between Station Road and The Avenue, Greenhithe
- DA/07/672/R Minor amendments to elevations of single storey modular building.  
Knockhall Community Primary School, Eynsford Road, Greenhithe
- DA/07/1098/R Minor amendments to the approved scheme.  
Darenth Primary School, Green Street Green Road, Darenth
- DA/08/488/R3 Details of all materials to be used externally.  
Rainbow Nursery, Summerhill Road, Dartford
- DO/08/229 Construction of a new single storey extension and internal remodeling to part of existing building for use as a community Children's Centre, including formation of new ramped/stepped access and enclosing fencing to form a designated play area to an existing playground.  
Aycliffe Community Primary School, St David's Avenue, Dover
- DO/08/559 Installation of a new cycle compound.  
Walmer Science College, Salisbury Road, Walmer, Deal
- DO/08/627 Extension to provide changing and WC facilities.  
Sibertswold Church of England Primary School, Coldred Road, Shepherdswell
- GR/08/121 Replacement school buildings, multi-use games area, parking and landscaping.  
St John's Catholic Comprehensive School, Rochester Road, Gravesend
- GR/08/339 1) Life skills centre for students with special educational needs which includes kitchen, sitting room, bathroom, shower, toilets, 4 bedrooms.  
2) Changing room with toilet for sports hall and new storage building for sports equipment.  
Ifield School, Cedar Avenue, Gravesend

E.3

- MA/06/42/R3 Details of bricks for soldier courses to doors and windows – Erection of a single storey sports hall with associated changing, storage, fitness suite and classroom.  
The Maplesden Noakes School, Buckland Road, Maidstone

MA/06/118/R3	Details of a scheme of landscaping including landscape mound and acoustic screen – All weather football pitch with associated fencing and floodlighting. Maplesden Noakes School, Buckland Road, Maidstone
MA/06/118/R5	Details of surface materials for all weather football pitch – All weather football pitch with associated fencing and floodlighting. Maplesden Noakes School, Buckland Road, Maidstone
MA/07/482/R3	Details of surfacing to the public right of way. Tongs Meadow (between the Harrietsham CEP School nature garden and the railway line), North of West Street, Harrietsham, Maidstone
MA/08/717	Extension to provide a new classroom, small teaching area and outside store to the playground. St Margaret's Church of England Primary School, Collier Street, Marden
SE/07/1914/R4&R6	Details of a scheme of landscaping and proposed woodland management – Erection of new two storey teaching block. Extension and erection of four new single storey residential blocks. Valence School, Westerham Road, Westerham
SE/07/1914/R9	Report on archaeological evaluation – Erection of new two storey teaching block. Extension and erection of four new single storey residential blocks. Valence School, Westerham Road, Westerham
SE/07/1914/R15 & R16	Detailed mitigation strategies for bats and dormice – Erection of new two storey teaching block. Extension and erection of four new single storey residential blocks. Valence School, Westerham Road, Westerham
SE/08/1216	Replacement of UPVC window walling and boarding over with brick and block skin incorporating new UPVC windows. Weald Community Primary School, Long Barn Road, Weald, Sevenoaks
SH/04/1424/R24	Submission of School Travel Plan. Folkestone Academy, land comprising part of the Channel School, Park Farm Road, Broadmeadow Home, Lucy Avenue and part of Unit E, Kingsmead, Park Farm West, Folkestone
SH/07/1361/R5	School Travel Plan. Lydd Primary School, Skinner Road, Lydd, Romney Marsh
SH/08/126/R	Amendment to application approved under planning permission SH/08/126. Sellindge Primary School, Main Road, Sellindge

E.4

E.4



SH/08/497	Solar photovoltaic panel array installation on flat roof of school. St Nicholas Church of England Primary School, Fairfield Road, New Romney
SW/05/1594/R3	Details of a scheme of landscaping pursuant to condition (3) of planning permission SW/05/1594 – Four court sports hall. The Westlands School, Westlands Avenue, Sittingbourne
SW/08/317	Installation of external lift shaft to provide access for disabled pupils attending the school. Queen Elizabeth's School, Abbey Place, Faversham
SW/08/484	Installation of mobile and playground extension. Queenborough First School. Edward Road, Queenborough
SW/08/582	Proposed siting of single storey mobile classroom. Canterbury Road Primary School, School Road, Sittingbourne
SW/08/637	Two-storey temporary building to provide six classrooms and a library. Eastchurch Primary School, Warden Road, Eastchurch, Sheerness
TH/07/75/R4	Details of landscaping scheme pursuant to condition (4) of planning permission TH/07/75. Stone Bay School, 70 Stone Road, Broadstairs
TH/08/242	Partial demolition of existing school buildings and erection of new two storey teaching and ancillary accommodation, refurbishment of the retained buildings and the provision of 142 space car park, a new multi-use games area, hard surfacing and landscaping. The Charles Dickens School, Broadstairs Road, Broadstairs
TH/08/307	Demolition of western range of school buildings, new sports hall, alterations and extensions to eastern block, car parking area and landscaping. Dane Court Grammar School, Broadstairs Road, Broadstairs
TH/08/712	Installation of a mobile classroom building and the erection of a 2m brick wall to allow for the modification of site limits. Ellington Infants School, High Street, St Lawrence, Ramsgate
TH/08/713	Renewal of planning permission TH/06/232 for the siting of a portakabin to house lockers. Chatham House Grammar School, Chatham Street, Ramsgate
TM/08/1271	Provision of a ramp on school visitors entrance. Hildenborough CEP School, Riding Lane, Hildenborough, Tonbridge
	E.5
TW/07/4011/R3	Details of the colour finish to the lighting columns and fencing to the perimeter of the sports pitch. Tunbridge Wells Girls Grammar School, Southfield Road, Tunbridge Wells

## **E5 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:-

DA/08/TEMP/0021 Application for the construction of a new 2-form entry amalgamated primary school, on the site of the existing Sweyne Junior School in Swanscombe. One block of the existing accommodation is retained. The proposal also includes a new vehicular access off Swanscombe Street and areas of new hard play and car parking to replace the existing.  
Sweyne Junior School, Keary Road, Swanscombe

MA/08/TEMP/0033 Construction of an Open-Fronted Wooden Shelter for parents waiting to collect their children. Hollingbourne Primary School, Eyhorne Street, Hollingbourne, Maidstone

SE/08/TEMP/0025 Extension of the existing hard paved car park with alterations to the line of the existing western boundary fence and widening of the entrance drive. Lullingstone Country Park, Kingfisher Bridge, Castle Road, Eynsford, Dartford

SH/08/TEMP/0021 Application for the extension of school building to provide a disabled WC. Selsted Church of England Primary School, Wootton Lane, Selsted, Dover

E.6

SW/08/TEMP/0046 Application for a two storey extension to Caxton Block - Further Education Unit. Single storey athletics changing room and storage building. Multiple extensions to the sports building including a new double height specialist gymnastics hall, fitness and movement studios, club rooms, office and tutor spaces and new reception. Expanding the synthetic athletics track from 4 to 6 lanes and to provide floodlighting for the track only. The Sittingbourne Community College, Swanstree Avenue, Sittingbourne

SW/08/TEMP/0047 Provision of 1 2-bay mobile classroom. Milstead and Frinsted CE Primary School, School Lane, Milstead, Sittingbourne

- (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

**E6 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

E.7

This page is intentionally left blank