

**PLANNING APPLICATIONS COMMITTEE**

**Wednesday, 11th September, 2013**

**10.00 am**

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





## **AGENDA**

### **PLANNING APPLICATIONS COMMITTEE**

**Wednesday, 11th September, 2013, at 10.00 am**      Ask for:      **Andrew Tait**  
**Council Chamber, Sessions House, County Hall, Maidstone**      Telephone:      **01622 694342**

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

#### **Membership (19)**

Conservative (10):      Mr J A Davies      (Chairman),      Mr C P Smith      (Vice-Chairman),  
Mr M J Angell,      Mr M A C Balfour,      Mr T Gates,      Mr P J Homewood,  
Mr S C Manion, Mr R J Parry, Mr C Simkins and Mr J N Wedgbury

UKIP (4)      Mr M Baldock, Mr M Heale, Mr T L Shonk and Mr A Terry

Labour (3)      Mr T A Maddison, Mrs E D Rowbotham and Mr R Truelove

Liberal Democrat (1):      Mr I S Chittenden

Swanscombe and      Mr P M Harman  
Greenhithe Residents  
Association (1)

#### **UNRESTRICTED ITEMS**

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

#### **A. COMMITTEE BUSINESS**

1. Membership: To note the appointment of Mr P M Harman to the Committee
2. Substitutes
3. Declarations of Interests by Members in items on the Agenda for this meeting.
4. Minutes - 17 July 2013 (Pages 1 - 4)
5. Site Meetings and Other Meetings

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

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

1. Application DA/13/0140 (KCC/DA/0031/2013) - Importation and recovery of 490k cubic metres of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity at Stone Pit 1, Cotton Lane, Dartford; S Walsh and Sons Ltd (Pages 5 - 24)

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

1. Proposal TH/13/517 (KCC/TH/0184/2013) - Replacement bow top fencing and gates at Drapers Windmill, St Peter's Footpath, Margate; KCC Property and Infrastructure Support (Pages 25 - 32)
2. Proposal SW/13/0633 (KCC/SW/0153/2013) - Extension to school to provide 3 classrooms, toilets, link corridor and 6 additional car parking spaces at Westlands Primary School, Homewood Avenue, Sittingbourne; KCC Property and Infrastructure Support and Governors of Westlands Primary School (Pages 33 - 50)
3. Proposal SE/13/2187 (KCC/SE/0221/2013) - Single storey extension comprising 1 classroom and library at Lady Boswell's CEP School, Plymouth Drive, Sevenoaks; KCC Property and Infrastructure Support (Pages 51 - 72)
4. Proposal TW/13/2046 (KCC/TW/0219/2013) Temporary planning renewal for existing modular building at Bishops Down Primary School, Rydal Drive, Tunbridge Wells; KCC Property and Infrastructure Support (Pages 73 - 82)

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

1. County matter applications (Pages 83 - 88)
2. County Council developments
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2011
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (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  
(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.)*

Tuesday, 3 September 2013



## KENT COUNTY COUNCIL

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### PLANNING APPLICATIONS COMMITTEE

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Wednesday, 17 July 2013.

PRESENT: Mr J A Davies (Chairman), Mr C P Smith (Vice-Chairman), Mr M J Angell, Mr M Baldock, Mr M A C Balfour, Mr I S Chittenden, Mr T Gates, Mr M Heale, Mr P J Homewood, Mr T A Maddison, Mr S C Manion, Mr R J Parry, Mrs E D Rowbotham, Mr T L Shonk, Mr C Simkins, Mr A Terry and Mr J N Wedgbury

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

### UNRESTRICTED ITEMS

#### **45. Minutes - 7 June 2013**

*(Item 4)*

RESOLVED that the Minutes of the meeting held on 7 June 2013 are correctly recorded and that they be signed by the Chairman.

#### **46. Site Meetings and Other Meetings**

*(Item A4)*

(1) The Committee noted that it would receive two training presentations following the meeting. These would be on the topics of "Highways issues" and the Kent Minerals and Waste Local Plan.

(2) The Committee also noted that the provisionally agreed August meeting of the Committee had been cancelled.

#### **47. General Matters**

*(Item B1)*

(1) The Head of Planning Applications Group, at the request of the Chairman, informed the Committee that the Secretary of State for Local Government and Communities had issued his decision agreeing with the Planning Inspectorate's recommendation to grant planning permission subject to condition and a legal agreement for the westerly extension to Hermitage Quarry, Aylesford (Minute 2011/37). This application had been called-in by the Secretary of State for his determination and the decision confirmed the Committee's decision to grant permission.

(2) The Committee agreed that the Chairman should write on its behalf to the Head of Planning Applications Group to thank her Team (particularly Mr Mike Clifton and Miss Angela Watts) for the considerable body of work undertaken in respect of the very complex planning issues involved in the determination of this application.

(3) The Head of Planning Applications Group also informed the Committee of the receipt of three (so far not validated) planning applications for exploratory boreholes in East Kent. To curtail any rumours to the contrary, she stressed that these were not applications for fracking and agreed to inform all Members of the Committee once the validation was complete and the consultation period had begun.

**48. Proposal GR/13/0118 (KCC/GR/0024/2013) - Perimeter fencing at Rosherville CE Primary School, London Road, Northfleet; Governors of Rosherville CE Primary School**

*(Item D1)*

(1) The Head of Planning Applications Group informed the Committee that the Gravesham Local Plan Second Review document had been replaced by the Gravesham Local Plan Core Strategy as the relevant Development Plan Policy. This made no material difference to her recommendations for this particular application.

(2) On being put to the vote, the Head of Planning Applications Group's recommendations were agreed by 11 votes to 5.

(3) RESOLVED that permission be granted to the proposal subject to conditions, including conditions covering the standard time limit; and the development being carried out in accordance with the submitted details, plans and specifications.

**49. Proposal MA/13/898 (KCC/MA/0132/2013) - Six classroom extension, hall extension and 16 car parking spaces at St John's CE Primary School, Provender Way, Grove Green, Maidstone; KCC Property and Infrastructure**

*(Item D2)*

(1) During discussion of this item, Members of the Committee asked whether future reports could provide more detail on the definitions of "Good" and "Very Good" standards of building design.

(2) RESOLVED that permission be granted to the proposal subject to conditions, including conditions covering the standard time limit; the development being carried out in accordance with the permitted details; the submission of details of all materials to be used externally; details of all external lighting; a scheme of landscaping, including replacement tree planting, and additional screening to the west of the car park area, its implementation and maintenance; measures to protect those trees to be retained; no tree removal taking place during the bird breeding season; the provision and permanent retention of the car parking, covered cycle parking and turning/loading/unloading areas as shown on the submitted plans; hours of working during construction and demolition being restricted to between 0800 and 1800 Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; a construction management plan, including access, parking and circulation within the site for contractors and other vehicles related to construction and demolition operations, and a restriction on traffic movements at peak school times; and measures to prevent mud and debris being taken onto the public highway.

**50. Proposal SH/13/415 (KCC/SH/0139/2013) - Two timber framed classrooms at Highview School, Moat Farm Road, Folkestone; Governors of Highview School**  
(Item D3)

- (1) The Head of Planning Applications Group informed the Committee of the views of the Local member, Mr F McKenna raising no objection to the Proposal.
- (2) RESOLVED that temporary permission be granted to the proposal until 30 April 2016 (to coincide with the previous temporary consent that was granted for the double mobile classroom) subject to conditions, including conditions covering The development being carried out in accordance with the permitted details; hours of working during construction being restricted to between the hours of 08.00 and 18.00 Mondays to Fridays and between the hours of 09.00 and 13.00 on Saturdays, with no operations on Sundays and Bank Holidays; no construction vehicles delivering materials entering or leaving the site between the hours of 08:00 to 09:00 and 14:30 to 15:30 Mondays to Fridays; an increase to the boundary planting around the Design and Technology classroom; and the School Travel Plan being monitored regularly to reduce traffic and parking around the school.

**51. Proposal MA/13/0582 (KCC/MA/0064/2013) - Floodlights to existing multi-use games area (MUGA) at Madginford Park Junior School, Egremont Road, Bearsted; Governors of Madginford Park Junior School**  
(Item D4)

- (1) Mr M A C Balfour informed the Committee that he was the Chairman of a charitable trust that employed J A Warner as a surveyor. Although this same firm was acting as agent for the applicants, this was neither a disclosable pecuniary interest nor an other significant interest, nor an interest that would in any way prevent him from approaching the determination of the application with an open mind.
- (2) The Head of Planning Applications Group reported that the applicants no longer wished for the proposed floodlighting to be used on Saturdays, and this aspect had been removed from the application.
- (3) RESOLVED that: -
  - (a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit for implementation; the development being carried out in accordance with submitted details; a restriction on construction hours to those applied for; details of the temporary construction compound and storage areas; restriction of use of the MUGA to the School itself; a requirement for the lights to be turned off when not in use; and a restriction on hours of use until 8.30pm on Mondays to Fridays with no use on Saturdays, Sunday or Bank Holidays; and
  - (b) the applicant be given general advice by Informative on:-
    - (i) biodiversity and development; and

- (ii) tree protection measures during construction.

## **52. County matters dealt with under delegated powers**

*(Item E1)*

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

- (a) County matter applications;
- (b) County Council developments;
- (c) Screening opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011; and
- (d) Scoping opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (None).

SECTION C  
MINERALS AND WASTE DISPOSAL

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

## **Item C1**

### **The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity. Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED - KCC/DA/0031/2013**

A report by Head of Planning Applications Group to Planning Applications Committee on 11 September 2013

Application by S Walsh & Sons Ltd for the importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits and temporary ancillary operations including internal access road, weighbridge, site office, welfare facilities, parking and wheelwash at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED - KCC/DA/0031/2013

Recommendation: Permission be granted subject to conditions.

Local Member: Penny Cole

Classification: Unrestricted

### **Site and Background**

1. Stone Pit 1 extends to an area of 40.9ha and is located in Stone which is located to the north east of Dartford town centre. The southern half of Stone Pit 1 is the subject of this planning application and comprises a total area of 18.7ha. Stone Pit 1 is bounded to the north by Cotton Lane, to the east by Stone Place Road and to the south by the A226 London Road. The western boundary of the site is bordered by a landfill gas management compound, beyond which lies green open space owned by Dartford Borough Council. The wider area is characterised by dense areas of residential properties which are divided by areas of green space including Stone Recreation Ground to the south. The nearest residential dwellings are located adjacent to the immediate east and south of the site along Stone Place Road and A226 London Road.
2. The boundary of the application area was chosen having considered the extent to which differential settlement has occurred over the southern half of Stone Pit 1 and therefore in recognition that this is where additional soils and engineering materials are required to create a sustainable landform.

## Item C1

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**



**Site Location Plan**



**The importation and recovery of 490,000m3 of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**





**The importation and recovery of 490,000m3 of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**





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**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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3. Access to the site from Cotton Lane is proposed via an existing entrance in the north west corner of Stone Pit 1. The proposed internal haul road, made up of hardcore, would extend broadly parallel with the western boundary. Access to the Strategic Route Network is proposed via a 400m section of Cotton Lane to the west from where access can be achieved onto the B3228 junction. Access is then available to the M25 to the north and south via junction 1a which is the junction of the M25 with the A282. Welfare facilities, a weighbridge, weighbridge office, wheelwash and parking would be provided at the site entrance. A tractor and brush would also be available at the site to ensure mud and dust are not deposited by vehicles entering onto the highway.
4. Stone pit 1 originally formed part of the Kent Portland Cement Works known as Stone Court Chalk Works. In the 1920's it became part of the Associated Portland Cement Manufacturers (APCM) which was connected to adjacent chalk pits by standard gauge rail lines supplying chalk for the cement industry. APCM later became Blue Circle Industries.
5. In 1981 with the chalk reserves at the site having become exhausted infilling of the site commenced with a mix of inert, semi inert and putrescible waste which continued until 1991. One of the Waste Management Licence conditions required a porous layer to be created at the base of the landfill in order to allow the landfill to operate under 'dilute and disperse' principles. The applicant considers that this method of operation may have been a key contributor to the differential settlement evidenced on site today. Waste disposal operations were followed by progressive restoration commencing in 1984, with completion in 1993. This was undertaken under separate permissions granted by Dartford Borough Council in 1983 which were aimed at counteracting the settlement of waste by overtipping above the adjoining land levels and required restoration to a domed platform which was capable of effectively managing landfill gas and shedding surface waters. However, it was recognised at that time that little was known about the settlement rates of the waste being used in restoration. It was proposed that the final landform be complimented by restoration to agricultural fields, interspersed with small woodland blocks. Records indicate that the final soil profile was comprised of a minimum of 300mm clay cap, 700mm of sub-soils and 150mm of soil forming materials. In the later stages of restoration a gas extraction system was installed which remains in use to control landfill gas generated at the site and which in turn is used to generate electricity fed into the local grid network.
6. The present use of the site comprises rough grassland with areas of scrub and is covered by a network of underground pipes and gas management infrastructure associated with the landfill gas collection system. The whole of Stone Pit 1 is currently the subject of unauthorised use by travellers for the grazing of horses.
7. The landform at present represents a visually unattractive feature in the surrounding landscape context, resulting in adverse impacts upon the visual amenity of local residents and the wider community. Further, as a consequence of the differential settlement which has taken place since the site was last capped and restored, difficulties are experienced in maintaining the integrity of the underlying gas control infrastructure.

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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**Proposal**

8. A planning application has been submitted by S Walsh & Sons Ltd which seeks planning permission for the importation and recovery of some 490,000m<sup>3</sup> of inert engineering materials and soils to the application site in order to remediate historic problems associated with differential settlement, with the final outcome being to achieve a long term sustainable landform. This would then form the basis for establishing Stone Pit 1 as a future green amenity space with biodiversity benefits which the applicant considers would help meet the aims of Dartford Borough Council in achieving an appropriate end use at the site.
9. In devising a suitable scheme, the aim is to create a final landform which is broadly in accordance with the originally approved restoration scheme for the site. The proposed final restoration contours would range from 42m AOD at the peak of the site to a low point in the south western corner of 8m AOD. The proposed gradients would ensure that surface waters can effectively shed into drainage ditches on the north and east boundaries and into existing soakaways. This would also enable the effective management of the landfill gas collection system and provide what the applicant considers to be a visually appropriate landform which would form the basis for the future use of the site. The longer term use and management of the site would also enable the current issues associated with the unauthorised activities at the site to be addressed.
10. A Phase 1 habitat survey has been undertaken at the site which forms part of the application, the results of which indicate the presence of reptiles, invertebrates and common species of breeding bird. It is therefore the intention to undertake a translocation exercise prior to the commencement of operations. This would involve fencing off the application site before trapping the reptiles and translocating them into the northern section of Stone pit 1. The intention would be to remove the fencing upon the completion of infilling and restoration by which time suitable habitat would have been created in the southern section the subject of the application.
11. It is proposed to progressively infill the site over 3 separate phases, of roughly equal areas, commencing in the eastern section. Operations in each phase would commence with the stripping and separate storage of topsoils and subsoils along the eastern and southern boundaries prior to the importation and spreading of suitable inert engineering materials. These storage bunds would also help serve as a visual and acoustic screen to neighbouring properties. Upon the completion of each phase of infilling, subsoils and topsoils would be spread across the area prior to being sown with a suitable seed mix aimed at creating a low maintenance species rich meadow grassland. The eastern and southern site boundaries would also be separately planted with a mixture of species rich flora and scrub and tree planting in order to create suitable habitat for wildlife including protected species.
12. It is estimated that infilling and restoration would be completed over a period of some 3 to 4 years, dependant upon the availability of suitable materials. All materials imported to the site would be transported by road in HGVs. It is estimated that the proposed rates of infilling would generate some 79 loads, equating to some 158

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vehicle movements per day which, given the proposed hours of working would equate to between some 6 to 9 loads (12 to 18 movements) per hour.

13. The proposed hours of working are as follows:

Monday to Friday: 0730 to 1700 Hours

Saturdays: 0730 to 1300 Hours

Sundays and Public and Bank Holidays: Not operational

14. In order to help reduce the impacts from operations on site it is proposed to minimise the numbers of plant and equipment operating at any one time. The initial topsoil and subsoil stripping operations in each successive phase would be carried out by a bulldozer and 360 degree excavator, with dump trucks used for transporting soils across the site. Inert material would then be brought to the site by lorry and tipped in the working phase. The day to day works associated with the spreading and grading of imported engineering materials and soils would be undertaken with a single low pressure bulldozer. In addition, a Water Bowser would be used on site for dust suppression and a tractor and brush used to ensure mud and other debris are not deposited onto the public highway by vehicles using the site.
15. The completion of infilling and restoration is seen as representing Stage 1 of the overall operations. Stage 2 will involve the submission of various separate planning applications to Dartford Borough Council to establish the future amenity use at the site.

## **National Planning Policy Context**

### National Planning Policy Framework (NPPF)

16. At the heart of the NPPF is a presumption in favour of sustainable development which is considered to have three dimensions these being economic, social and environmental. It advises that the planning system should contribute to and enhance the natural and local environment by amongst other matters:
- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
  - Preventing both new and existing development from contributing to or being put to unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
  - Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Planning policies and decisions should also ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any

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proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation.

Planning Policy Statement 10 ( PPS 10 ): Planning for Sustainable Waste Management

17. In the context of this application the key objectives in PPS 10 can be summarised as; providing a framework for delivering sustainable waste management; helping implement the national waste strategy and supporting targets that are consistent with obligations required under European legislation; helping secure the recovery or disposal of waste without endangering human health and without harming the environment; and considering the wider environmental and economic benefits of sustainable waste management.

Waste Strategy for England (2007)

18. The Government's aim is to reduce waste and break the link between economic growth and waste growth by using waste as a resource through more efficient recovery of such materials to secure environmental benefits.

**Development Plan Policies**

Kent Waste Local Plan 1998 (saved policies)

19. Policy W5 (Proposals for the disposal of waste by landraising); W12 (Proposals which will assist in the restoration of mineral workings); W18 (The need for adequate noise, dust and odour controls along with the need to control landfill gas emissions); W19 (Protection of ground and surface water interests); W20 (Need to take account of land settlement, stability, drainage and flooding and minimisation of rainwater infiltration); W21 (Safeguarding of ecological interests); W22 (Access); W31 (Landscaping); W32 (Aftercare in order to secure an appropriate afteruse).

The Dartford Core Strategy (September 2011)

20. Stone Pit 1 is designated within the Dartford Core Strategy Adopted September 2011 as an area for green space enhancements. The aspirations of Dartford Borough Council include Stone Pit 1 as part of: *"a distinctive network of multifunctional green spaces defining each community and serving recreational and biodiversity functions."* The steep slopes associated with the southern edge of the landform as it exists at present would make access and day to day use very difficult and even dangerous due to the steepness of the slopes, the areas of standing water and the presence of the gas management infrastructure at the surface of the Site.

