

PLANNING APPLICATIONS COMMITTEE

Wednesday, 9th October, 2013

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 9th October, 2013, at 10.00 am
Council Chamber, Sessions House, County
Hall, Maidstone

Ask for: **Andrew Tait**
Telephone: **01622 694342**

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

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
- Independents (1) Mr P M Harman

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 11 September 2013 (Pages 5 - 10)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

1. Application SH/12/850 (KCC/SH/0323/2012) - Change of use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A and B, Highfield Industrial Estate, Bradley Road, Folkestone; Cube Metal Ltd (Pages 11 - 24)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal AS/13/776 (KCC/AS/0203/2013) - 8 classroom two storey extension and associated works at John Wesley CEP School, Wesley School Road, Ashford; KCC Property and Infrastructure Services (Pages 25 - 46)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 47 - 50)
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, 1 October 2013

KENT COUNTY COUNCIL

PLANNING APPLICATIONS COMMITTEE

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Wednesday, 11 September 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, Mrs P Brivio (Substitute for Mrs E D Rowbotham), Mr T Gates, Mr M Heale, Mr P M Harman, Mr P J Homewood, Mr S J G Koowaree (Substitute for Mr I S Chittenden), Mr T A Maddison, Mr S C Manion, Mr T L Shonk, Mr C Simkins, Mr A Terry, Mr R Truelove and Mr J N Wedgbury

ALSO PRESENT: Mrs P T Cole

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mr M Clifton (Principal Planning Officer - Waste Developments), Mr J Crossley (Principal Planning Officer - County Council Development), Mr P Rosevear (Senior Transportation Engineer) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS

53. Membership

(Item 2)

The Committee noted the appointment of Mr P M Harman.

54. Minutes - 17 July 2013

(Item A4)

RESOLVED that, subject to the amendment of Minute 49 (1) by the replacement of "standards of building design" by "standards of building environmental performance", the Minutes of the meeting held on 17 July 2013 are correctly recorded and that they be signed by the Chairman.

55. Site Meetings and Other Meetings

(Item A5)

(1) The Committee noted that its meeting on 6 November 2013 would be followed by a presentation on shale gas. Future sessions would be arranged to cover the topics of Landscape/Ecology and Architectural Considerations.

(2) The Committee agreed to hold a public meeting during the evening of Thursday, 7 November in respect of the three exploratory borehole drilling applications in the Dover area.

(3) The Committee also noted the following Committee meeting dates in 2014:-

Friday, 24 January 2014;
Wednesday, 12 February 2014;
Wednesday, 12 March 2014;
Wednesday, 9 April 2014;
Wednesday, 14 May 2014;
Wednesday, 11 June 2014;
Wednesday, 16 July 2014;
Wednesday, 13 August 2014 (reserved);
Wednesday, 10 September 2014;
Wednesday, 22 October 2014;
Wednesday, 19 November 2014; and
Wednesday, 10 December 2014.

56. 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
(Item C1)

(1) Mrs P T Cole was present for this item pursuant to Committee Procedure Rule 2.24 and spoke.

(2) The Committee agreed to specify that the proposed vehicle routing would include a requirement on the applicants to submit access details for approval which would preclude vehicles entering or leaving the site from and to the east. It also added an Informative that the applicants should instruct all HGV drivers to access the site via the west section of Cotton Lane, the B3228 and the M25.

(3) RESOLVED that:-

- (a) permission be granted to the application subject to conditions, including conditions covering a 5 year time limit for completion of operations; hours of working; access improvements; a pre – condition survey of the carriageway; vehicle movements; an ecological mitigation strategy; groundwater protection; surface water storage; noise restrictions and monitoring; and vehicle routing including a requirement on the applicants to submit access details for approval which will preclude vehicles entering or leaving the site from and to the east; and
- (b) the applicants be informed by Informative that they should should instruct all HGV drivers to access the site via the west section of Cotton Lane, the B3228 and the M25.

57. Proposal TH/13/517 (KCC/TH/0184/2013) - Replacement bow top fencing and gates at Drapers Windmill, St Peter's Footpath, Margate; KCC Heritage Conservation
(Item D1)

(1) Mr M A C Balfour informed the Committee that he was the Deputy Cabinet Member for Transport and Environment. He took no part in the decision making process for this application because the Cabinet Portfolio Holder for Transport and Environment had the responsibility for decisions relating to the County Council's Heritage Conservation Team.