**Policy CS1: Spatial Pattern of Development**



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1. In order to maximise regeneration benefits, promote sustainable patterns of development and protect less appropriate areas from development, the focus of the development will be on three priority areas.
  - a) Dartford Town Centre and Northern Gateway – revitalisation of the town centre as a shopping, leisure and service centre for the surrounding communities, and complementary redevelopment of redundant land at the Northern Gateway to create a mixed community of homes and jobs supporting the town centre;
  - b) Ebbsfleet to Stone – bringing back into productive use former chalk quarries and integrating existing communities with the new facilities these developments can provide; and
  - c) The Thames Waterfront – bringing life and activity to the riverside through redevelopment of sites no longer required for their former uses and creating attractive mixed use development that provided public access to the river.
2. For groups of sites where opportunities can be maximised by co-ordination of developments to achieve joint objectives and develop a coherent vision, the Council will seek the preparation of a masterplan or development brief to inform relevant planning applications. Preparation to be with the full involvement of the Council, relevant landowners/developers, local communities and other interested parties.”

**Policy CS4: Ebbsfleet to Stone Priority Area**

1. In the Ebbsfleet to Stone area, the Council will promote a chain of distinctive and individual but linked communities, existing and new. These will sit alongside a range of facilities of a regional and sub regional scale and quantity, generating vibrancy in the area and providing local access to a wide choice of jobs, retail, leisure and community facilities. Development of the area will continue beyond 2026. The Council will work with its partners to achieve the following outcomes:
  - a) New residential communities focused on Ebbsfleet Valley and Stone, providing up to 7,850 homes within the Plan period, with a further development beyond 2026;
  - b) Local community facilities, with a new primary school, GP premises, an enhanced community meeting place and improved facilities at Stone. A range of facilities in the Ebbsfleet Valley (see Policy CS5) to support the new residents and enhance the provision for existing residents, in particular, a new secondary school and its sporting facilities and a lifelong learning centre at Eastern Quarry. All new development will be required to contribute proportionally to the land and build costs of facilities, in relation to the demand generated by that development. (see also Policy CS26/1b);
  - c) 9,700 jobs in offices and other B1 uses, provided within the Plan period, with a concentration of these in the Ebbsfleet Valley;
  - d) A distinctive network of multifunctional green spaces defining each community and serving recreational and biodiversity functions. This will include natural habitat enhancement and making existing spaces publicly accessible at Craylands Gorge, St Clements Valley, the eastern end of Stone

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- Lodge and the former Stone House Hospital; creating new spaces in the Ebbsfleet Valley and at St James Lane Pit; and improvements to Stone Recreation Ground;
- e) A centre of excellence for Sport and Recreation at Stone Lodge, expanding on the existing Olympic-level provision on the site;
  - f) Physical integration of Bluewater with the existing and proposed residential communities surrounding it, with footpaths, cycle paths and buses, including Fastrack. Options for the evolution of Bluewater which provide for a wider range of uses will be explored with the owners and relevant stakeholders, where this can provide synergies with Ebbsfleet and does not adversely impact on neighbouring town centres (see also Policy CS12);
  - g) Linking of communities, facilities and key activity hubs through the Fastrack bus network, with a new link from Ebbsfleet through Eastern Quarry to Bluewater; and Restoration of Stone Pit 1, Cotton Lane, Stone, Dartford, Kent
  - h) Built development reflecting the varied heritage of the area in order to create a sense of place. Provision of interpretation facilities, focusing on recent quarry-related industrial heritage as well as activity from earlier archaeological periods. The archaeological potential of parts of the Ebbsfleet Valley should be assessed prior to development through a desk-top study, and investigated via fieldwork, where the desk-top study indicates that this will be necessary, or through an archaeological watching brief. The approach to any finds of significance will be determined through an Archaeological Strategy or Framework, agreed in partnership with KCC. Where there is an approved archaeological strategy as part of an extant planning consent, this will take precedence over this part of the policy.
2. Proposals at Stone will be required to demonstrate, through a Travel Plan, adequate traffic management measures to address capacity issues on London Road, taking into account all proposed developments in Stone. Measures may include provision for local highway and public transport improvements.

## **Emerging policy**

### **21. Draft Kent Minerals and Waste Plan**

#### **Policy CSW9 (Inert Waste Management Provision)**

“...In order to restore quarries which have a capacity and a need for inert waste landfill for restoration purposes, the non-recyclable fractions of Construction, Demolition and Excavation (CDE) wastes will be targeted at quarry restoration projects as a priority.”

#### **Policy CSW11 (Inert Waste Landfill)**

Planning permission for the disposal of inert waste will be granted where:

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- (a) it can be demonstrated that the waste cannot be managed in a more sustainable way;
- (b) it is for the restoration of a mineral working or despoiled land;
- (c) it can be demonstrated that the use of inert waste in the development will not have an adverse effect upon the timescale for the completion of restoration of existing mineral workings within the district or any adjoining district;
- (d) environmental benefits will result from the development;
- (e) that sufficient material is available to restore the site within agreed timescales; and
- (f) the proposal does not cause unacceptable harm to the environment or communities.

**Policy CSW12 (Closed Biodegradable Landfill Sites)**

Permission will be granted for development that reduces the effects on the environment of closed landfill sites which contain biodegradable waste for any of the following purposes:

- development for the improvement of restoration for an identified after use for the site;
- development for the reduction of emissions of gases or leachate to the environment; or
- development making use of gases being emitted and which will reduce the emission of gases to the environment, and development will not cause unacceptable harm to the environment or communities.”

## **22. Consultations**

**Dartford Borough Council:** No objections are raised subject to a temporary time limit of 5 years to complete infilling and restoration, HGV routes to be agreed in order to avoid local roads as far as possible and the continued monitoring of landfill gas.

**Stone Parish Council:** The council reiterates previous comments supporting the regeneration of Stone Pit 1 to enable long-term benefit to be provided to the Parish of Stone. The council recognises that some impact will be felt, particularly by residents neighbouring the site, but is satisfied sufficient measures have been proposed to mitigate as far as possible noise, dust, and visual impacts. It is also felt that the disadvantage of any short-term inconvenience will be more than outweighed through the long term benefit derived from a new community resource and green space.

Members did raise concerns regarding increased traffic generation to Stone, particularly as proposed access can be adversely affected by problems at Dartford Tolls. Members were keen to see the introduction of any measures or conditions that might be appropriate to direct lorries via the M25 and Junction A1 as opposed to travel through Stone using local trunk roads.

The council was also pleased to see reference to a liaison group through which local residents and other stakeholders can address operational concerns and other matters.



**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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In the absence of a S106 agreement, the council will also be keen to discuss options with the applicant to enable some community benefit to be realised through the duration of the infill exercise.

**Biodiversity:** No objections are raised subject to the following conditions

- A reptile mitigation strategy should be submitted to include:
  - Proposed management of the site to enhance it for reptiles prior to translocation
  - Details of ongoing management
  - Locations of hibernacula
  - Details of monitoring
- The submission of a management plan to be submitted taking into consideration future use of the site as a recreation site.

**County Archaeological Officer:** No objection.

**English Heritage:** No objection.

**Environment Agency (Kent Area):** No objections are raised subject to conditions requiring the submission of a risk assessment to identify whether the proposed development would result in an increased discharge of leachate from the site, a scheme of leachate management in the event that it is deemed necessary. The EA have also requested the imposition of a condition to prevent an increase in flood risk by ensuring that attenuation storage volumes are maintained.

**Highways Agency:** No objection.

**Kent Highway Services:** No objection subject to a condition requiring the existing access to be improved including the existing visibility splays and to a requirement for a pre-condition survey of the local highway network to be undertaken prior to commencement and for any subsequent deterioration due to the vehicle movements associated with the development to be remediated.

**Jacobs (Noise and Dust):** Whilst not raising any objection in principle, sought further clarification on the precise nature of plant and machinery to be used and their minimum distance when operating at their nearest to noise sensitive receptors. Also queried the measured noise levels of the bulldozer to be used at the site to predict the noise levels generated at the nearest noise sensitive properties. No objection subject to conditions controlling dust emissions and the submission of a Construction Environmental Management Plan which shall provide for the installation of wheel washing facilities at the site entrance and include a protocol for the site to undertake inspection during times of high winds to ensure dust is not emanating from the site to nearby receptors.

**Natural England:** Natural England provide the following (summarised) comments:

Designated Sites – No objection.

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Soils – the achievement of a successful after use is likely to be dependant upon the creation of a suitable landform with a restored soil profile without any significant compaction. Considerations include:

1. A uniform soil profile should be restored across the site comprising subsoil over which the topsoil is placed.
2. restoration should produce a restored soil profile without significant compaction. Soil and soil-forming material should only be handled when in a dry and friable condition, when land conditions are dry and there are no pools of water on the surface.
3. the restored landform should facilitate the after use, paying attention to land drainage.
4. advice on good practice for handling soils and subsoiling is available in MAFF's Good Practice Guide for Handling Soils

Protected Species – it is noted that a translocation exercise is proposed for the common lizard. NE refer the County Council to our own Ecologist (see comments above),.

Access and Recreation – NE encourages the reinstatement of existing footpaths, new footpaths and bridleways, as well as links to green networks

Other advice – NE expect Planning Authorities to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character

Biodiversity Enhancements – This application may provide opportunities to incorporate features into the design which are beneficial to wildlife. NE welcome the proposal to include e.g. a 15.4 ha wildflower meadow.

The authority should also consider securing enhancement measures for the biodiversity of the site from the applicant, if it is minded to grant permission for this application in accordance with paragraph 118 of the NPPF.

**Landscape Officer:** No objection subject to a condition requiring the submission of a management plan to outline the long-term management required to achieve biodiversity aims.

**UK Power Networks:** No objection.

**Thames Water:** No Objection but recommend a condition requiring the provision of petrol/oil interceptors in all car parking/washing/repair facilities

**KCC Technical Officer:** Agrees with the principle of re-engineering the site with inert waste subject to the integrity of the existing clay cap being maintained.

**Southern Gas Networks:** No objection subject to measures being put in place to safeguard their apparatus in the vicinity of the site.

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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**Local Member**

23. The local County Member, Ms Penny Cole was notified of the application on 6 February 2013.

**Publicity**

24. The application was publicised by the posting of a site notice(s), an advertisement in a local newspaper, and the individual notification of 905 residential properties.

**Representations**

25. In response to the publicity, 5 letters of representation have been received, 4 of which were supportive in principle subject to suitable controls to help reduce impacts from noise and dust together with measures to protect ecological interests. 1 has maintained their objection on the grounds of unacceptable impacts from noise, dust and traffic.

**Discussion**

26. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to be determined in accordance with the Development Plan, unless other material considerations indicate otherwise. The application for the importation and recovery of 490,000m<sup>3</sup> of inert material to Stone Pit 1 will need to be examined having regard to both national guidance and the relevant development plan policies applying to the site along with other relevant material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case can be summarised under the following headings:

- Need
- Noise and Dust impacts
- Traffic
- Biodiversity

Need

27. The NPPF gives a presumption in favour of sustainable development and advises that the planning system should contribute to and enhance the natural and local environment by amongst other matters:
- Minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

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- Preventing both new and existing development from contributing to or being put to unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
  - Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
28. Planning policies and decisions should also ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation.
29. Helping to secure the recovery of waste using it as a resource is also one of the key objectives set out in PPS10.
30. This former landfill site has been subject to differential settlement since it was last capped and restored in the mid 1990's, where, especially during periods of heavy rainfall, several areas of the site become ponded. This has also led to the gradual deterioration of the landfill gas collection system previously installed at the site and which in my view, if this deterioration is allowed to continue, could result in landfill gas migrating off site to the detriment of nearby local residents. The resultant landform has become visually unattractive resulting in adverse impacts on the local visual amenity.
31. The current application is driven by the need to undertake what the applicant considers are essential remediation works in order to ensure that the site can be suitably engineered to prevent any offsite pollution issues in the future. The applicant also considers that the proposed development should be seen as representing stage 1 of the overall development of the area, and would also help facilitate Dartford Borough Council's long term aspirations of securing multifunctional green spaces designed to serve recreation and biodiversity spaces for the separate local communities located in the Ebbsfleet to Stone Priority area as set out in Policy CS4 of the Dartford Draft Core Strategy (September 2011).
32. In my opinion there are sound planning reasons for granting permission for the development as set out above, which if Members are minded to grant, would be consistent with the advice set out in the NPPF, PPS10 and Policy CS4 of the Dartford Core Strategy along with other relevant development plan policies applying to the site. In considering the proposal, the need for the development needs to be weighed against other material considerations as set out below.

Noise and Dust Impacts

33. Whilst concerns have been raised over adverse impacts from noise and dust, the applicant is proposing measures to mitigate these impacts. This includes employing the use of a bowser on site which would be used during dry conditions. I am also mindful of advice from Jacobs who recommend the submission of a Construction Environmental Management Plan which amongst other matters should include a protocol for regular

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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inspections of the site during times of high winds to ensure dust is not emanating from the site to nearby receptors.

34. With regard to noise, the application is accompanied by a separate noise report which, having regard to existing background noise levels monitored at the nearest residential properties during the proposed hours of working, has assessed what increase if any there would be during the infilling and restoration operations. The background measurements monitored were found to be largely influenced by road traffic noise, both from vehicle movements on local roads such as London Road and Stone Place Road and also on the Dartford Crossing and the A282/M25 motorway to the northwest. The assessment also included a noise survey of the plant proposed to be used at the site taken at one of the applicant's existing sites. The measurements taken were then used to predict any increase above existing background levels at the nearest noise sensitive properties when the plant is operating at the site. This took into account the attenuation that would be provided by the creation of the 5m high soil bunds along the southern and eastern boundaries of the site. The calculated site noise levels have been shown to reduce due to screening from the bunds, and in most cases the site noise levels have reduced to below the average background noise level at the receiver locations. Where site noise is predicted to be above existing background levels this would only be for a relatively short period during the initial operations when they are taking place nearest to residential properties. However they would not exceed 55dB(A) LAeq, which is the maximum permitted as set out in the NPPF.
35. During the formation of the proposed soil bunds required for noise migration along the eastern and southern boundaries of the site, these activities would be unscreened from the surrounding residential properties. The noise assessment predicts that noise levels during this particular temporary activity would be able to comply with an upper site limit of 70 dB LAeq, when measured at the nearest noise sensitive properties. However, given that such activities can bring longer-term environmental benefits to the site temporary daytime noise limits of up to 70 dB LAeq are allowed under the NPPF for periods of up to 8 weeks in any year. In order to comply with the NPPF The applicants have confirmed that such operations would not be carried out for more than 8 weeks in any one year.
36. In order to further reduce impacts from the proposed development, in addition to minimising the operation of plant and equipment at any one time the applicants propose that operations on Saturdays are restricted to the importation of restoration material only, which is the key to ensure that restoration can be achieved in a timely manner and therefore there would be no operation of plant or machinery, other than HGV's used to import the materials.
37. In the event that Members are minded to grant permission I would recommend that conditions be imposed which stipulate maximum noise levels as required by the NPPF as referred to above. In order to ensure compliance with such restrictions I would further recommend that a condition be imposed requiring the applicants to undertake routine noise monitoring at the site. I would also recommend a condition restriction operations on Saturdays to the importation of materials only. With such controls in place and having regard to government advice along with comments made by statutory

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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consultees, I am satisfied that there are no overriding grounds for refusing the application on noise.

Traffic

38. The application was also supported by a separate Transport Statement to assess the impact of the proposed development on the local highway network. It is estimated, given the anticipated rates of infilling, that the proposal would generate some 79 loads/158 movements per day which given the proposed hours of working would equate to between some 6 to 9 loads (12 to 18 movements) per hour.
39. Following formal consultations no objections have been raised by either the Highways Agency or Kent Highway Services (KHS). However, KHS require the width of the existing site entrance to be provided such that a situation does not arise whereby any arriving vehicles have to wait in Cotton Lane to allow another vehicle to leave. This would need the entrance to be in the order of 7.3 metres in width for some 10 metres back from the edge of the carriageway. The applicants state that the existing site entrance has been blocked with fencing and concrete barriers to narrow the opening as it is not currently in frequent use (*with the exception of when vehicles visit the site to undertake routing monitoring and maintenance of the existing land fill gas compound*). The gate to the entrance is also kept locked, and would not be wide enough to accommodate opposing HGV movements. It is therefore proposed to improve the entrance in accordance with the recommendations of KHS. Once improved KHS require the existing visibility splays to the west to be maintained, however they do not require any improvements to the width of Cotton Lane itself given that the forward visibility is good and the estimated level of traffic that would be generated would in their view be insufficient to cause a problem. However, in accordance with a commitment made in the Transport Statement, KHS require prior to the commencement of operations that the surface of the carriageway is inspected with the Highway Authority and any subsequent deterioration due to the vehicle movements associated with the project remediated.
40. Should permission be granted I am satisfied that all of the issues raised by KHS can be satisfactorily covered by condition to the extent that there would be no adverse highway impacts. Further, in order to address concerns raised by Dartford Borough Council and Stone Parish Council over the need for vehicles to avoid local roads as far as possible, I would recommend that an additional condition be imposed requiring signs to be erected at the site exit instructing all vehicles to exit the site via the west and for all drivers who visit the site to be issued with instructions on the routes to be used by vehicles, details of which are to be submitted and approved by the County Planning Authority.
41. I am satisfied that with the imposition of the above proposed highway conditions, there are no overriding highway grounds for refusing the application.

Biodiversity

42. The application is supported by a Phase 1 habitat survey, the results of which indicate the presence of protected species. It is therefore the intention as the first stage of the operations to trap and translocate these into the adjoining northern section of Stone Pit

**The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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- 1, with the aim that once infilling and restoration of the southern application area has been completed the whole of stone pit site would become available for biodiversity enhancements.
43. Natural England have raised no objection to the proposal on ecological grounds and consider that it may provide opportunities to incorporate features into the design which are beneficial to wildlife. They advise that if the County Council is minded to grant permission it should consider securing enhancement measures for the biodiversity of the site in accordance with the NPPF which encourages opportunities to incorporate biodiversity in and around developments.
44. The County Council's Biodiversity officer, whilst raising no objection, has recommended that conditions be imposed on any future permission requiring the prior submission and approval of a reptile mitigation strategy together with the submission of a management plan which takes into account the future use of the site. This requirement is also supported by the County Council's Landscape Officer.
45. I am satisfied that provided any future permission includes conditions as required by the County Council's Biodiversity Officer, the proposal would help meet the objectives of the NPPF in securing a net gain for the purposes of biodiversity. Accordingly I do not consider there are any overriding nature conservation or ecological grounds for refusing the application.

**Conclusion**

46. Following formal consultations no objections have been raised by statutory consultees subject to the imposition of suitable conditions controlling operations. Notwithstanding the objections that have been raised by local residents, I am satisfied that with imposition of the conditions required by consultees, these will ensure that any impacts from the development including those from noise, dust and traffic along with ecological mitigation measures, would ensure such impacts can be kept to an acceptable level. The applicant has also proposed that subject to permission being granted, a series of Liaison Meetings are held on a regular basis throughout the duration of operations as a means of keeping the local community informed of progress on the restoration of the site and also deal with any site specific issues that may arise during these activities. I therefore consider a sufficient case of need has been demonstrated to outweigh those impacts taking into account the relatively short duration of the operations when measured against the benefits that would derive in the longer term. In my view the proposal is fully consistent with the objectives of the NPPF in that it represents a sustainable form of development and that it also accords with the relevant development plan policies applying to the site. Accordingly, I recommend that permission be granted.

**Recommendation**

47. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following: 5 year time limit for completion of operations, hours of working, access improvements, pre – condition

## Item C1

### **The importation and recovery of 490,000m<sup>3</sup> of inert material to achieve a sustainable landform with restoration to green amenity space with biodiversity benefits at Stone Pit 1, Cotton Lane, Stone, Dartford, Kent, DA9 9ED**

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survey of carriageway, vehicle movements, ecological mitigation strategy, groundwater protection, surface water storage, noise restrictions and monitoring and vehicle routing.

Case Officer: Mike Clifton	Tel. no: 01622 221054
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Background Documents: see section heading
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## SECTION D

## DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

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

**Item D1**

**Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**

A report by Head of Planning Applications Group to Planning Applications Committee on 11 September 2013.

Application by Kent County Council Heritage Conversation for replacement bow top fencing and gates; 1m high at the back edge of the highway and pavement and 1.5m high to boundary with car park. Drapers Windmill (opposite Drapers Mill Primary School), St Peter's footpath, Margate – TH/13/0517 (KCC/TH/0184/2013).

Recommendation: Permission to be granted

**Local Members:** Mrs M. Elenor and Mr W. Scobie

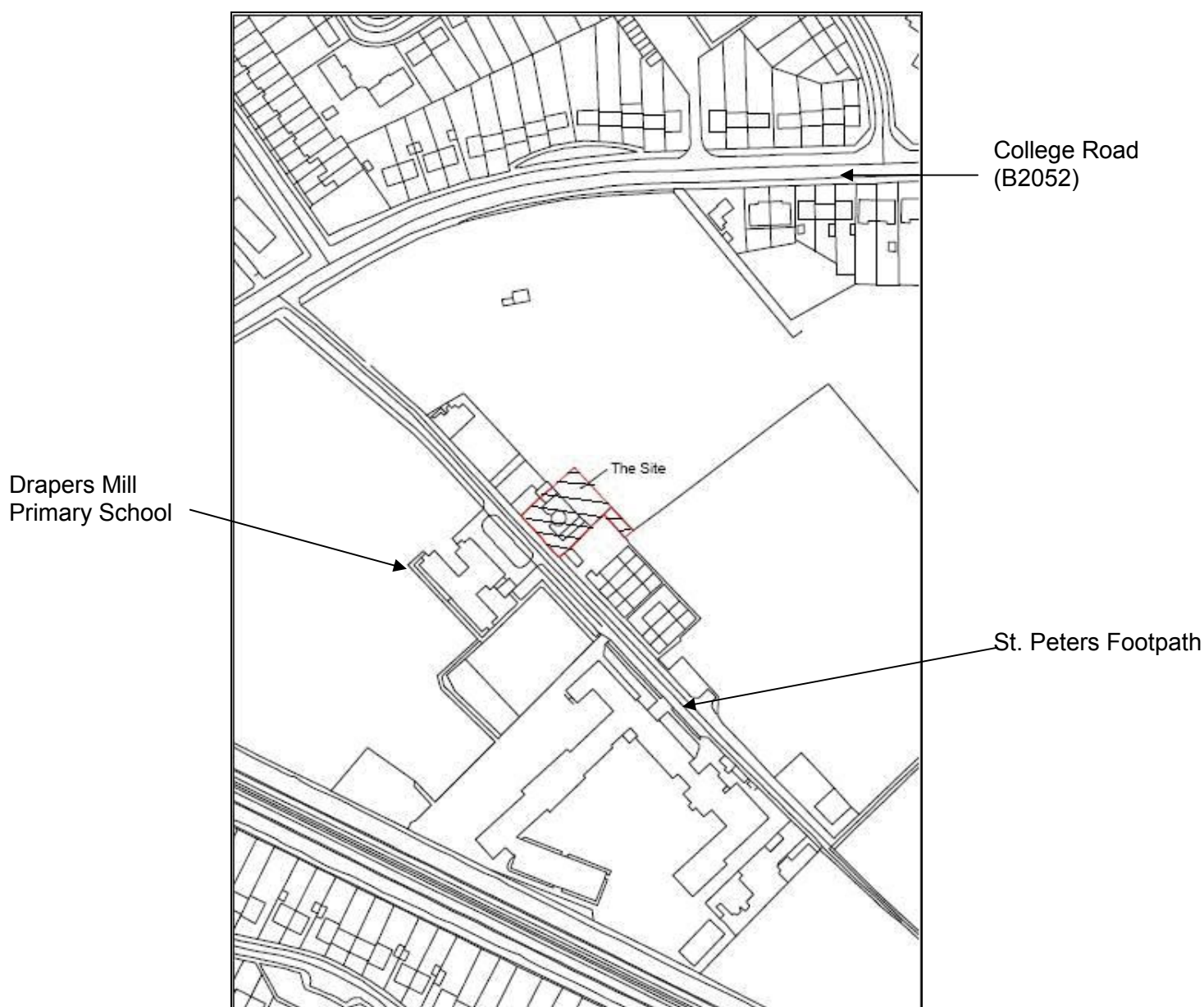
**Classification:** Unrestricted

**Site**

1. Drapers Windmill is located on the northern side of St. Peter's Footpath in Margate; it is a Grade II Listed Four-Storey Smock Mill on a single-storey brick base, built in 1845. The mill has four double Patent Sweeps (sails) that are 8.08m long and 1.98m wide, spanning 20.12m. The site is located opposite Drapers Mill Primary School and playing fields. It is set within a row of residential properties with a small car park immediately adjacent to the east. The mill is fronted by a low level white timber picket boundary fence with an access gate. Along the eastern boundary there is a 3 ft high, temporary, chestnut paling fence between the mill and the car park. At the rear the site is surrounded by open land. See the *Site Location Plan*.
2. To preserve the mill from the threat of demolition the Draper's Windmill Trust was formed in 1965 by Mr R M Towes, the then Head Master of Drapers Mill School. Kent County Council's Education Committee later acquired the mill in 1968 and implemented a number of restoration works. Today the mill is run on a day to day basis by volunteers of the Draper's Windmill Trust and it is open to the public during the summer season.

**Background and Proposal**

3. The white picket fence fronting the site, within the curtilage of the Listed Building, was erected by the Drapers Windmill Trust in the early 1970s. The fence forms the boundary between the site and the highway without a pavement in between; as the low fence is not visible to parking or reversing vehicles, over the years this has resulted in damage to the fence. The applicant considers that the front boundary fence is now beyond serviceable use and in need of replacement. The paling fence between the mill and the car park is a temporary structure that is also in need of replacement. See *photographs (a) and (b) of the existing fencing*.
4. Following some sporadic incidents of unauthorised access to the mill, a more secure boundary arrangement would now be preferable.

**Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**Drapeer's Mill Site Location Plan

5. The planning application proposes the replacement of the existing boundary fencing, as described above, with 'bow top' style metal fence and gates to be 1m high at the back edge of the highway and adjoining pavement to the east, and 1.5m high to the boundary with car park. It features access gates at the front boundary and removable side panels/gates between the car park and the site to allow large vehicles access for occasional maintenance of the windmill. *See the Proposed Layout Plan.*
6. The Bow Top fencing panels would be painted black with white support posts to complement the colours of the windmill. *See photograph (c) for an example of a black & white Bow Top fence.* According to the Heritage, Design & Access Statement accompanying the application, metal Bow Top fencing was chosen over other styles of fencing also deemed appropriate for the setting, such as estate or hoop top fencing, in order to reflect the semi-urban character of the surrounding area and to provide more visual security for the site.

## Item D1

### **Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**

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*(a) Application site: front boundary white timber picket boundary fence*



*(b) Application site: eastern boundary chestnut paling fence adjoining the car park area.*





## Item D1

### Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)

#### Drapers Mill Proposed Fencing Layout Plan



*(c) An example of the proposed black painted bow top fencing with white support posts, in Bridge, near Canterbury.*



**Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**

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7. The Statement explains that the proposed fencing is an increase in height from the existing fencing for two reasons:
  - a. Vehicles parking and carrying out three point turns adjacent will be able to see the fence when reversing.
  - b. The fence bordering the car park needs to be higher to reduce the risk of opportunistic and unauthorised access.
8. The applicant for this planning application is the Conservation Architect from Kent County Council's Heritage Conservation Team, which forms part of the same Planning & Environment Division as the Planning Applications Group. As the applicant and determination process for this planning application would fall within the same service area of the County Council, it is inappropriate to determine this planning application under the Committee's delegated powers to officers. The planning application is therefore put to the Planning Applications Committee for their consideration.

**Planning Policy**

9. The following National Planning Policy guidance and Development Plan Policies summarised below are relevant to the consideration of the application:
  - (i) **National Planning Policy Framework (NPPF)**, March 2012, sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. In determining applications the NPPF states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

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

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- identifying and assessing the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise;

- (ii) **Thanet District Council Adopted Local Plan (2006) Saved Policies**

**Policy D1** Requires high quality and inclusive design, sustainability, layout and materials. The policy sets out the need for compliance with certain criteria including (amongst other things) that proposals will only be permitted if they respect or enhance the character and appearance of the surrounding area, are compatible with neighbouring buildings and spaces, and do not lead to unacceptable loss of amenity.

**Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**

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**Consultations**

10. Thanet District Council submitted 'no comment' on the proposal.

KCC Highways and Transportation raised no objection.

The Environment Agency made 'no comment'.

No comments received from the County Archaeologist.

**Local Member**

11. The local County Members, Mrs. M. Elenor and Mr. W. Scobie, were notified of the application on the 21 June 2013.

**Publicity**

12. The application was publicised by the posting of a site notice, the individual notification of seven neighbouring properties, and an advert was placed in the Kent on Sunday on 30 June 2013.

**Representations**

13. No representations have been received.

**Discussion**

Introduction

14. This proposal has arisen as the result of a need for improved security and stability of boundary fencing as appropriate for the setting of the Drapers Windmill Grade II Listed Building. As the applicant and determination process for the planning application are within the same service area of the County Council, the application is presented for consideration by the Planning Applications Committee. The proposal needs to be considered in the context of the relevant Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In brief, the relevant planning policies promote sustainable development, seek a high standard of design, and have regard to heritage assets, local context and the amenity of nearby properties and the surrounding area.

Design

15. This planning application falls within the setting of a designated heritage asset: Drapers Windmill, a Grade II Listed Building. The choice of replacement fencing was selected and submitted by Kent County Council's Conservation Architect. I am of the opinion that the choice of Bow Top style fencing, painted in colours to complement the mill, would not be visually intrusive to either the setting of Drapers Windmill or the amenity of the surrounding area, including the neighbouring residential properties and Drapers Mill Primary School.

16. The proposed replacement fencing is an increase in height from the existing low level boundary fences by approximately 0.5m. I would consider that the proposed changes in

**Replacement bow top fencing and gates, Drapers Windmill, St. Peters Footpath, Margate – TH/13/0517 (KCC/TH/0184/2013)**

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height are justified to increase visibility to vehicles, thus reducing the risk of damage and maintenance costs. In my view, given the complementary design choice of bow top style fencing, neither the proposed fence fronting the site at 1 metre high, nor the eastern boundary fence at 1.5 metres high, would cause an adverse impact upon the setting of the Listed Building or the amenity of the area.

17. The applicant has reported some sporadic incidents of unauthorised access to the mill. In addition, the existing front boundary fence has also become dilapidated with age and damage from vehicles and the eastern boundary fence is in a poor condition structurally. In view of these issues at the application site, I am of the opinion that the proposed metal replacement, at an increased height, would present more of a visual deterrent for opportunistic access, as well as a more robust structure for durability and security.

**Conclusion**

18. The applicant's reasons for replacing the existing fencing and the absence of any planning objections received will be noted. I am of the opinion that the design and the materials of the metal Bow Top fencing and gates are appropriate within the setting of the Listed Building and the amenity of the local area; I do not see any planning grounds why permission should be refused. The proposal accords with the general aims and objectives of the relevant Development Plan policies and the National Planning Policy Framework guidance and is in my view sustainable development. I therefore recommend that planning permission be granted subject to the conditions set out below.

**Recommendation**

19. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering the following aspects:

- The standard time limit; and
- The development to be carried out in accordance with the submitted details, plans and specifications.

Case Officer – Rachel Cutler	01622 696815
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Background documents - See section heading
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**Item D2****Extension of Westlands Primary School, Sittingbourne to provide 3 classrooms, toilets, link corridor and 6 additional car parking spaces - KCC/SW/0153/2013 (SW/13/0633)**

A report by Head of Planning Applications Group to Planning Applications Committee on 11<sup>th</sup> September 2013.

Application by Kent County Council Property and Infrastructure and Westlands Primary School for proposed extension to school to provide 3 classrooms, toilets, link corridor and 6 additional car park spaces at Westlands Primary School, Homewood Avenue, Sittingbourne, Kent, ME10 1XN – KCC/SW/0153/2013 (SW/13/0633).

Recommendation: Permission be granted subject to conditions

Local Member: Mr L Burgess & Mr R Truelove

Classification: Unrestricted

**Site**

1. Westlands Primary School is located in a residential area south west of Sittingbourne town centre. The school is to the south of the A2 in Homewood Avenue.
2. The proposed extension is to the north west of the existing school buildings and additional car parking is to the east of the existing staff car park. The proposed extension is approximately 30m from the boundary with nearest residential properties to the east and 80 m to the west.
3. This application seeks to provide additional classroom in an extension to the existing school building to accommodate additional pupils due to attend the school. It also seeks to provide additional car parking space for the additional teaching staff that would be required.

**Background**

4. Westlands Primary School was renamed from Woodgrove Primary School in September 2010. The School is part of the Swale Academies Trust. The application has been submitted to KCC in the joint names of KCC Property and Infrastructure and Westlands Primary School. The project would be funded from the Basic Need grant.
5. Recent planning permissions at the school include a classroom extension to the east of the Westlands Primary School (SW/12/153) and improved on site access arrangements to facilitate amalgamation of Homewood Infant and Barrow Grove Junior Schools to form the Woodgrove Primary School (SW/07/771).

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

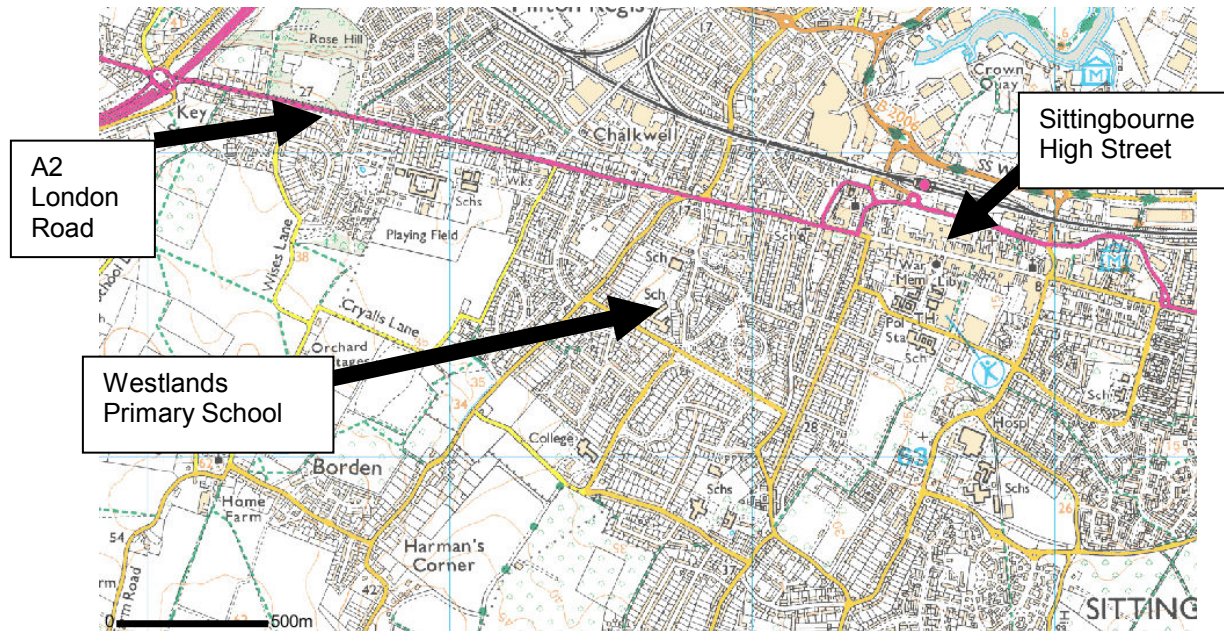
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**Proposal**

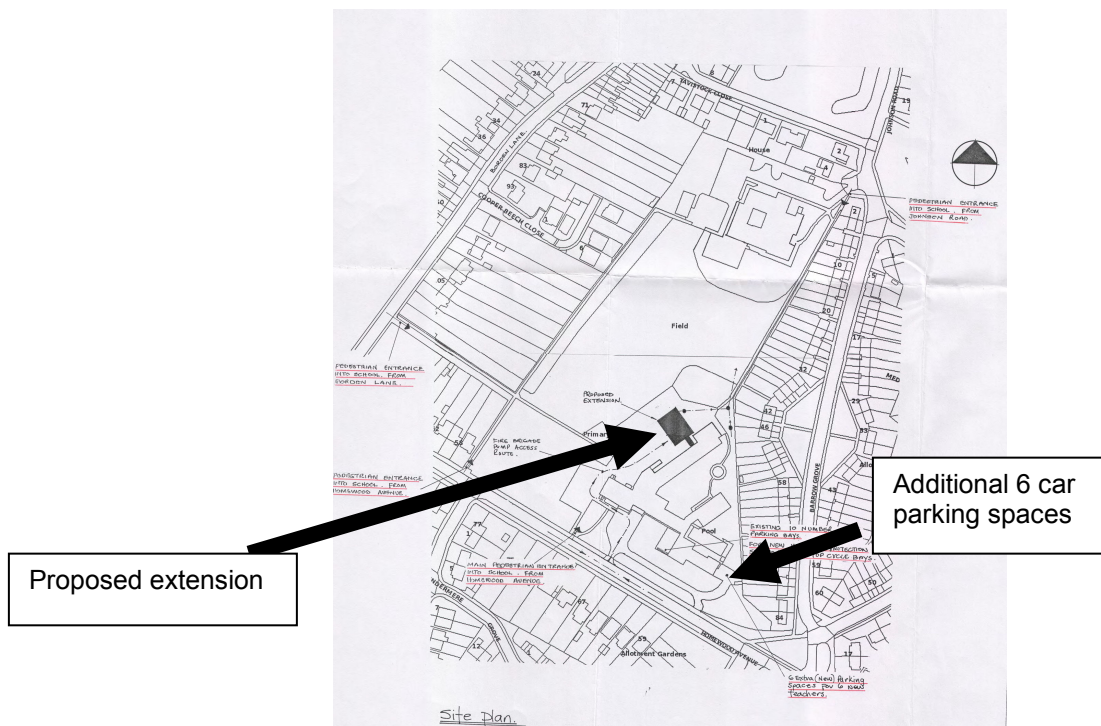
6. The original proposal was for an extension to the school to provide 3 classrooms, toilets, link corridor and new site exit and dropped kerb to provide an off road pupil drop off area and 6 additional car parking spaces. However the new site exit and dropped kerb to provide an off road pupil drop off area has been withdrawn from the proposal.
7. The revised proposal is for a proposed extension to the school to provide 3 classrooms, toilets, link corridor and 6 additional car parking spaces.
8. The proposed extension would be single storey and measure 22.7m by 15.1m with a link corridor to the main building measuring 7.15m by 2.7m. The proposed extension building would be 5.9m high and the link corridor 3.5m high. There would also be ramp, landing and access points to the building and link corridor. It is proposed that the materials used for brickwork, windows and doors would match the existing building. Details are included within the application.
9. The proposal also includes an area of 365m<sup>2</sup> of tarmac finish for use as a recreational area to replace the area of tarmac used for recreation which would be lost as a result of the proposal.
10. The application includes a School Travel Plan which explains that the school numbers are due to increase from 430 pupils to 640 pupils by 2020 and that there will be an additional 30 pupils per year over the next 6 years . There would also be additional staff. However, this proposal concerns an increase to numbers by 30 each year for the next 3 years and 6 additional staff and so relates to an increase of 90 children and 6 staff over 3 years. The travel plan describes the school travel issues, travel plan objectives and a number of proposed actions relating to school travel. It also includes details of alterations to road markings already planned to be carried out by the School in October 2013 in Homewood Avenue, a proposed parking plan and details of proposed additional parking spaces and cycle shelter.