(2) 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.

58. 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
(Item D2)

(1) Mr R Truelove informed the Committee that he was a resident of the Berkeley Park Estate. He lived at its furthest point from the site and, although he was acquainted with a number of the local people who had objected to the proposal, he did not have any close acquaintanceships. He was therefore able to participate fully in the decision-making process.

(2) The Chairman read out correspondence sent to him by the Local Member, Mr L Burgess supporting the proposal subject to a robust travel plan.

(3) In agreeing the recommendations of the Head of Planning Applications Group, the Committee decided to strengthen the travel plan condition by clarifying that it needed to be approved and implemented before the buildings became operational.

(4) RESOLVED that:-

(a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the 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 a cycle shelter and pedestrian/ cycle access improvements; a restriction on construction hours; details of the temporary construction compound, parking, turning and storage areas; and the submission of a revised travel plan for approval by the County Planning Authority before the buildings become operational, with subsequent annual review; and

(b) the applicant be advised by Informatives covering :-

(i) general advice regarding tree protection measures during construction;

(ii) general advice from the Environment Agency and Southern Water with regard to site drainage and foul sewer connection;

- (iii) that discussion with the local community is encouraged with regard to considering the community's suggestions on parking and school travel issues;
- (iv) that use of recyclable materials should be to the maximum and that waste should be minimised.

59. 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
(Item D3)

- (1) The Committee agreed the head of Planning Applications Group's recommendations by 17 votes to 1.
- (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; the submission of a scheme of landscaping; tree protection measures; the development being undertaken in accordance with the recommendations of the previously submitted Ecological Scoping Survey; surface water drainage and infiltration to ground; land contamination; the provision of car parking prior to the occupation of the development; the 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 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; 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 and contact arrangements, and details of any construction accesses and 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; and measures to prevent mud and debris being taken onto the public highway.

60. 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
(Item D4)

- (1) The Chairman declared that he had already stated his views on the Proposal. He vacated the Chair and left the meeting.
- (2) The Vice-Chairman, Mr C P Smith chaired the remainder of the meeting.

(3) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the development being carried out in accordance with the permitted details; and the modular building being removed from the site at the expiration of 3 years from the date of the decision, or upon completion of permanent accommodation, whichever is the sooner; and
- (b) the applicant be advised by Informative that 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.

61. 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).

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SECTION C
MINERALS AND WASTE DISPOSAL

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

Item C1

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

A report by Head of Planning Applications Group to Planning Applications Committee on 9 October 2013.

Application by Cube Metal Limited for proposed change of use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone.

Recommendation: Permission be granted subject to conditions.