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

### Location of Westlands Primary School



### Location of proposal within the school site



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

[illegible]

Side Elevation

Rear Elevation

Side Elevation

Front Elevation

HOBARD HOUGHTON LTD  
ARCHITECTS  
100 KING STREET WEST, SUITE 100  
TORONTO, ONTARIO M5X 1C6  
Tel: (416) 977-1111

Extension to Iron Works Road  
Toilet & Link Corridor

Scheme D

plan as proposed.

Location: Westlands Junior School,  
Homewood Avenue,  
Stirlingtown.

Mr. Alan Barham

Date: March 15, 1984

Sheet: 1154/7



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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**Photo showing existing site context**



**Plan showing surrounding roads**



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

**Pedestrian access points**



**Planning Policy**

11. The most relevant Government Guidance and Development Plan Policies are summarised below and are pertinent to the consideration of this application:

**National Planning Policy Framework (NPPF)** March 2012, sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications the NPPF states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

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

- *consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;*

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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

*- the great importance that the Government attaches to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand or alter schools.*

**Planning Statement on Planning for Schools Development** - where there is commitment for planning to work in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools and that there should be a presumption in favour of the sustainable development of state-funded schools as expressed in the NPPF.

**Borough/ District Local Plan / Local Development Framework** policies are contained in the Swale Borough Local Plan 2008 saved policies.

Policy E1	encourages development proposals which accord with the development plan unless material considerations indicate otherwise; responds to the positive characteristics and features of the site and locality and which are well sited and appropriate; meet accessibility standards; cause no demonstrable harm to residential amenity; provide safe vehicular access convenient routes and facilities for pedestrians and cyclists and parking and servicing facilities and integrate safety and security in design and layout.
Policy E19	encourages high quality design and distinctive development.
Policy T1	encourages new development which provides safe access.
Policy TG1	provides policies for the Thames Gateway Planning Area, including provision of adequate community and transport infrastructure.
Policy T3	requires appropriate vehicle parking for new development in accordance with the adopted Kent County Council parking standards.
Policy T4	requires cycle parking facilities for new development in accordance with Kent County Council cycle parking standards.



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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**Consultations**

12. **Swale Borough Council:** Raises no objections to the original proposals subject to condition requiring materials to be set out in the approved plans. No comments have been provided in relation to the revised proposal.

**Environment Agency:** Raises no objection to the proposal, and requests standard conditions relating to provision of a remediation strategy for contamination should it be identified during development and relating to surface water management. It also provides supporting information in relation to foul drainage and surface water drainage.

**Southern Water:** Requests an informative regarding connection to the foul sewer should permission be granted.

**Kent County Council Biodiversity:** Provide advice in relation to tree protection measures.

**Kent Highways and Transportation:** Requested further information in relation to the original proposal in particular in relation to the management of the proposed drop off and collection area in order to minimise conflict between pedestrians and vehicles within the school grounds and through the school entry and exit points. Kent Highways and Transportation also requested an update to the School Travel Plan.

In relation to the revised proposal Kent Highways and Transportation raise no objections in respect of highway matters subject to conditions being attached to any permission concerning provision of additional vehicle parking space and cycle shelter as shown in the application and provision of a pedestrian/cycle access onto Borden Lane before the development is first used/occupied.

**Local Member**

13. The local County Members are Mr Lee Burgess and Mr Roger Truelove. Both were notified of the original application on 20<sup>th</sup> May 2013 and the revised application on 22<sup>nd</sup> July. No comments have been received to date.

**Publicity**

14. The original and revised application were publicised by the posting of two site notices, and the individual notification of 68 neighbouring properties. It has also been advertised on our website.

**Representations to the proposal**

15. In response to the original proposal neighbour publicity, 1 neighbour letter of



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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representation was received concerning congestion at the start and end of the school day and also the applicants intentions in relation to restriction of parking on Homewood Avenue and also in relation to the access and exit arrangements and drop off area originally proposed.

16. However, in relation to the revised proposal, I received 7 neighbour letters of representation raising a number of concerns and objections which are summarised as follows:

Objection to the removal of the on site drop off area within the proposal and requesting inclusion of a drop off area. Concern that removal of the on site drop off area from the proposal will jeopardise public safety.

Objection to additional parking and congestion as a result of additional new pupils and teaching staff and that the plans regarding travel are not adequate.

Objection to the proposed parking in Homewood Avenue, Berkeley Court, Windermere Grove and Silverdale Grove.

Concern regarding existing congestion, particularly in Berkley Court and Windermere Grove and safety hazards from inconsiderate and illegal parking, such as double parking, parking on pavements, and at the junction with Homewood Avenue and turning and reversing onto residents' drives. There is a concern for the likelihood of near misses and accidents.

Objection to the Action Plan objectives 3 and 7, which suggest that parents should not park in Homewood Avenue but on the neighbouring residential roads and concern that planned double yellow lines along Homewood Avenue would push parking onto surrounding minor roads and the effect of this.

Concerns about emergency access within Berkeley Court, Windermere Grove and Silverdale Grove at school drop off and pick up times.

Concern that the yellow lines in Homewood Avenue might be ignored, with reference to recent Government press announcements suggesting yellow lines could be ignored for 15 minutes.

Concern that even with the travel plan objectives to reduce the number of pupils arriving by car from 43% to 33% by 2020 there would still be additional car trips as a result of the proposal and that based on the increase in staff, further staff car parking to that proposed would be needed by 2020.

Concern that even with travel plan objectives to reduce car journeys to and from school there would still be traffic impacts as a result of the proposal.

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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Neighbours also make a number of suggestions:

- that money should be spent on a secure, well planned drop off system within the school grounds;
- reinstatement of the Borden Lane entrance (between 111 and 115 Borden Lane), for cars to enter, drop off on site and leave via Homewood Avenue;
- a one way road around the perimeter of the grounds, leading to a monitored stopping off point;
- that an area of the school field could be used for on site parking and drop off;
- that crossing Homewood Avenue be enabled by traffic lights or a warden/lollipop man;
- to move the lollipop crossing from its current position by Berkeley Court towards the main entrance of the Westlands Primary School;
- there is also a request for clear conditions on any permission to alleviate disruption to residents due to inconsiderate parking.

**Discussion**

17. This application is being reported to the Planning Application Committee as a result of the neighbour representations received to the revised proposal. In considering this proposal, regard must be had to the Development Plan Policies outlined in **paragraph 11** 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.
18. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key planning considerations in this particular case relate to the need for the extension building and whether it is in the right place, of the right design type and whether the likely impacts as a result of the proposal have been satisfactorily addressed, in particular, the highways impacts. These issues are considered below within the headings of need, location and potential for impacts.

Need

19. The purpose of this application is to provide classroom accommodation for additional pupils at the school. The building would provide classroom space for 90 children, with a planned increase of 30 children per year over the next 3 years and an additional 6 teaching staff.
20. The NPPF considers that a key facet of delivering sustainable development is promoting healthy communities and as part of this attaches great importance to ensuring sufficient choice of school places to meet demands of existing and new communities. It advises that local planning authorities should give great weight to the need to create, expand or alter schools and to work with schools promoters to identify and resolve key planning

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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issues before applications are submitted. The Government's planning statement "Planning for Schools Development" (August 2011) also concerns the sufficient provision to meet growing demand for school places, increased choice and opportunity and raising educational standards. There is strong planning policy support for the improvement of school facilities and for local planning authorities to take a positive approach when dealing with such proposals. That includes the adaptation and improvement of existing school facilities. I am persuaded that the School has a general need for this proposal given the information within the application concerning the additional form of entry. However, that needs to be balanced against the likely impacts, including that relating to additional traffic as a result of the proposal. This is considered further below.

Location

21. The provision of additional classroom space to meet increased demands for school places is at an existing school where the principle of use of land for education has already been established.
22. Within the school grounds the proposal is in my opinion well located within the grounds and is grouped with existing school buildings. The area proposed for additional staff car parking is an under used area of the site and is also in my opinion well located.
23. The proposal is located within the Sittingbourne Town Centre area and in my opinion the location proposed within the school site accords with policy requirement contained within the general development criteria (Policy E1) of Swale Borough Local Plan (2008).
24. In my view, given the national policy support for schools development and the location of this proposal within an established school site the proposal in this built up area would not be inappropriate, subject to consideration of whether the impacts as a result of the proposal are acceptable in this location and that the potential for any undue adverse impact has been minimised. This is discussed further below.

Impacts in terms of good design, biodiversity, visual and residential amenity

25. The design, visual and residential amenity impacts of the proposed extension have not attracted any neighbour representation. I am satisfied that the proposal would not lead to adverse design, visual or residential amenity impacts given the location of the proposed building in relation to the nearest housing and the provision of existing tree and boundary screening within the site.
26. The proposal is well sited being grouped with other buildings at the site and the design and appearance is in my view appropriate to the location. The existing building at the school is two storey and 6.6m high with a flat roof. This proposed extension would be with a pitched roof and set beneath the height of the existing building. The proposal would be largely screened from views from Borden Lane by a mature tree line and from

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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views from Homewood Avenue by existing landscaping. The additional parking proposed is within an underused area of hardstanding within the site.

27. In respect of sustainable design and construction Swale Local Plan policy E19 encourages high quality design and distinctiveness including reference to a number of design principles including encouraging efficient use of resources and opportunities for including sustainable design and construction techniques for example by using recyclable materials, sustainable drainage and minimising waste. The applicant has commented that the BREEAM standard is not applicable to this proposal. However, the applicant comments that the extension has been sympathetically designed with construction products (such as UPVC fascia, soffit board, rainwater goods) which will give many years of low maintenance. They comment that the UPVC windows and doors are “A” rated (which is the British Fenestrations Ratings Council most efficient rating) and the windows, roof, floor and wall insulation proposed are all above the Building Regulation standard. The proposal includes use of construction materials arising from recycling (such as using recycled type 1 roadstone) and also products that would be capable of being recycled in the future. The proposal also includes use of an energy efficient condensing boiler (Worcester GB162) which I understand is registered with the Carbon Trust’s Enhanced Capital Allowance Scheme concerning equipment that meets published energy saving criteria.
28. It should be noted that Swale Local Plan Policy E21 concerning sustainable design and build and the expectation of developments meeting the “good” standard of BREEAM was not a saved policy and no longer forms part of the Development Plan.
29. In the light of the above considerations I am of the view that overall, the siting and design of the proposed extension are acceptable and accord with policy objectives for high quality design which respects the local context.
30. Furthermore, taking into account our Biodiversity advice I am satisfied that the potential for biodiversity impacts are minimised and with appropriate conditions relating to tree protection measures. I conclude that the Impacts in terms of design, biodiversity, visual and residential amenity are not unacceptable in planning policy terms.

Impacts in terms of highway and transport matters

31. In my opinion, the key determining issue in relation to this application for a 3 classroom building to address classroom accommodation for an addition of 90 children over 3 years is the potential for highways impact.
32. Following consultation of the original proposal the applicant withdrew the proposed exit and drop kerb and on site drop off and pick up area from the proposal. That was because the management and logistics of operating it were complex and problematic. Their decision took into account initial comments received from Kent Highways and Transport which requested additional information to go with the proposal in order to

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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explain how the drop off and collection area would be managed to ensure conflict between pedestrians and vehicles is minimised within the school grounds and at the entry and exit points where there would be increased vehicular activity across the main footway route to the school.

33. Instead, following discussion between the applicant and Kent Highways and Transport the impact from additional parking was explored to see whether it could be satisfactorily absorbed on the surrounding streets.
34. The amended proposal retains the additional 6 staff car parking spaces and also includes improvements to cycle parking provision and pedestrian access. The revised submission also included a School Travel Plan. That included 15 travel plan actions including the following:
- promoting the travel plan to staff, pupils and parents;
  - to reduce conflict between vehicles and pedestrians close to the school ;
  - to promote greater safety for pedestrians and to encourage children to walk to school where feasible;
  - scheme to encourage parents and staff to car share;
  - extension of parking restrictions along Homewood Avenue;
  - increase percentage of pupils walking to school from 53% to 62% by 2015;
  - a new entrance/exit at Borden Lane to improve pedestrian linkage;
  - encouraging more responsible parking by parents using alternative roads rather than Homewood Avenue (the applicant also submits a drawing indicating that parking is available within College Road and Berkeley Court);
  - building new 20 cycle shelter to encourage the use of bikes;
  - reducing the percentage of pupils being driven to school alone from 12% in 2012 to 5% by 2012;
  - increase the number of staff car parking spaces by 6.
35. It should be noted that the Travel Plan proposal to open up the Borden Lane access for pedestrian access to the school makes use of an existing access onto Borden Lane and that the proposals for alterations to road markings along Homewood Avenue was work already in progress prior to submission of this planning application and would not require planning approval. Neighbour objections to the road alterations already scheduled to take place are not therefore matters for decision in relation to this application.
36. It should also be noted that the Travel Plan includes actions relating to projected pupil numbers of an additional 210 over a 6 year period whereas this proposal only relates to the provision of classroom accommodation for 90 children, ie. an additional 30 children per year for the next three years and 6 staff over the period. It needs therefore to be considered within that context.
37. Neighbour representation received objects to the withdrawal of the on site drop off area and requests reinstatement within the proposal. However, the reinstatement of the drop

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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off area has not been proposed by the applicant and the application needs to be considered on that basis.

38. Kent Highways and Transport comment on the amended proposal was that the inclusion of a drop off and collection facility within the school grounds was inappropriate and of little benefit as the resultant vehicular activity across the main footway route and conflicting traffic movements and the likelihood of creating queuing on Homewood Avenue. I therefore conclude that the off road drop off area originally proposed was insufficiently detailed and developed in relation to minimising conflict and providing safe and secure layouts and was likely to create conflict and congestion rather than reduce it.
39. The majority of objections to the proposal were from residents within Windermere Grove with one response noting concerns from a resident of Berkeley Court. Representations include objection to increased traffic, congestion and parking with concern for safety and emergency access. The applicant has included a travel plan action suggesting that parking use roads other than Homewood Avenue and the submitted plan suggests that there is parking provision within College Road and Berkeley Court. Neighbours object to proposed parking in Homewood Avenue, Berkeley Court, Windermere Grove and Silverdale Grove. There is already parking in these roads and representations describe existing difficulties as a result of the school run. It should be noted that the applicant has not highlighted availability of additional parking provision within Windermere Grove and Silverdale Grove.
40. Kent Highways and Transport are a statutory consultee in relation to these highway matters. Their views take all likely highways and transport impacts into account. Kent Highways and Transport advise that following observation at the start and end of the school day it was considered that there is spare capacity to accommodate additional parking over a longer distance along Homewood Avenue without significant undue impact on traffic flows, and nearby roads such as College Road would be able to provide further parking provision.
41. Kent Highways and Transport noted that from the data available 53% of pupils walk to school and that of the 43% that travel by car over three quarters of these travelled with other pupils and so the increase in pupil numbers over 3 years would be expected to generate around 20 additional vehicles and this number could be accommodated within the local highway. It is also considered that the other measures within the Travel Plan will encourage a greater proportion of walking and cycling and so this would lessen the impact.
42. The inclusion of a new pedestrian link to Borden Lane will shorten the distance for walking to the school for some children and the cycle shelter proposed would encourage a greater take up of cycling. These aspects of the proposal accord with the NPPF in terms of promoting sustainable transport. Other sustainable transport objectives within NPPF include designing development where practical to give priority to pedestrian and

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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cycle movements; create safe and secure layouts which minimise conflicts between traffic, cycles or pedestrians.

43. Representations include objection to the adequacy of the submitted Travel Plan in terms of the actions relating to parking further away from Homewood Avenue and in surrounding roads and also in terms of measures to address increased numbers at the school.
44. The NPPF suggests that the Travel Plan is a key tool to facilitate sustainable development in relation to transport issues. It also suggests that developments should only be refused on transport grounds where the residual cumulative impacts of development are severe. The saved transport policies within the Swale Borough Local Plan 2008 also concern provision of safe access to new development (T1) where regard to the capacity of the highway network and highway safety is required and provision of appropriate vehicle parking (T3) and provision for the needs and safety of cyclists and pedestrians (T4).
45. I consider that the proposed Travel Plan addresses these aspects of the proposal in general terms within the objectives and actions. However, I also consider that the travel plan can be improved upon, for example by the inclusion of more detail within the actions in order to explain further how the actions would be achieved and progressed over time and further detail with regard to monitoring and review actions and dates. I consider that these aspects can be dealt with by condition requesting submission of an updated travel plan with subsequent annual review.
46. Given our Highways advice regarding the safety aspects and potential for conflict arising from the on site drop off area that was originally proposed, the parking provision proposed for additional teaching staff on site and the capacity of the highway network along with the additional measures to encourage walking and cycling, including the planning conditions suggested in relation to these matters, I conclude that the Travel Plan actions and objectives address the planning policy requirements.
47. A number of suggestions in respect of highways issues in the neighbourhood have been made by local residents in their representations to the proposal. These predominantly relate to ideas for on site drop off facilities but also to the location of the lollipop crossing for the school. These suggestions are not included within the planning application and given the Kent Highways and Transport advice, in my view are not necessary to make this development proposal acceptable in planning policy terms. However, I am satisfied that these suggestions can be put to the applicant by way of an Informative in order to encourage future proactive planning, and their potential promotion separately from the scope of this particular planning proposal.
48. I am also satisfied that conditions could be used to control the provision of construction vehicle loading/unloading parking and turning facilities during work on site and for the

**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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duration of construction and also the provision of parking facilities for site personnel and visitors on site and for the duration of construction.

49. Taking into account the measures within the proposal to address the traffic and highways impacts arising from the proposed development and our Highways advice, I do not consider that the severity of highways impacts from this particular proposal to provide accommodation for an additional 90 children at the school (over a 3 year period) justifies refusal of the revised proposal on highways grounds when balanced against the strong planning policy support for healthy communities in respect of adequate provision of educational facilities. Given the site context and location, and taking into account the additional staff parking proposed and improvements to encourage pedestrian and cycle transport, and taking into account comments of Kent Highways and Transport, I do not therefore consider that the additional highways impacts of the proposal would be unduly detrimental in this location within the built up area. In particular, the public highway is provided for use by the public, whether as residents, visitors or otherwise, and it is not the purpose of the planning system to restrain such freedoms, unless serious highway safety risk dictate otherwise. However, any future proposals for further development would also need to be considered on their own merits in respect of highway and other impacts.

**Conclusion**

50. This proposal seeks to address accommodation needs for children due to attend the school. Planning policy seeks to achieve sustainable development which requires consideration of location, design, need and impacts. Whilst the applicant has amended the original proposal to remove an on site drop off area and new site exit, in my opinion these aspects would not be an essential requirement in order to respond to highway impacts of the proposal. The applicant is aware of their contribution to travel patterns within the locality as demonstrated by the Travel Plan and has sought to encourage and promote improved staff parking, pedestrian access and cycle facilities within the proposal.
51. Taking account of the comments arising from statutory consultation, including no further comments being received from Swale Borough Council, I consider that the proposal responds to the site context in so far as is possible within the scope of this proposal and accords with the general aims and objectives of national and local planning policy requiring good design, promoting healthy communities, sustainable transport and encouraging a positive manner towards schools development.
52. I consider that this proposal accords with the Development Plan and that there are no material planning considerations that indicate that planning permission should be withheld. I would however recommend the inclusion of various planning conditions and informatives.



**Extension to provide 3 classrooms, toilets, cloakroom, link corridor and 6 additional parking spaces – Westlands Primary School KCC/SW/0153/2013 (SW/13/0633)**

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**Recommendation**

53. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

- The standard 5 year time limit
- That the development be carried out in accordance with submitted details
- Provision of a remediation strategy for contamination should it be necessary during development
- Provision of surface water management
- Provision and retention of vehicle parking spaces before the premises are occupied
- Provision of cycle shelter and pedestrian/ cycle access improvements
- Restriction of construction hours
- Details of temporary construction compound, parking, turning and storage areas.
- Submission of a revised travel plan with subsequent annual review.

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

- General advice regarding tree protection measures during construction.
- General advice from the Environment Agency and Southern Water with regard to site drainage and foul sewer connection
- Discussion to be encouraged with the local community with regard to considering the community suggestions for parking and school travel issues.
- The use of recyclable materials to the maximum and waste to be minimised.

Case Officer: H Mallett	Tel. no: 01622 221075
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Background Documents: see section heading
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**Item D3**

**Single storey extension comprising one classroom and library, at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187 (KCC/SE/0221/2013)**

A report by Head of Planning Applications Group to Planning Applications Committee on 11 September 2013.

Application by Kent County Council Property & Infrastructure Support for a single storey extension comprising one classroom, one library with associated facilities, outdoor soft and hard play/teaching area, and car park extension at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187.

Recommendation: Permission be granted subject to conditions.

**Local Member:** Mrs Margaret Crabtree

**Classification:** Unrestricted

### **Site Description**

1. Lady Boswell's Primary School is located to the south east of Plymouth Drive, approximately 300 metres to the east of Sevenoaks Town Centre. Surrounding the site, the Sevenoaks Rugby Club at Plymouth Drive lies directly to the north of the school. A residential area lies to the west of the site, with an area of National Trust wooded park land (Knole Park) to the east and the Sevenoaks Leisure Centre to the south.
2. The part of the school site affected by the proposed development is to the north western side of the school building, and adjacent to the access road, which runs from Plymouth Drive along the northern edge of the site, to the school building. The rest of the school site is otherwise not directly affected, although the site as a whole is included within the Metropolitan Green Belt, and is adjacent to an Area of Outstanding Natural Beauty, which includes Knole Park (which is also a Site of Special Scientific Interest). The application has, due to the site's location within the Green Belt, been advertised as a Departure to the Development Plan.

*A site location plan is attached.*

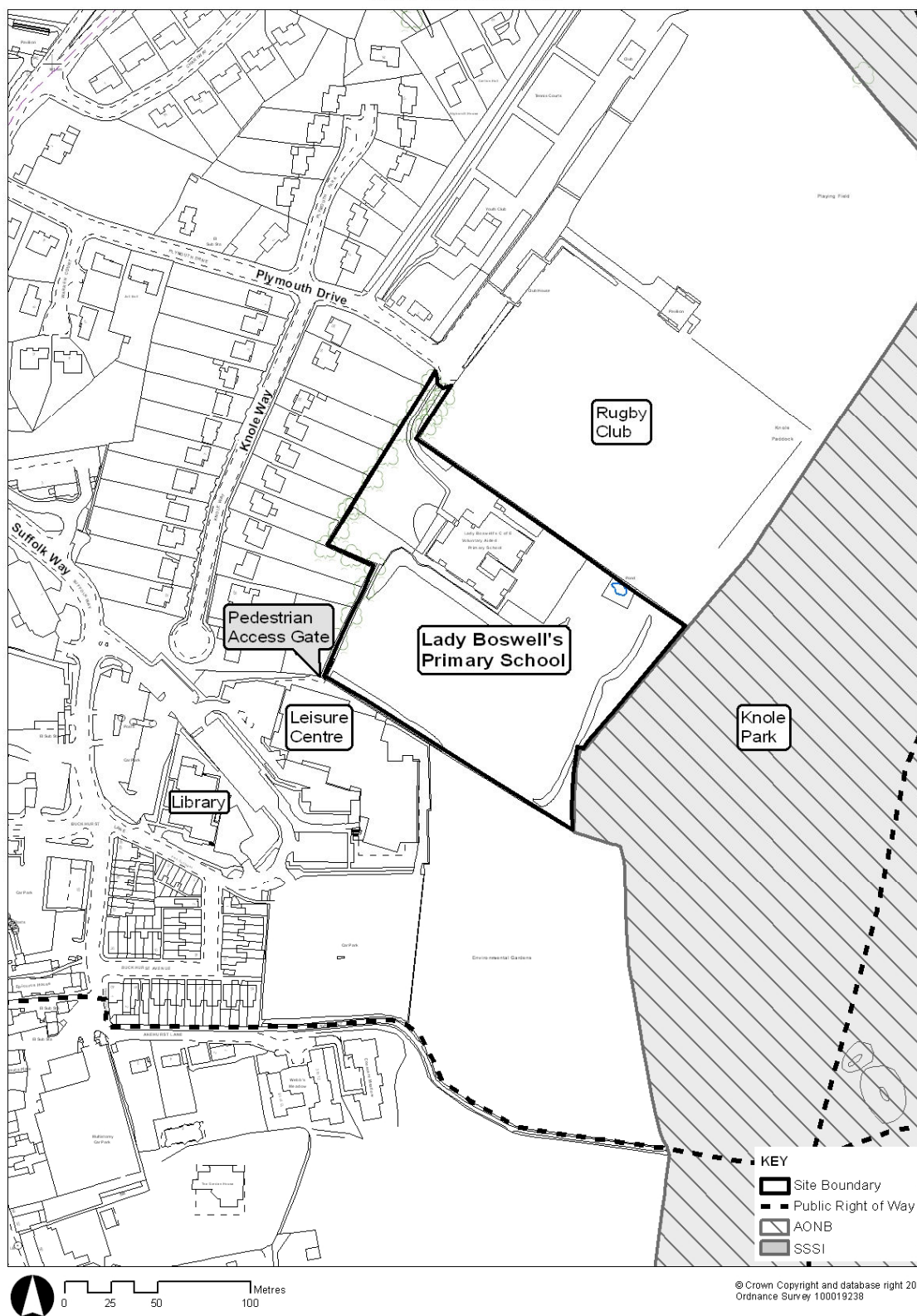
### **Background**

3. The proposed development is part of the County Council's current Basic Need Programme for the expansion of school places across the County. Lady Bowell's CofE Primary School provides schooling for central Sevenoaks, but also draws pupils from a wider catchment because of its faith status. Because of the changing population demographics in the area there is a demand for this school to enlarge its Pupil Admission Number from one to two Forms of Entry (ie. from 30 to 60 pupils per year). The County Council as Education Authority has a statutory duty to provide school places for these children. However, such growth would be incremental year on year with overall pupil numbers at this school predicted to rise from 216 in September 2012, to 248 in 2013, 278 in 2014 and thence 30 per year until reaching 420 by 2019. The Kent Commissioning Plan 2012-2017, produced by the Education Authority and setting out how it is intended to meet the demand for school places, forecasts Reception Year pupil numbers to continue to increase and to outstrip the actual number of available places.

## Item D3

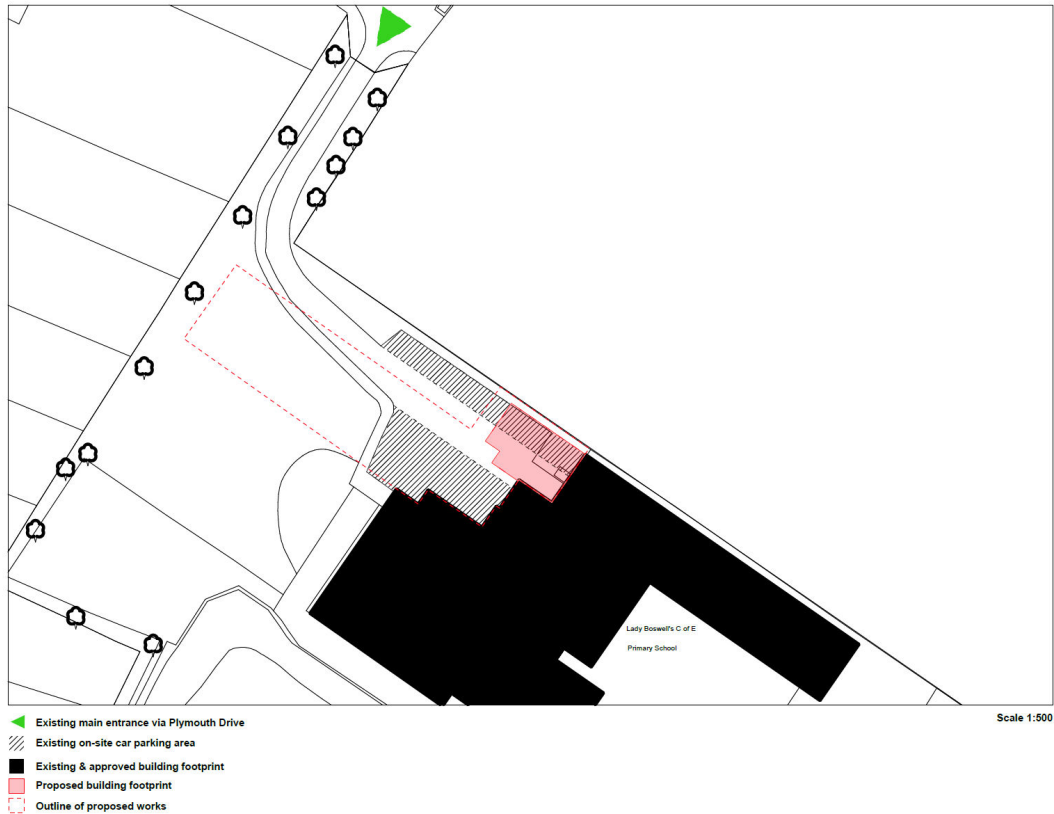
**Single storey extension comprising one classroom and library, at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187 (KCC/SE/0221/2013)**

Site Location Plan



## Item D3

### Single storey extension comprising one classroom and library, at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187 (KCC/SE/0221/2013)



WILLMOTT DIXON  
LADY BOSWELL'S C.E. SCHOOL

scale 1:1250 / 1:500  
date 16.07.13

drawn  
checked TK

drawing name Existing site plans  
job no. 12-162 dwg no. 004 revision

Bond Bryan  
Architects



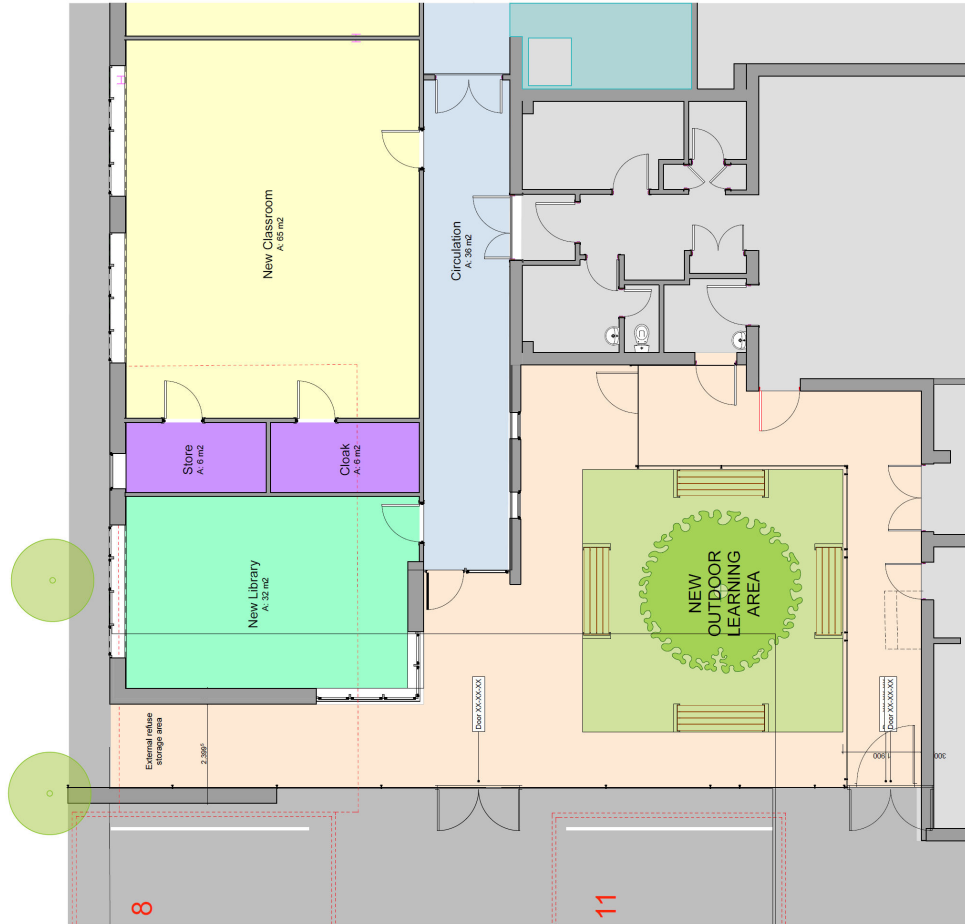
**Single storey extension comprising one classroom and library, at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187 (KCC/SE/0221/2013)**





## Item D3

**Single storey extension comprising one classroom and library, at Lady Boswell's CofE Primary School, Plymouth Drive, Sevenoaks – SE/13/2187 (KCC/SE/0221/2013)**



GROUND FLOOR PLAN 1:50



AERIAL PERSPECTIVE



VIEW FROM SITE ENTRANCE



Bond Bryan  
Architects

revision

drawn by: **Proposed Plan**  
job no. **12-162** sheet no. **002**

drawn by: **PO**  
checked by: **TK**

scale: **1:50**  
date: **12.06.13**

**WILLMOTT DIXON**  
**LADY BOSWELL'S C.E. SCHOOL**

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4. This application proposes the second phase of building works on the site to complete the accommodation required for the 2FE expansion. The first phase of the development was considered by Members of the Planning Applications Committee on the 7 June 2013, and planning permission was subsequently granted (Members of the Planning Applications Committee also visited the site on the 27 March 2013). That application, consent reference SE/13/487, proposed a 5 classroom extension to the north of the school, with associated internal alterations and an extended playground area. However, when that application was originally submitted, the proposal was for a six classroom extension, which extended approximately 6 metres further to the south east than the five classroom extension as approved. The applicant omitted the sixth classroom from the proposal due to the location of an existing mains gas supply, which was identified as part of the survey work undertaken following submission of that application. The gas main cannot be built over. The cost of diversion would be substantial, and would affect the gas supply to the Leisure Centre. Therefore, it was agreed at that time that the future requirement for the School to become a full 2FE would be met with a second planning application for a sixth classroom to be proposed to the front of the school building. The sixth classroom is the subject of this proposal and will be discussed and considered throughout this report.

**Proposal**

5. The existing school development comprises a single storey, flat roofed arrangement of buildings, with largely brick faced walls. It dates from the mid 1980s, but has had some extensions in 2002 and 2010 of similar construction. The recently approved 5 classroom timber framed extension is also single storey, with a pitched roof, with cream colour rendered panels and external brickwork to match that of the existing school elevations. That extension will run along the northern boundary of the school site, and links to the existing school buildings where they meet at the western end of the row of 5 classrooms.
6. This application proposes a single classroom extension to be located at the western end of the recently approved classroom block. The implications of relocation of the sixth classroom from the eastern to the western end of the approved extension are as follows:
- the plant room would be omitted from the approved extension and relocated within the existing plant room in the original school building;
  - the proportions of the approved classrooms have been changed slightly so that they are all the same (internal alterations);
  - the library, which was approved within the 5 classroom extension, would need to be relocated due to the extended corridor which is required to link classroom 6 to the remainder of the development;
  - 4 existing car parking bays would be lost due to the location of the classroom as now proposed.
7. The footprint of proposed extension is 115m<sup>2</sup>, and would provide the space required for the sixth classroom, and would also enable the library to be relocated to the western end of the extension adjacent to the proposed classroom. Internal alterations, and the relocation of the library, facilitate adequate internal circulation, and also provide space for a flexible learning area.

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8. Between the proposed new extension and the existing school building, a small 'courtyard' area would be created due to the layout of the buildings on site. It is proposed to securely fence off this area to create an outdoor space. This space would be landscaped to provide an informal hard and soft teaching/play area for small groups, and appropriate circulation and access routes.
9. The design and scale of the proposed development has been considered in relation to the recently approved classroom extension. The applicant states that the proposal would create a holistic appearance to the overall development by extending the height, design and massing of the 5 classroom extension which is already approved. The ridge heights and eaves would be maintained along the entirety of the new single storey classroom block, and materials would match. The western end of the building, which be visible when approaching the school via the access road, would consist of facing brickwork and full height glazing to the library, with powder coated aluminium fenestration and brise soleil solar screening. The pitch roof to the southern side of the western extension is proposed to be staggered with respect to the built footprint, to create a covered area at the corridor entrance.
10. As a result of the limited parking facilities available on site, and to mitigate the loss of the 4 spaces due to the footprint of the development, it is proposed to improve and extend the car parking at the front of the site. The car parking on site is not all formally marked at the moment, but the applicant advises that the school has restricted on site parking for 21 vehicles (staff and visitors only). It is proposed to provide a total of 24 car parking spaces, including a disabled car parking bay, an increase of 3 over the existing. The new car parking bays (3 additional, and 4 replacement) are proposed to be located to the south of the existing access road, extending the existing parking facility further to the west. The existing pedestrian access path would be diverted to the rear of the proposed parking bays, enabling safe pedestrian access. 4 trees would need to be removed to accommodate the car park extension, one a which (a cherry) is recommended for removal due to poor health. The applicant is proposing to provide 4 replacement trees to the south of the extended car park to replacement those removed.

*This planning application is accompanied by a Design, Access & Planning Statement, Tree Survey Report, Arboricultural Impact Assessment, and School Travel Plan.*

**Planning Policy Context**

11. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:
  - (i) **National Planning Policy Framework (NPPF)** March 2012, sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning application but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications the NPPF states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

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

- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- the great importance that the Government attaches to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand or alter schools; and
- the great importance the Government attached to Green Belts, with the fundamental aim of Green Belt Policy being to prevent urban sprawl by keeping land permanently open. Great weight should be given to conserving landscape and scenic beauty in (amongst other designated areas) Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.

(ii) **Policy Statement – Planning for Schools Development** (15 August 2011) which sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system.