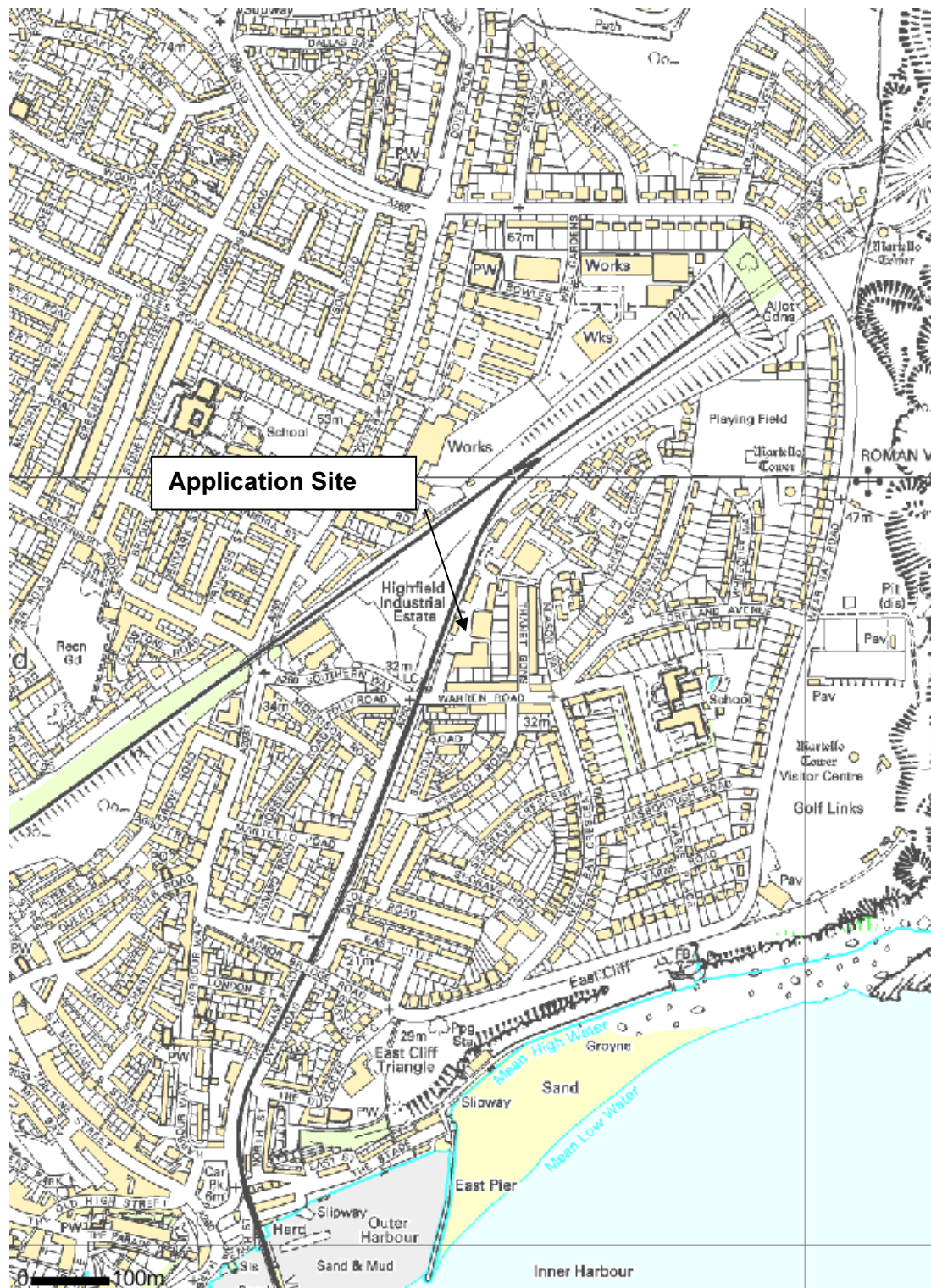
Local Member: Bob Neaves

Classification: Unrestricted

Site description and Background

1. The application site lies within the Highfield Industrial Estate which is accessed along Bradley Road which itself comes off Warren Road. The industrial estate consists of 28 small to medium sized units which are occupied by a number of light industrial/business type occupiers, as well as an auction house. To the west of the application site is the rail line that used to serve Folkestone Harbour and beyond that the disused goods yard. Beyond the southern and eastern boundaries of the industrial estate is a residential area characterised by terraced housing with on-street parking.
2. The industrial estate is accessed via a dedicated road which is gated; Units A & B are the first buildings on the left along the access road. The units are typical industrial buildings constructed of brick and profiled steel cladding under a steel sheeted roof. Both units are identical, measuring 88 sq metres with a large roller shutter opening allowing vehicular access and a pedestrian door to a lobby and office. Inside each has storage bins around the walls, weighing scales and an open floor area for sorting and segregating the waste. Mezzanine storage is created by scaffolding. The application site extends to the south and east of the units to include parking areas and circulation space which is delineated on the ground by a painted yellow line. To the rear of the units and parking area is a steel palisade fence at the bottom of the embankment to the rail line.
3. The other units on the estate all have dedicated parking spaces and the access road is separated from these by markings on the ground. At the time of my visit, parking was orderly and the access road was kept clear.