(iii) **Sevenoaks District Local Plan: Adopted 2000:**

**Policy EN1** - Proposals for all forms of development and land use must comply with the policies set out in this Plan, unless there are overriding material considerations. Scale, height, design, layout, retention of important features (such as trees), residential and local amenity, access and parking are just some of the criteria which should be considered in the determination of a planning application.

**Policy EN4A** - Proposals for all forms of non-residential development must make satisfactory provision for the safe and easy access of those with disabilities.

**Policy EN6** - The Kent Downs and High Weald Areas of Outstanding Natural Beauty are shown on the Proposals Map. Development which would harm or detract from the landscape character of these areas will not be permitted.

**Policy EN26** - The Proposals Map identifies a number of historic parks and gardens and the Local Planning Authority will protect these sites and their settings from intrusive development.

**Policy NR10** – Proposals for all forms of development should minimise pollution of the environment through the careful design and layout of any buildings or land uses.

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**Policy VP1** –Vehicle parking provision in new developments will be made in accordance with KCC adopted vehicles parking standards.

(iv) **Sevenoaks District Core Strategy: Adopted February 2011:**

**Policy LO8** – Seeks to maintain the extent of Green Belt, and conserve and enhance the countryside, including the distinctive features that contribute to the special character of its landscape and its biodiversity. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, will be conserved and enhanced.

**Policy SP1** – Requires all new development to be designed to a high standard, reflect the distinctive local character of an area, create safe, inclusive and attractive environments, incorporate sustainable development principles and maintain biodiversity. Account should be taken of guidance adopted by the District Council in the form of Conservation Area Appraisals and Parish Plans, amongst other matters. The Districts heritage assets and their settings, including listed buildings, conservation areas, historic buildings, archaeological remains, landscapes and outstanding views will be protected and enhanced.

**Policy SP2** - Sets standards for sustainable design and construction. Institutional development will be required to achieve a BREEAM rating of at least 'very good'. In order to achieve this, the proposal will be expected to demonstrate 10% energy savings through renewable sources.

**Policy SP11** - Seeks to conserve biodiversity, to ensure no net loss through development and to promote opportunities to enhance biodiversity.

## **Consultations**

12. **Sevenoaks District Council** – Objects on the basis that the proposal would have a detrimental impact on the openness of the Green Belt. It does not consider that the “very special circumstances” put forward clearly outweigh this harm.

The District Council also objects to the proposal on the basis that it would have a potentially detrimental impact upon the amenities of local residents in the surrounding area in terms of highway impact. In addition, the District Council is not able to guarantee to increase the parking concession in the Suffolk Way car park to accommodate the expansion of Lady Boswell's School and, subject to future reviews of parking in the town centre, it is not possible to guarantee to maintain the existing facility in future years. The proposal is therefore considered to conflict with Policy EN1 of the Sevenoaks Local Plan.

**Sevenoaks Town Council** – recommends approval, subject to the conditions included in permission reference SE/13/487.

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**Kent Highways and Transportation** – Comment as follows:

“This proposal constitutes the sixth classroom associated with a previous proposal for six additional classrooms, one of which was not able to be located as previously proposed as a result of existing underground services. As such, the highway impact of the current proposal was considered as part of that previous proposal through which a number of highway related conditions were secured. Furthermore, I understand that as a result of the newly proposed location for this classroom and the associated displacement of on-site parking, there will in fact be additional on-site parking created. As a result, I am satisfied that any highway impact associated with this proposal will be mitigated by both the imposition of previous conditions and by the creation of additional on-site parking and no highway objection is therefore raised.”

**Environment Agency** – has assessed this application as having a low environmental risk and, therefore, has no comment to make.

**National Trust** – no comments received.

**Natural England** – Notes that the application is within the setting of the Kent Downs Area of Outstanding Natural Beauty, however has no comment to make on the proposals in this respect as it does not consider that the development is likely to impact on the reasons for which the site is designated. The application is also in close proximity to the Knole Park Site of Special Scientific Interest. However, given the nature and scale of the proposals, it is satisfied that there is not likely to be an adverse effect on this site as a result of the proposal being carried out in accordance with the details submitted in the application. Aside from the comments on designated sites, it expects the County Planning Authority to assess and consider other possible impacts resulting from this proposal on the following matters:

- Protected or Biodiversity Action Plan species on the site;
- Local wildlife sites; and
- Biodiversity enhancements.

**KCC Landscape Advisor** – concludes as follows:

“The overall scheme generates limited landscape issues. The building design is in keeping with the existing school and remains within the school boundary. The scheme is supported and we would simply stress the use of landscape information to inform the final planting on site, and any boundary treatments required, given its sensitive location at the very edge of the AONB.”

**KCC Archaeological Officer** – states that the site lies adjacent to the registered parkland of Knole Park. The historic landscaped grounds are of heritage interest, and measures should be taken to ensure that there is no detrimental impact on the setting of the park.

**Local Member**

13. The local County Member, Mrs Margaret Crabtree, was notified of the application on the 18 July 2013.



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**Publicity**

14. The application was publicised by the posting of several site notices around the application site, a newspaper advertisement, and the individual notification of 28 nearby properties. The Knole Paddock Residents Association was also notified directly of the application of the 18 July 2013. The site notices and newspaper advertisement identified that the proposed development is a departure application as it does not accord with the provisions of the development plan in force in the area, owing to the site's location within the Metropolitan Green Belt.

**Representations**

15. To date, I have received 1 letter of representation from a local resident. A summary of the main issues raised/points made is set out below:
- The local community and the District Council objected to the previous application, yet the County Council went ahead and approved it;
  - This proposal will further affect the Green Belt, and extends the school beyond initial proposals;
  - Provision must be made for sound proof fencing, not taking into account the noise effects of expanding a school on close neighbours is deeply distressing;
  - It is noted with disappointment that nothing has been done about the school's admissions policy. It is considered that the expansion is not providing fair places for the local community, but for a 'minority extreme faith selection' who exclude local children as far as they are able.

**Discussion**

16. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 11 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance, including the new National Planning Policy Framework (NPPF), and other material planning considerations arising from consultation and publicity. Issues of particular relevance include impact upon the Metropolitan Green Belt and wider landscape (including siting, massing & design), highway implications and access, and whether the development is sustainable in light of the NPPF.
17. In this case the key determining factors, in my view, are the impact upon the local highway network, the local protected landscape and the Green Belt, and the policy support for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on amenity and other material considerations. In the Government's view the creation and development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework and reflected in the Policy Statement for Schools. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use

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of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in Circular 11/95.

18. Policy EN1 of the Sevenoaks District Local Plan, and Core Strategy Policy SP1, seek to conserve and enhance the environment and require development to be well designed and respect its setting. This is particularly relevant to this site which is identified within the Sevenoaks District Local Plan as being within the Metropolitan Green Belt. The school site is also adjacent to the National Trust property of Knole Park, and borders the Kent Downs Area of Outstanding Natural Beauty (AONB). Policy LO8 of the Sevenoaks District Core Strategy seeks to resist inappropriate development within the Green Belt, unless justified by exceptional circumstances. The Policy also states that the distinctive character of the AONB and its setting will be conserved and enhanced. Reference is made within Policy LO8 to PPG2 which has been replaced by the NPPF. The NPPF states “as with previous Green Belt Policy, inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances”. The NPPF does not explain in any detail what ‘very special circumstances’ means, but does go on to state “very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and other harm, is clearly outweighed by other considerations”. Any built development within the Metropolitan Green Belt could affect the openness of it and would be contrary to planning policies. On this basis the development proposed must be considered as a departure from the Development Plan, and has been advertised as such. The need, or otherwise, to refer the application to the Secretary of State for determination will be considered and assessed in the following section of this report

#### Green Belt and wider landscape considerations

19. The NPPF, section 9, paragraph 80 states that the Green Belt serves five purposes:
- to check the unrestricted sprawl of large built up areas;
  - to prevent neighbouring towns merging into one another;
  - to assist in safeguarding the countryside from encroachment;
  - to preserve the setting and special character of historic towns; and
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF goes on to state (paragraph 89), that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt, but lists a number of exceptions to this assumption. One such exception is the extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building. Although the recently approved 5 classroom extension was considered to be ‘inappropriate development’ on the basis that the provision of an additional 5 classrooms and associated amenity spaces, could not be considered to be a proportionate addition, the merits of that application were considered and discussed at the time of determining that application. This application only proposes a 115m<sup>2</sup> extension, with limited external works, including a car park expansion. In my view, the single classroom development as proposed is proportionate in terms of the original school building and the accommodation to be provided in the recently approved extension. However, the extension as proposed needs to be considered as a part of the school expansion, and the cumulative impact in conjunction with the 5 classroom extension already approved needs to be assessed. The development is therefore, to my mind inappropriate and needs to be considered accordingly.

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20. Inappropriate development is, by definition, harmful to the Green Belt and it is for the applicant to demonstrate why permission should be granted. Such development should not be approved, except in very special circumstances. It is, therefore, necessary to consider the impact of the development on the openness of the Green Belt and whether or not there are very special circumstances that would warrant setting aside the general presumption against inappropriate development.
21. Sevenoaks District Council raises objection to this application on the basis that they consider that the development would have a detrimental impact on the openness of the Green Belt. The District Council does not consider that the case of very special circumstances put forward by the applicant clearly outweighs 'this harm'. The applicants have accepted that the development is, by definition, inappropriate and have, therefore, set out the planning policies relevant to the development and have provided what they consider to be a case of very special circumstances. It should be noted, that the previous application for the expansion of Lady Boswell's School (SE/13/487) included the provision of a sixth classroom, and the case of very special circumstances made with that application applied to a six classroom extension. Although the sixth classroom was omitted from that application before determination, in my view, the sixth classroom would not have changed the conclusion and recommendation of the Planning Applications Committee Report, as considered and agreed at the Committee Meeting on the 7 June 2013. The case of very special circumstances put forward for this application, for the sixth classroom, considers the development of the site as a whole, and therefore the following paragraphs will refer to the expansion of the school from 1FE to 2FE, and the provision of sufficient accommodation in that regard.
22. First, the applicant states that extensions to the school are necessary to provide adequate educational facilities to meet the demand of the locality. The publication of the Commissioning Plan for Education Provision in Kent 2012-2017 provided forecasting that clearly indicated that demand in Sevenoaks Town Centre (as a planning area as defined by the Education Authority) was exceeding the number of places available. Permanent extensions in Pupil Admission Numbers (PAN) were considered necessary. A preliminary study on possible solutions to this situation identified that, although all schools in the planning area were forecast to exceed their capacity in the coming years, only three schools could accommodate a permanent expansion. These three Primary Schools are St Johns CofE, Sevenoaks and Lady Boswell's.
23. The prospect of a reversal of demand has also been considered by the applicant but, as the future pupils already live within the area, the applicant considers that any such change would have to relate to a sudden out migration of young families. There is no evidence that this is likely to occur, or that the demand for new residential development is to decline. The applicant states that there is a basic demand from the population for Primary School education. There is a duty on the Education Authority to meet that demand and it is reasonable, in the case of state funded primary provision, that this be located fairly close to the homes of the pupils. The Education Authority has explored all options for capacity increases, and no other alternatives to the three Primary Schools listed above exist. The applicant considers this need to be a very special circumstance, which they consider should override the presumption against inappropriate development within the Green Belt.
24. In addition to the need outlined by the applicant above, it should be noted that the NPPF and the Policy Statement 'Planning for Schools Development' (August 2011), fully support the creation and development of state funded schools. The Statement requires Local Authorities to apply a presumption in favour of the development of state

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funded schools, and states that the Secretary of State will attach significant weight to the need to establish and develop state funded school when determining applications that come before him. This strong policy support further expands on the case provided by the applicant, and in my view constitutes part of the case of very special circumstances to be considered in the determination of this application. However, other matters must also be considered, such as the siting of the development and its impact on the openness of the Green Belt, and the impact of the development of the functioning of the Green Belt.

25. It is important to note that Sevenoaks is surrounded by Green Belt. As previously explained, there are no alternative school sites (other than the three identified) that could accommodate an expansion, but before considering the merits of the development proposed, it is important to consider if a non-school site could accommodate a 1FE school to account for the additional demand for Primary School places. However, the applicant confirms that there are no sites available within the urban confines of Sevenoaks which are of a suitable size and nature to accommodate a new Primary School. Any new site would therefore be outside of the urban confines of the town and would, therefore, be within the Green Belt. The redevelopment of an existing developed site would be preferable in Planning Policy terms to the development of a green field site and, therefore, the development of Lady Boswell's Primary School would, in my view (and as accepted when considering application reference SE/13/487), be preferable to the establishment of an additional school. The use of an existing site has benefits in that the core school building and infrastructure is already in situ. Use of an alternative site, which would also be within the Green Belt in this case, would involve the provision of a whole new school, including the associated infrastructure and outside space requirements. I therefore consider that use of the Lady Boswell site is an acceptable option in this instance, with the expansion of the existing school being a more efficient use of land, minimising land take and impact on the Green Belt.
26. The proposed expansion of Lady Boswell's Primary School would be contained within the existing grounds of the school, with no expansion of the boundaries required to accommodate the space requirements associated with a 2 form of entry school. In order to minimise the impact of the development on the functioning and openness of the Green Belt, the built development proposed has been sited on existing hard standing as far as is practicable. In addition, the five classroom extension previously approved would be attached to the side elevation of the school building, minimising the amount of built development which would extend beyond the existing building line. That extension would also run along the site boundary, minimising the perception of encroachment into any open areas and would result in a compact grouping of buildings. The single classroom extension which is being considered within this report would be located to the western end of the classroom extension, as opposed to the eastern end as previously proposed. This has the benefit of reducing encroachment into the open areas of the school site, and contains the built development of the school to the west of the site, which is already developed, and is closer to the urban edge of Sevenoaks.
27. The site boundary to the South East of the site is heavily wooded and well screened, with the National Trust property of Knole Park, which is within the AONB, lying beyond this boundary. The school site and the adjoining rugby club almost act as a buffer between the urban edge of Sevenoaks and the AONB and Knole Park beyond. The character and appearance of the AONB would not, in my view, be adversely affected by the proposed development, and the development itself would not be visible from with Knole Park due to the extensive mature screening. The low ridge height of the single storey classroom extension, with its shallow pitch roof, would also aid in reducing the

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impact of the development on the openness and functioning of the Green Belt, and the character and appearance of the wider landscape beyond. In addition, I consider that the car parking extension proposed is in a logical location, adjacent to the existing car park and access road, minimising land take, and containing the car parking in the north west corner of the school site. The car parking would not, in my view, impact upon the functioning and openness of the Green Belt due to its largely two dimensional nature, and well considered location.

28. Overall, I accept the applicant's assessment and application of Green Belt Policy as set out in the submitted documentation, and I have considered this in the context of the amended policy following publication of the NPPF. The development is inappropriate development for the purposes of Green Belt consideration and is, therefore, by definition harmful. Nevertheless, in my view, the considerations summarised above are sufficient collectively to constitute very special circumstances capable of outweighing harm, in this particular case. Furthermore, I accept that the particular siting and design of the proposals has been carefully considered to help mitigate and minimise the impact of the development on the functioning and openness of the Green Belt. The proposed layout represents the option which strikes the best balance between minimising intrusion into the Green Belt and providing sufficient accommodation and facilities to enable the School to deliver its educational requirements and operate successfully. Accordingly, I do not consider that an objection on Green Belt grounds would be warranted in this particular case. In addition, I do not consider that the development as proposed would adversely affect the character and appearance of the adjoining AONB and/or Knole Park. This view is supported by Natural England, who state that they have no comment to make on the proposals in respect of the AONB as they 'do not consider that the development is likely to impact on the reasons for which the AONB is designated'.
29. The Town and County Planning (Consultation) (England) Direction 2009 states that inappropriate developments within the Green Belt should be referred to the Secretary of State for determination if the floor space to be created is 1000 square metres or more, or if the development, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt. In considering this application, and taking into account the matters discussed and addressed above, I do not consider that the scale, nature or location of this development would have a significant impact on the openness of the Green Belt. In addition, the development is well under the 1000 square metre threshold. For these reason, I do not consider that this application needs to be referred to the Secretary of State for determination in this instance.

#### Siting and Design

30. Having accepted the siting of the proposed facilities in Green Belt terms, the siting must also be considered in terms of residential and local amenity. It should be noted, however, that no objections to the siting or design of the development have been received. The built development proposed, including the car park extension, is all to the north western side of the existing school building, at the western end of the five classroom extension already approved. The siting of the development is logical and would relate well to both the existing building and the five classroom extension, and the high level glazing proposed to the western elevation would add interest to the design, in my view, improving the overall quality of built development on site.
31. The building would be single storey, with a shallow pitched roof, with facing brickwork to match the existing school. The only concern that I have regarding the design and

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materials proposed is the proposed use of a standing seam aluminium roof. I would like to see a higher quality of roof finish. However, should that not be possible, the powder coated colour finish to the roof would need to be carefully considered, and should be of a dark shade so as not to appear as a galvanised/patinated finish. Therefore, in order to control the development and to ensure a satisfactory appearance, I consider that final details of all materials to be used externally should be submitted pursuant to condition, should permission be granted (that condition is also imposed on consent reference SE/13/487). Subject to the imposition of this condition, I see no reason to refuse this application on the grounds of the building materials proposed. I also see no reason to refuse the application on the grounds of siting and/or design.

Landscaping and Biodiversity

32. As detailed in paragraph 10 of this report, a Tree Survey has been undertaken and submitted with this application, which concludes that the proposed car park realignment/extension would result in the loss of 4 trees, one of which (a cherry) is recommended for removal due to poor health. The applicant is proposing to provide 4 replacement trees to the south of the extended car park to replace those removed. The trees to be removed are not important in terms of boundary screening, and are not of significance in terms of species, age or height. In my view, the removal of the trees as proposed would not adversely affect the overall character and appearance of the adjoining AONB, or that of the school site given the extent of mature trees surrounding the site that are not affected by these proposals. The County Council's Landscape Advisor also confirms that 'overall, the scheme generates limited landscape issues'. However, as with application reference SE/13/487, and in accordance with the applicant's proposals, I do consider that replacement tree planting should be provided. Should permission be granted, I consider that it would be appropriate to require the submission of a scheme of landscaping, to include replacement tree planting and protection of trees to be retained, pursuant to condition.
33. With regard to the ecology, this application does not directly impact upon habitat that would be suitable for housing protected species and, as such, this matter has not been assessed in detail in the consideration of this application. However, with regard to application reference SE/13/487, an Ecological Scoping Survey Report was submitted which concluded that the development would not have a detrimental impact on biodiversity, subject to precautionary approaches with regard to nesting birds, bats, hedgehogs and the common toad. The school site is adjacent to an SSSI. However, Natural England states that 'given the nature and scale of the proposals, it is satisfied that there is not likely to be an adverse effect on the SSSI as a result of the proposal being carried out in accordance with the details submitted'. However, conditions of consent were imposed on consent reference SE/13/487 requiring that the development be undertaken in accordance with the recommendations and precautionary measures as detailed within the Ecological Scoping Survey Report. As this development is to be built as one 6 classroom extension, I consider it appropriate to impose these same conditions in this instance, should planning permission be granted, to ensure a uniform approach.

Access, parking and highway issues

34. Having accepted the proposed development in terms of siting, design, and impact on the Green Belt and wider landscape, it is now important to consider the implications of the expansion of the school in terms of impact on the local highway network.

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Sevenoaks District Council have raised objection to this application on the basis that the proposals would 'be detrimental to the local highway network', impacting upon the amenity of local residents in the surrounding area. The previous application for the expansion of the school from 1FE to 2FE, which initially proposed a full 6 classroom extension, was accompanied by a Transport Statement, and Transport Statement Addendum, which fully assessed the impact of the expansion of the school on the local highway network. At the time of considering that application, Kent County Council Highways and Transportation, assessed the impact of the expansion of the school in its entirety, so one could conclude that the highway impacts associated with this application for the sixth classroom have already been assessed, with the conclusion being that the expansion of the school would not have a significantly detrimental impact on the local highway network subject to the imposition of conditions. The following matters were considered and addressed at that time, and are relevant to the determination of this application.

35. As outlined in paragraph 3 of this report, this application, in conjunction with application reference SE/13/487, is part of the County wide Educational Basic Needs Programme, and is proposing to provide the remainder of the accommodation required on site to accommodate a full 2 form of entry (2FE). At present the total number of pupils at Lady Boswell's Primary School is 216, with pupils at the school aged from 4 – 11 years old. The current total number of staff employed at the school is 34, although the applicant considers that no more than 20 staff are on site at any one time. The school currently has 21 formal car parking bays on site, and parents are not permitted to use the on site parking facilities at peak school times. Parents that take their children to school by car instead make use of local roads, the adjacent Sevenoaks Town Council parking facilities at the Rugby Club, and the Suffolk Way car park to the south east of the school site.
36. The expansion of the existing primary school from 1FE to 2 FE, would increase pupil numbers from the current 216 to approximately 420. Currently, each year group comprises around 30 pupils. From September 2013, the pupil admission numbers increase to 60 per year. However, such growth would be incremental year on year with overall pupil numbers at this school predicted to rise from 216 in September 2012, to 248 in 2013, 278 in 2014 and thence 30 per year until reaching 420 by 2019. To accompany the pupil increase, it is proposed that a total of 42 staff would be employed (8 more than existing), although it is not expected that more than 30 staff would be on site at any one time.
37. Unlike the previous planning application for the 5 classroom extension, this planning application does provide additional car parking facilities for staff on site. Due to the siting of the single classroom extension upon 4 existing parking bays, it is proposed to mitigate the loss of the 4 spaces by improving and extending the car parking at the front of the site. It is proposed to provide a total of 24 car parking spaces, including a disabled car parking bay, an increase of 3 over the existing. The new car parking bays (3 additional, and 4 replacement) are proposed to be located to the south of the existing access road, extending the existing parking facility further to the west. The existing pedestrian access path would be diverted to the rear of the proposed parking bays, enabling safe pedestrian access. This application would, therefore, improve the provision of car parking on site. The conclusions made with regard to the previous application were made at a time when additional car parking was not proposed. Kent County Council Highways and Transportation are satisfied that any highway impact associated with this proposal would be mitigated by both the imposition of previous conditions and by the creation of additional on-site parking and no highway objection is



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therefore raised. I do, however, consider that an additional condition of consent should be imposed to ensure that the car parking is provided and operational prior to the occupation of the development, should permission be granted.

38. It should be noted that the school is a faith school and, therefore, has a large catchment area. Having such a wide catchment area does mean that some parents have no option other than to travel to the school by car. This selection and admissions process has met with local objection, and is considered to increase car journeys to the school. Admission policies are, however, not something that the Planning Authority can control, and this matter cannot be considered in the determination of this application, nor would it be appropriate to discriminate against faith schools.
39. At the time of assessing the 5 classroom extension application, Kent County Council Highways and Transportation considered that the submitted Transport Statement Addendum gave a 'greater confidence to the application and the School's commitment to minimising impacts in transport terms'. The Addendum set out how the School intends to manage the increase in traffic associated with the expansion of the school, including the main initiative to direct the majority of vehicles towards to Suffolk Way/leisure centre car park, and the upgraded pick-up/drop-off system. That would limit the increase in traffic on Plymouth Drive and other local roads, mitigating the impact on local residents in terms of additional traffic and inconsiderate parking. In order to further increase and encourage use of the Suffolk Way Car Park the School are reviewing a walking bus scheme, with allocated car parking bays proposed within the public car park for parent drop off and pick up. In addition, the submitted Transport Statement Addendum confirmed that parents can apply for permits to park in the Suffolk Way car park, which are recognised by Sevenoaks District Council. The permits allow for up to half an hours free car parking between 8.45am and 9.15am, and 3.15pm and 3.45pm, on school days only.
40. The previously submitted Transport Statement (which was based on a full 6 classroom expansion) estimated that there may be up to 54 additional vehicles travelling to and from the school by the time the school reached full 2FE capacity in 2019. However, independence for children at primary school age is encouraged, and the School intend to operate a drop-off/collection system whereby pupils are dropped off by parents and escorted to the pedestrian access from the Suffolk Way car park by school staff. This initiative would, it is estimated, reduce the demand for additional parking spaces within the Suffolk Way car park from 54 to approximately 27. This increase in use of the public car park was discussed with the District Council, who at the time of writing the Planning Applications Committee Report for the previous application (SE/13/487), agreed that the permit based system for parents would be continued and amended as necessary to allow for the additional numbers. However, the District Council have now stated that they may not be able to guarantee an increase in the parking concession in the Suffolk Way car park to accommodate the expansion of Lady Boswell's School and, subject to future reviews of parking in the town centre, it is not possible to guarantee to maintain the existing facility in future years. However, it should be noted that the County Planning Authority was made aware of this situation prior to the determination of the previous application, and Members were advised of this verbally at the Planning Applications Committee meeting on the 7 June.
41. Kent County Council Highways and Transportation were present at that Committee Meeting and advised Members that removal of the permit scheme would not change their views on the application. Parents could still use the public car park for drop off and pick up, and management of the pedestrian access at the Suffolk Road car park by the

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school could negate the need for parents to park at all. The pay and display car park can be used at anytime and, should the permit scheme not be extended, or be removed completely, Highway and Transportation are satisfied that the local highway network could accommodate any increase in traffic associated with the 2FE expansion. However, it was agreed that a condition of consent would require the review of the School Travel Plan on an annual basis, and that the Travel Plan would include the reference and promotion of various initiatives, including the car park permit scheme, and staff supervision of the Suffolk Way access. The Travel Plan should be reviewed annually and, in addition, representatives from local residents should be included within this review process, and given opportunity to express their concerns, views and suggestions. Members of the Planning Applications Committee agreed with this approach and, therefore, a condition of consent was imposed on consent reference SE/16/487 which is worded as follows:

*Within 6 months of the date of this decision a revised School Travel Plan, with initiatives to be developed in liaison with representatives from the local community/residents, shall be submitted to and approved in writing by the County Planning Authority, and thereafter be implemented as approved and subject to ongoing monitoring and review. The Travel Plan shall include, amongst other matters, continuation and expansion of the parent permit scheme and increased supervision of the drop off at the Suffolk Way Car Park.*

42. Kent County Council Highways and Transportation have commented as follows with regard to this application:

“This proposal constitutes the sixth classroom associated with a previous proposal for six additional classrooms, one of which was not able to be located as previously proposed as a result of existing underground services. As such, the highway impact of the current proposal was considered as part of that previous proposal through which a number of highway related conditions were secured. Furthermore, I understand that as a result of the newly proposed location for this classroom and the associated displacement of on-site parking, there will in fact be additional on-site parking created. As a result, I am satisfied that any highway impact associated with this proposal will be mitigated by both the imposition of previous conditions and by the creation of additional on-site parking and no highway objection is therefore raised.”

43. I agree with this view, and am of the opinion that the highway impacts of the expansion of Lady Boswell's Primary School were assessed and deemed to be acceptable at the time of determining the previous application. However, for the avoidance of doubt and for consistency, I consider that the condition regarding the submission of an update Travel Plan, as seen in paragraph 41 above, should also be imposed upon this consent, should permission be granted. I also consider that a further condition of consent should require the provision of the replacement and additional car parking on site prior to occupation of the development. Subject to this, I see no reason the refuse this application on the grounds of impact on the local highway network.

#### Noise

44. A neighbouring resident has requested that the boundary fencing be upgraded to provide some noise attenuation given the increase in pupil numbers. First, it should be noted that outside play is only for short periods throughout the day, and is not a constant source of noise. In addition, in my view, the noise generated by an incremental

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increase of additional pupils would not be detectable over and above the existing level. Although there is playground space to the western side of the school site, it is not proposed to extend this in any way as part of the school expansion. The playground to the east of the site, to the rear of the school, is to be extended under consent reference SE/13/487, although this is to replace existing playground to be lost, rather than the provision of additional space. The school boundaries are well screened with existing trees and vegetation, and I see no need to require the provision of acoustic fencing, the provision of which would undoubtedly result in the removal of some of the trees and existing vegetated boundaries which would be detrimental to the character of the site. I do not consider that this application would lead to a discernibly audible increase in noise, and see no reason to refuse the application on this ground. However, adjoining residents could always add to their own boundary treatment if they were particularly concerned over the possibility of undue noise trespass.

Drainage and land contamination

45. Although the Environment Agency raises no objection to the proposal, and has not requested any conditions of consent, it should be noted that two conditions of consent were requested with regard to application reference SE/13/487 due to the larger scale of the development. As the development is to be constructed as one 6 classroom extension, I consider it appropriate to also impose the two conditions of consent in this instance, should permission be granted. The conditions would require that there is no infiltration of surface water drainage into the ground at the site without the express written consent of the County Planning Authority, and a further condition regards land contamination. Therefore, should permission be granted, conditions would be imposed covering the matters raised above. That would ensure that the development would not result in an unacceptable level of pollution, in accordance with the principles of Development Plan Policy.

Construction matters

46. Given that there are neighbouring residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also good practice on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day. I consider it appropriate that details of how the site access would be managed to avoid peak school times should also be included within the Construction Management Strategy.
47. As with application reference SE/13/487, I consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, community liaison & contact arrangements, details of how the site access would be managed to avoid peak school times and details of any construction accesses. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy. In addition, I consider it appropriate that a further condition of consent requires the submission of a pre-construction condition

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survey of local roads, a post construction condition survey, and that any damage as a result of vehicles associated with the construction of the development be made good within an agreed timeframe. The conditions outlined above also address the requirements of Kent County Council Highways and Transportation.

48. In addition to the above, should permission be granted, conditions of consent would ensure that dust, mud on the local highway network, and other matters associated with construction, would be mitigated as far as reasonably possible so as to minimise disruption to local residents.

**Conclusion**

49. This proposal, in conjunction with application SE/13/487, has given rise to a variety of issues, including the need for very special circumstances to justify inappropriate development in the Green Belt and the impact of the proposed development on the openness of the Green Belt. However, I consider that very special circumstances have been demonstrated in this particular case for overriding Green Belt policy constraints in terms of i) the education need for additional school accommodation to cater for pupils resident in this Green Belt District, ii) the lack of alternative sites and sites not in the Green Belt and iii) the design and siting of the development with regard to minimising the visual impact on this part of the Green Belt, and its functioning. In addition, subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network or residential amenity, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions

**Recommendation**

50. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering:
- 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;
  - the submission of a scheme of landscaping;
  - tree protection measures;
  - the development to be undertaken in accordance with the recommendations of the previously submitted Ecological Scoping Survey;
  - surface water drainage and infiltration to ground;
  - land contamination;
  - Provision of car parking prior to the occupation of the development;
  - submission of a revised School Travel Plan within 6 months of the date of this permission, its implementation and ongoing review. This document is to be prepared in liaison with local residents, and should include mechanisms for ongoing liaison in the future. Continuation and expansion of the parent permit scheme and increased supervision of the drop-off at the Suffolk Road car park should also be included;
  - hours of working during construction and demolition to be restricted to between 0800

## Item D3

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and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;

- the submission of a Construction Management Strategy, including the location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, community liaison & contact arrangements, and details of any construction accesses & management of the site access to avoid peak school times;
- the submission of pre construction and post construction road condition surveys, and the making good of any damage;
- measures to prevent mud and debris being taken onto the public highway.

Case officer – Mary Green	01622 221066
Background documents - See section heading	

**Item D4**

# **Temporary planning renewal for existing modular building at Bishops Down Primary School, Rydal Drive, Tunbridge Wells – TW/13/2046 (KCC/TW/0219/2013)**

A report by Head of Planning Applications Group to Planning Applications Committee on 11 September 2013.

Application by Kent County Council Property & Infrastructure Support for the temporary planning renewal for the existing modular building at Bishops Down Primary School, Rydal Drive, Tunbridge Wells – TW/13/2046.

Recommendation: Permission be granted subject to conditions.

**Local Member:** Mr John Davies

**Classification:** Unrestricted

## **Site Description**

1. Bishops Down Primary School is located in the Culverden Ward of Tunbridge Wells, in a residential area to the north west of Tunbridge Wells. The school is located at the end of Rydal Drive, which is a residential cul-de-sac. The Rose Hill Independent School adjoins Bishops Down School (to the east) and there are also a number of other schools nearby. The Bennett Memorial Diocesan School (Secondary school) is 0.3 miles away, Rusthall St Pauls C of E Primary School is 0.7 miles away, the Skinners School is 0.8 miles and the Langton Green Primary School is 1.8 miles away. Slightly further afield are the Tunbridge Wells Girls Grammar, Tunbridge Wells Boys Grammar and St Gregory's Catholic School.
2. The existing school building is located in a central position towards the southern end of the site, with access for pedestrians and vehicles via a single access point from Rydal Drive. Playing fields lie to the east of the school building, on the opposite side of the car parking area to the single storey school. The purpose built school (circa 1967) is of steel construction with single glazed infill panels, with a flat roof throughout. A purpose built detached nursery lies to the north of the main school building, which has a pitched roof. Adjacent to the nursery lies a double mobile unit which was granted temporary planning approval in 2010 (TW/10/1383). This planning application is seeking renewal of a temporary consent for that double mobile unit. Hard play surfaces are located to the west of school building, and informal green spaces lie to the north of the double mobile unit. Residential properties back onto the school's southern boundary, separated by a fairly steep vegetated embankment, especially in the south western corner of the site. The school has tree lined boundaries, and Hurst Wood, an Ancient Woodland, lies immediately to the west of the site. This western site boundary also marks the boundary of the Green Belt and a Site of Nature Conservation Interest (SNCI), although the school site is not within these protected areas. The site is identified in Tunbridge Wells Local Plan as being within the rural fringe. *A site location plan is attached.*

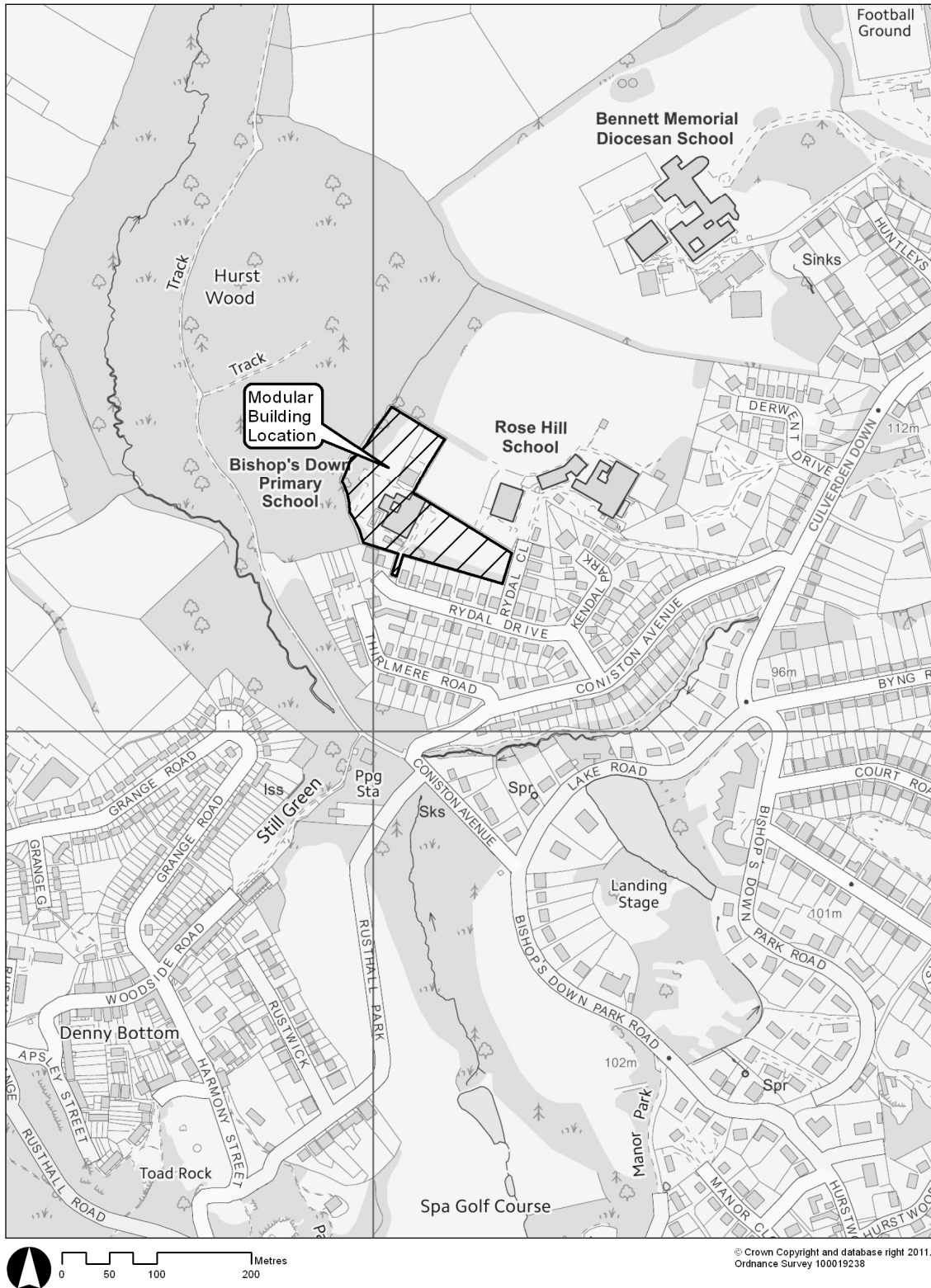
## **Background and Proposal**

3. The proposed development is related to the County Council's current Basic Need Programme for the expansion of school places across the County. Due to the changing population demographics in the area the Education Authority has identified a demand for this school to enlarge its Pupil Admission Number from one to two Forms of Entry (ie. from 30 to 60 pupils per year). The County Council, as Education Authority, has a



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**SITE LOCATION PLAN**



### Item D4



### Item D4



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statutory duty to provide school places for these children. The school currently has a 2 Form of Entry, with Pupil Admission Numbers (PAN) for the last three years being 60 in lieu of the 1FE 30. Currently, reception year, year 1 and year 2 have 60 pupils in each, with years 3, 4, 5 & 6 having 30 in each. From this September, it is proposed to continue to have a PAN of 60. A planning application was submitted earlier this year which proposed to provide a further temporary classroom to accommodate the additional 30 pupils in September 2013 (TW/13/1332). Members of the Planning Applications Committee visited the site on the 19 June 2013. However, that planning application was withdrawn, as a preferable solution involving internal alterations to the existing school building was developed. The internal alterations, which did not require planning approval from the County Planning Authority, are currently being undertaken to provide an additional classroom for the start of term in September 2013.