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)



Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

C1.3

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

Proposal

4. The application seeks a change of use for the two units from a light industrial use to a waste recycling transfer unit. The Applicant has occupied Unit A since May 2010, although I understand the process of recycling scrap metal has taking place on the premises since January 1996 by the previous occupant (Universal Scrap Metal Ltd.), albeit without the benefit of planning permission.
5. Scrap metal would be brought to the application site by two methods, firstly a member of the public could bring the scrap to site, and alternatively the Applicant would arrange collection of the scrap by one of its open back transit vans. Once the waste material has been brought onto the site by a member of the public it would be placed inside the processing unit. On arrival the collection vehicles would reverse into the unit so that they could be emptied for sorting. Members of the public would only be allowed to access through the personal door and into the lobby area.
6. The sorting would be undertaken by hand with the use of industrial cutting shears to enable larger pieces of scrap metal to be cut into smaller more manageable sized scrap. Other waste materials would be separated from the waste metals; these include plastics, cloth material, glass and insulation products. This waste would be placed into their own containers for onward transfer to larger recycling facilities. The metals would then be sorted into the relevant composition, copper, brass, lead, aluminium, etc. The recyclable material would be stored on site in one tonne containers until they are full at which point they would be loaded by forklift onto the flat bed vehicles for onward transfer to larger scrap metal recycling facilities. On occasion, the re-processors would send their own vehicles to collect the waste. Acid proof containers would be used to store car batteries. It is anticipated that the annual throughput of waste would not exceed 592 tonnes per annum, with an estimated additional 12 tonnes per annum of lead acid batteries.
7. The entirety of the application site is laid to concrete, including inside the buildings, as is the access road. Vehicle movements vary but the Applicant estimates a maximum of 40 daily vehicle movements (20 in and 20 out), although an average would be 20 daily movements (10 in and 10 out).
8. The proposed hours of operation would be:
 - 0700 – 1800 hours Monday to Friday
 - 0800 – 1700 hours on Saturday
 - 1000 – 1600 hours on Sundays
 - No working on Bank Holidays
9. The operation currently employ 4 full time workers and 1 part-time worker, this would remain the same should planning permission be granted.

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

Planning Policy Context

10. **National Planning:** The National Planning Policy Framework came into force on 27 March 2012; it replaces all previous national planning policy guidance. However, the framework does not contain specific waste policies since national waste planning policy is to be published alongside the National Waste Management Plan for England. Pending this, Planning Policy Statement 10 (Planning for Sustainable Waste Management) currently remains in place. The other matters addressed in the national framework primarily carry forward previous national planning policy guidance.
11. The NPPF presumes in favour of sustainable development. Sustainable development seeks to ensure that society can meet the needs of the present without compromising the ability of future generations to meet their own needs. The Framework also refers to the UK Sustainable Development Strategy Securing the Future which sets out 5 guiding principles for sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society, achieving a sustainable economy; promoting good governance and using sound science responsibly. In terms of the planning system, the NPPF identifies that there are 3 dimensions to sustainable development which create 3 overarching roles in the planning system -- economic, social and environmental. These roles are mutually dependent. In facilitating the delivery of these roles the Framework also requires that local planning authorities should look for solutions rather than problems. It states that those determining applications should seek to approve applications for sustainable development where possible.
12. **Kent Waste Local Plan (Saved Policies) (March 1998):** Policies W3 (Locational Criteria), W6 (Need), W7 (Re-use), W9 (Separation and Transfer - Location of facilities), W18 (Noise, Dust and Odour), W19 (Surface and Groundwater), W20 (Land Drainage and Flood Control), W22 (Road Traffic and Access), W25 (Plant and Buildings), W27 (Public Rights of Way), W21 (Landscaping).
13. **Kent Minerals and Waste Local Plan Draft:** Kent Minerals and Waste Local Plan: Strategy and Policy Directions Consultation (May 2011) Draft Policy CSW5 (Strategy for locating non strategic waste sites), CSW6 (Locational types of non strategic waste types) and CSW16 (Support for waste development subject to proven need and no unacceptable harm to the environment or communities).
14. **Shepway District Local Plan 2006:** Policy E1 (a) establishes the application site as an established employment site.

Consultations

19. Consultations were carried out and the following comments received:

Shepway District Council: No objection subject to conditions controlling the hours of use and any other relevant conditions recommended by the Crime and Prevention Officer.

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

Folkestone Town Council: Subject to the view of the Community Warden and Crime Prevention Officer

Environment Agency: No objection and further comments that the site is already being run as a metal recycling facility operating under an exemption from an Environmental Permit (exemption 45), which has been in place since 28 May 2010 when the first regulatory visit was carried out. This will require changing, not later than October 2013, by submitting an application for a new T9 exemption. (A waste operation that is exempt from needing an environmental permit. Each exemption has specific operational limits and conditions, i.e. volumes of waste, time limits for storage etc).