4. A further application to provide permanent accommodation to facilitate a 2 Form of Entry across all year groups is expected to be submitted in the future. Should that application be successful, the double mobile unit (the subject of this application) would be removed from site.
5. As previously outlined, in order to provide the accommodation required for a 2 Form of Entry, Bishops Down Primary School introduced additional temporary teaching accommodation in 2010, in the form of a double mobile unit. That mobile unit is located to the north of the site, adjacent to the purpose built nursery. The mobile unit was granted a temporary permission under consent reference TW/10/1383, which expired on the 12 July 2013.
6. This planning application was submitted on the 8 July 2013, prior to the expiration of the previous consent, and proposes to retain the double mobile unit for a further period of three years, or until such time as permanent accommodation is provided on site, whichever is the sooner. It is not proposed to make any changes to the appearance of the building or existing access arrangements. In addition, staff and pupil numbers would not increase as a result of the further retention of the mobile unit as the accommodation is required to continue to provide teaching accommodation for existing pupils already at the school.
7. The double mobile unit is approximately 18.42 metres by 9.8 metres, with total footprint of 180m<sup>2</sup>. The unit is single storey, with a shallow pitched felt roof, with double glazed UPVC windows and doors. The building is finished in a low maintenance plastisol coated galvanised steel cladding, finished in a buttermilk colour. The nearest residential properties are over 80 metres away from the mobile building.

*The application is accompanied by a Design and Access Statement and School Travel Plan.*

**Planning Policy**

8. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:
  - (i) **National Planning Policy Framework (NPPF)** March 2012, sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning application but does not change the statutory status of the development plan which remains the starting point for decision

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making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications the NPPF states that local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

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

- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- the great importance that the Government attaches to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand or alter schools; and

(ii) **Policy Statement – Planning for Schools Development** (15 August 2011) which sets out the Government's commitment to support the development of state-funded schools and their delivery through the planning system.

(iii) **Tunbridge Wells Borough Local Plan (2006)**

**Policy EN1** - Seeks all proposals to be compatible in nature and intensity with neighbouring uses and not cause significant harm to character and amenities of the area in terms of daylight, sunlight, privacy, noise or excessive traffic generation. Seeks the design of the proposal to respect the context of the site and not cause significant harm to residential amenities.

**Policy TP1** – Requires a transport assessment and travel plan to accompany proposals for new or significantly expanded schools. These documents may also be required in support of development which would otherwise be unacceptable due to the level of traffic that would be generated.

**Policy TP5** - Vehicle parking in connection with development proposals will be restricted to the maximum necessary having regard to local highway conditions. Kent County Council's Vehicle Parking Standards, adopted by the Council, will be applied to such development proposals.

**Policy RF2**- Land within the Rural Fringe will be safeguarded from development as a reserve of land to meet the longer term development needs unless the proposal would meet the needs of an established use on the site or would be for a temporary

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development. Proposals should not prejudice the longer-term comprehensive development of the Rural Fringe and should respect the special characteristics and constraints of the site.

**(iv) Tunbridge Wells Core Strategy (July 2010):**

**Core Policy 3** – Promotes sustainable modes of transport, and requires development proposals which would have significant transport implications to be accompanied by a transport assessment and travel plan showing how car based travel can be minimised.

**Core Policy 4** – The Borough Council's built and natural environments will be conserved and enhanced.

**Core Policy 5** – The Borough Council will apply and encourage sustainable design and construction principles and best practice.

**Core Policy 8** – Supports the provision of leisure and community facilities.

**Consultations**

9. Tunbridge Wells Borough Council – raises no objection.

Highways and Transportation – raises no objection.

**Local Member**

10. The local County Member, Mr John Davies, was notified of the application on the 19 July 2013.

**Publicity**

11. The application was publicised by the posting of 3 site notices and the individual notification of 20 neighbouring residential properties.

**Representations**

12. To date, I have received 1 letter of representation from a local resident. A summary of the main issues raised/points made is set out below:

Highways/Access

- When the original application was granted residents were assured that there would not be an increase in parking in the local area. This has been shown to be totally untrue;
- Parking should be restricted during peak school times to ensure that parents just drop off their children, and do not park;
- Parents park in local roads, which is a nuisance to residents, blocks driveways, and is very dangerous;
- The behaviour and attitude of some parents towards local residents is poor and not neighbourly. Parents need to be 'educated' in responsible parking, and road safety.



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**Discussion**Introduction

13. This application has been submitted by Kent County Council Property & Infrastructure Support and seeks a temporary renewal of planning permission for an existing double mobile unit on site. In considering this proposal regard must be had to the Development Plan Policies referred to in paragraph (8) above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to 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.
14. In this case the key determining factors, in my view, are the impact upon the local highway network, and the policy support for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on amenity and other material considerations. In the Government's view the creation and development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in Circular 11/95.

Amenity/general matters

15. Before moving on to discuss the highway implications of this application, it is important to note that the building is already on site and is located well within the site boundaries, screened from local properties by existing school buildings, in addition to mature planting and trees. The building, in my view, does not impact upon the amenity of local residents, and is of a nature and scale appropriate to the site, which is identified in Tunbridge Wells Local Plan as being within the rural fringe. Although temporary accommodation should be just that, and not a permanent solution to a short fall in accommodation requirements, I consider that a further temporary permission would be appropriate in this instance, subject to the consideration of highway matters. A planning application is due to be submitted in the near future which would, subject to planning approval, provide permanent accommodation for a full 2 Form of Entry. I therefore consider that, should permission be granted, it would be appropriate to require that the modular building be removed within 3 years of the date of the permission, or upon completion of permanent accommodation on site, whichever is the sooner.

Highway/Access

16. A local resident has expressed concern over highway and access matters and the increase in parking that has occurred in recent years on local roads. It is suggested that parking should be restricted at peak school times to ensure that parents just drop-off their children rather than park on the highway, as some parents park inconsiderately, blocking driveways and creating safety concerns with regard to visibility and access.

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The behaviour and attitude of a minority of parents towards local residents is considered to be poor, and it is suggested by the resident that parents are 'educated' in responsible parking and road safety.

17. This application is proposing the retention of an existing modular building on site, which accommodates 2 classrooms. The building has been on site for the last 3 years, and is occupied by existing pupils and staff. It is not proposed to increase staff or pupil numbers should the temporary retention of the building be permitted and, therefore, this application would not impact upon existing highway and access matters, or exacerbate parking on local roads above and beyond what is already occurring. It is on this basis that Highway and Transportation have raised no objection to this application.
18. The school is accessed via roads forming part of the public highway network and, as was common and logical at the time of construction, the school is at the extremity of a residential cul-de-sac. With the increase in car ownership and changing lifestyles, the reliance on the car has increased and inevitably led to fierce competition for space on the public highway. Whilst the public highway is there to be used by the public, whether as residents, visitors, employees, or otherwise, it is the management of that road space which is important. The School already has a Travel Plan to moderate its traffic impacts on the public highway, but that alone will not rule out frictions with local residents. However, driver behaviours and lifestyle choices are not planning land use matters, so the planning process cannot ultimately resolve such conflicts. In particular, all parties need to take more personal responsibility for their actions and, whilst planning proposals can encourage more considerate behaviours, it would be inappropriate to refuse planning consents on the basis of such non-planning matters, especially in the light of the strong Government support for school developments.
19. The suggestion that parking restrictions should be introduced at peak school times to ensure that parents just drop-off their children rather than park on the highway would not be appropriate at a primary school location, where pupils tend to be escorted into the site. In addition, such a system would not work at the end of the school day when pupils need to be collected from site and escorted home. An onsite drop-off/pick-up would be the only option with regard to the provision of such a facility, and I understand that a future application for permanent accommodation at the site is aiming to include the provision of such a facility. In addition, I understand that the School issues regular newsletters/correspondence to parents, which includes references to considerate and safe parking and the need to show consideration to local residents. I am satisfied that the School could do little more than this in influencing the behaviour of individual parents and, although a regrettable situation, the behaviour of the minority should not be held against the school as a whole. However, apart from regular reminders to parents, especially with each new intake of pupils, I consider that the School could possibly ask for more regular vigilance by Police Community Support Officers to encourage consistently responsible use of the public highway. This could be covered by way of an informative.
20. In this case, I do not consider that the retention of the modular building for a further period of 3 years, or until such time as permanent accommodation is provided (whichever is the sooner), would have an unacceptable impact on the local highway network, or exacerbate existing parking pressures. Kent County Council Highways and Transportation raise no objection to this application, and I therefore see no reason to refuse the application on the grounds of impact on the local highway network.

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**Conclusion**

21. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the development is in accordance with the principles of the National Planning Policy Framework and the Planning Policy Statement for Schools (2011). I consider that this proposal would not have a significantly detrimental effect on the local highway network such as to warrant refusing planning permission. In my view the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that conditions regarding the future removal of the modular building be placed on any planning permission, as outlined below.

**Recommendation**

22. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering:
- the development to be carried out in accordance with the permitted details;
  - the modular building to be removed from site at the expiration of 3 years from the date of the decision, or upon completion of permanent accommodation, whichever is the sooner.
23. I FURTHER RECOMMEND THAT the applicant BE ADVISED of the following informative:
- the School should consider asking for more regular vigilance of local roads by Police Community Support Officers to encourage consistently responsible use of the public highway.

Case officer – Mary Green	01622 221066
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Background documents - See section heading
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**E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT  
PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS -  
MEMBERS' INFORMATION**

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

**Background Documents** - The deposited documents.

AS/12/518/R4	Details of contaminated ground remediation strategy. Eclipse Business Park, Brunswick Road, Ashford
AS/12/813/R6&R7	Details pursuant to conditions 6 (Ground Investigation) and 7 (Verifications Report) of planning permission AS/12/813 for a household waste recycling centre and waste transfer station Ashford Household Waste Recycling Centre, Cobbs Wood Industrial Estate, Brunswick Road, Ashford
AS/13/686	Variation of conditions 2 (change to approved site layout) and 8 (hours of operation) of planning permission reference AS/01/1522 (Change of use to mixed use of land to include (a) waste recycling, storage, treatment processing and transfer centre, (b) ready mixed concrete batching plant with the installation of plant and machinery, and (c) industrial use of existing building) to allow a complementary waste management use to occupy the site. Former Wavin Plastics Site, Brunswick Road, Cobbs Wood Industrial Estate, Ashford
DA/13/715	Section 73 application to vary condition (4) of planning permission DA/98/805/MR27 to increase the time limit until 31 December 2019 to fulfil the infilling and restoration requirements. Stone Pit II, St Jame's Lane, Greenhithe, Dartford
DA/13/827	Application for a temporary change of use (5 years) to a use for processing waste material (principally glass), together with associated development including plant, portakabins and enclosed storage facilities. Swanscombe Works, Manor Way, Swanscombe
SE/13/1526	Section 73 application to vary conditions (29) and (30) of planning permission SE/98/234 to retain entrance 'bellmouth' off the B2026 and access track leading to the drill site for continued agricultural use by the landowner. Cowden Exploration Site, Field No. 0002, Claydene farm, Off Hartfield Road, Cowden
SW/05/744/R5A	Amendments to approved working programme to provide: 1, Additional clay storage in 'Northern Valley' area of site; and 2, Bank stabilisation within the site Norwood Quarry & Landfill Site, Lower Road, Minster, Isle of Sheppey

SW/05/744/R26	Request for approval of archaeological scheme pursuant to condition 26 of planning permission SW/05/744 Norwood Quarry and Landfill Site, Lower Road, Minster-on-Sea, Isle of Sheppey
SW/10/774/R	Application for a non-material amendment to site layout and elevations. Land at Ridham Dock, Iwade, Sittingbourne
SW/11/1227/RVAR	Details of boundary fencing and gates, site flood excavation plan and surface water drainage scheme. Gas Road, Sittingbourne
SW/12/1211	Construction and operation of a Materials Recycling Facility (MRF) and Waste Transfer Station (WTS) for Commercial and Industrial and Municipal Solid Waste and ancillary staff and fleet vehicle parking, vehicle workshop, 2 x weighbridges, fuel tank, sprinkler tank, pump house, substation and improved access and office and welfare facility. Land within Ridham Dock, Iwade, Sittingbourne
SW/12/1553	Storage of clay for the duration of workings on land to north Norwood Quarry and Landfill Site Norwood Quarry and Landfill Site, Lower Road, Minster-on-Sea, Isle of Sheppey
SW/12/1555	Re-grading of eastern screen bank including extension onto adjoining land Norwood Quarry and Landfill Site, Lower Road, Minster-on-Sea, Isle of Sheppey
TM/12/2549/ R4&R5	Request for approval of details pursuant to condition 4 (surface water drainage scheme) and condition 5 (site lighting scheme) of planning permission TM/12/2549 for an anaerobic digestion plant. Blaise Farm Quarry, Kings Hill, West Malling

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

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

### **Background Documents** – The deposited documents.

AS/13/384/R	Non-material amendment to planning permission AS/13/384 to include 3 half-height windows within southeast elevation and 2 velux-style rooflights to existing roof. East Stour Primary School, Earlsworth Road, South Wilesborough, Ashford
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AS/13/556	Renewal of planning permission for a mobile classroom for joint use by Wittersham CEP School and Stepping Stones Nursery. Wittersham CEP School, The Street, Wittersham, Tenterden
CA/13/1230	Refurbishment and internal alterations to the existing school buildings, including the AEC. Demolition of existing outbuildings including horsa huts and air raid shelter and the erection of a new single storey reception block and separate single storey nursery classroom block, all within the existing site boundary. St John's Primary School, St John's Place, Canterbury
DA/12/14/RA	Application for a non-material amendment; omission of glazed side screens; signage changes; lower height to sports hall; omission of windows in sports hall & installation of guard rail to sports hall roof. Wilmington Academy, Common Lane, Wilmington
DA/13/716	Wall mounted canopy. Darenth Community Primary School, Green Street Green Road, Dartford
DO/13/501	Proposed small extension to the Head Teacher's office. Sandwich Infant School, School Road, Sandwich
GR/13/551	Erection of 2.4 metre high fencing around pond/wildlife area. Thamesview School, Thong Lane, Gravesend
MA/12/1272/R5	Details pursuant to condition 5 (Construction Management Strategy) – Reorganisation of the main academy campus to include demolition of the east block and erection of a new two storey teaching building; retention of the west block, general teaching block and general purpose hall; provision of a new two court, floodlit multi use games area; 59 car parking spaces; 56 cycle parking spaces; 6 motor cycle parking spaces and 1 mini bus parking space and provision of associated hard and soft landscaping. Creation of a new surfaced car parking area on academy land to the north of the main campus to provide 28 car parking spaces with associated hard and soft landscaping. St Augustine Academy, Oakwood Park, Maidstone
MA/13/15/R	Application for a non-material amendment – Alteration in design to the canopy to the front of the building. St John's Primary School, Provender Way, Weaving, Maidstone
MA/13/15/RVAR	Details of all materials to be used externally, external lighting, a scheme of landscaping and a construction management strategy pursuant to conditions 3, 4, 5 and 12 of planning permission MA/13/15. St John's Primary School, Provender Way, Weaving, Maidstone
SE/12/1163/RVARA	Details of new planting, treatment of hard surfaces, boundary treatment and maintenance (part of landscaping scheme); surface water drainage; and fountain design, including piling methods/risk assessment pursuant to conditions 6, 15, 16 and 17 of planning permission SE/12/1163. Knole Academy, Bradbourne Vale Road, Sevenoaks



SE/12/1163/R	<p>Application for a non-material amendment – Addition of goal recesses within the perimeter fencing of the permitted all weather pitch and the subsequent movement of the pitch by approximately 1.75 metres to the south.</p> <p>Knole Academy, Bradbourne Vale Road, Sevenoaks</p>
SE/12/1163/R23&R24	<p>Details of the design and layout of the playing pitches and all weather pitch and a restoration scheme for the site, including aftercare and maintenance.</p> <p>Knole Academy, Bradbourne Vale Road, Sevenoaks</p>
SE/13/1206/R5	<p>Details of a scheme of landscape planting pursuant to condition (5) of planning permission SE/13/1206 for a single storey classroom extension.</p> <p>St Johns C of E Primary School, Bayham Road, Sevenoaks</p>
SE/13/1498	<p>2 No. modular buildings to accommodate the increase in pupils from 2 FE to a 3 FE. One modular building is to accommodate the reception class and the other is to accommodate KS1. Complete with enclosed walkway and minor landscaping to accommodate access. Replacement pedestrian side access gate to the boundary of Bradbourne Road. The vehicle access is to be linked, via the north of the building, to the existing vehicle access in Bradbourne Park Road, with the provision of 13 additional car parking bays and a drop off/pick up point within the school boundary.</p> <p>Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks.</p>
SH/13/453	<p>Proposed classroom extension to provide an additional 3no. classrooms and a hall extension to increase the size of the hall and relocate the existing school kitchen. Proposed glazed canopy to enclose internal courtyard and additional surface playground to replace existing playground lost to the site by the proposed classroom extension.</p> <p>Hawkinge Primary School, Canterbury Road, Hawkinge</p>
SH/13/453/ R4 (part)	<p>Details pursuant to condition (4) - Materials - Proposed classroom extension to provide an additional 3no. classrooms and a hall extension to increase the size of the hall and relocate the existing school kitchen. Proposed glazed canopy to enclose internal courtyard and additional surface playground to replace existing playground lost to the site by the proposed classroom extension.</p> <p>Hawkinge Primary School, Canterbury Road, Hawkinge</p>
SH/13/528	<p>Renewal of planning permission for a storage mobile unit.</p> <p>Sellindge Primary School, Main Road, Sellindge, Ashford</p>
SH/13/826	<p>Renewal of perimeter fencing with 2.4m high weldmesh fencing to include the renewal of the existing front gates with motorised vehicle gates and pedestrian gate, renewal and relocation of the pedestrian railway access gate and the renewal of the field entrance gates.</p> <p>Palmarsh Primary School, St Georges Place, Hythe</p>
TW/12/2867/ R3&R6	<p>Proposed car parking and access – Details of a scheme of landscaping and details of works to be undertaken to improve the visibility at the main school access.</p> <p>Broomhill Bank School, Broomhill Road, Rusthall, Tunbridge Wells</p>

- TW/13/1341 New modular building to provide two additional classrooms. To include the replacement of an existing, single mobile classroom unit that will be demolished.  
Pembury School, Lower Green Road, Pembury, Tunbridge Wells
- TW/13/1502 Erection of a permanent canopy in the main school playground to provide an external teaching space to year one classroom.  
Sissinghurst C of E Primary School, Common Road, Sissinghurst, Kent

### **E3 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011 – SCREENING OPINIONS ADOPTED UNDER DELEGATED POWERS**

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#### **Background Documents –**

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2011.*
- *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:-

KCC/SW/0227/2013 - Variation of conditions 1 & 3 of planning permission SW/03/430 to extend the period of working and final restoration at the existing Hempstead House brickearth site until 31 October 2020 at Land to the South of the A2 and East of Panteny Lane, Bapchild, Sittingbourne

KCC/TH/0199/2013 - Development of a waste sorting and transfer building and the extension of the office and workshop building at Manston Road Depot, Manston Road, Margate, Kent, CT9 4LX

- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-

None.

**E4    TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011 – SCOPING OPINIONS ADOPTED UNDER DELEGATED POWERS**

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

**Background Documents** -

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2011.*
- *DETR Circular 02/99 - Environmental Impact Assessment.*

None