KCC Highways and Transportation: No objection subject to conditions ensuring the parking areas are kept available for such use and the addition of 2 secure covered cycle parking spaces.

KCC Noise and Dust Consultant (Amey): makes the following comments:

Noise

Comments on the Noise Assessment Report (NAR), the methodology and legislation are considered largely correct, the activity is expected to have, as concluded, the following impact regarding the likelihood of complaints: "... of marginal significance during the Sunday operations, and cause no significant noise during weekday operations..."

The result of the Sunday noise assessment is +9dB, which is usually taken as borderline and "of marginal significance", i.e. sporadic complaints could arise. With +10dB "complaints are likely", i.e. complaints are expected.

Due to the borderline nature of the Sunday noise assessment and the lack of specific guidance in terms of noise impact, it is recommended that any planning condition is down to the discretion of the Council. The Council can decide whether to impose mitigation or not, based on their local knowledge including complaints history of the industrial estate, local area (e.g. frequency of train traffic and volume of road traffic on Sunday mornings and afternoons), etc.

Mitigation measures that could be included as planning conditions would be, for example, those stated in the NAR:

- "...installation of acoustic hoarding along the southern boundary of Unit A at a height of 3 metres..."

Or any other measure aimed to mitigate primary sources of noise indicated within the report; "the most prominent noise [sources] are vehicle movements whilst delivering

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

or collecting, forklift engine and reversing siren and metallic pulse noises created during vehicle loading/unloading and dismantling” on Sundays.

However it is noted that the effectiveness of this acoustic hoarding has not been tested and local residents may find the trade-off between the visual impact of 3m hoarding and the marginal significance of the noise increase unacceptable.

Dust

No comments.

KCC Biodiversity Officer: The site is adjacent to an area of rough grassland/scrub. This area may be suitable for protected/notable species however as the proposed works are to be contained within an existing building we feel that this will minimise any impact caused by dust or noise.

KCC County Archaeologist: No objection

HS1: No Objection

Crime Prevention Design Advisor (Formerly Crime Prevention Officer): Fully supports the Environment Agency in ensuring the development has a licence in place and is registered. When the Scrap Metal Act comes into force on 1 October 2013 it requires the operators to be fully registered and allows Trading Standards, Borough Council Enforcement/Environmental Health Officers and the Police to monitor the activities and ensure compliance.

Representations

20. The application has been publicised both by site notice and newspaper advertisement and the nearest neighbouring properties were notified. A 37 signature petition has been received objecting to the application (see Appendix 1 to this report), the main points raised are that people loiter in the area and steal metal objects from local residential property and that the local police are aware. Four separate letters of objection have been received. The following comments have been received:

- Want compensation for increased noise and general pollution;
- Petty thieves operate in the area
- They park scrap vehicles on the local roads as well as their own trucks loaded with scrap vehicles and other scrap metal.
- They operate 7 days a week , from 7 until 7 disturbing local residents
- There is fly tipping and rubbish left lying around from people depositing scrap at the site.

Three letters of support have been received complimenting the operations, and commending them on providing local employment.

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

Local Member

21. The Local Member Mr Bob Neaves has been notified of the additional information/response to consultees. No comments have been received to date.

Discussion

22. The Development Plan - Specifically Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. Material planning considerations include the National Planning Policy Framework (NPPF) which promotes sustainable development and the local plan policies.
23. Given the nature of the proposal the NPPF is of less relevance in this case as PPS10 is to remain in place until any new waste policies are published alongside the new National Waste Management Plan for England. However the presumption in favour of sustainable development still applies, particularly on previously developed land and of specific relevance are the following: Delivering Sustainable Development, Part 1 – Building a strong, competitive economy; Part 7 – Requiring good design; Part 10 – Meeting the challenge of climate change, flooding and coastal change and Part 11 - Conserving and enhancing the natural environment (paragraphs 120 and 123, pollution and noise respectively). I will discuss the details in so far as they are relevant to the proposal later in the report.
24. Need – Policy W6 of the Kent Waste Local Plan states that need will be a material consideration in the determination of applications for waste management development on sites outside those identified within the plan where demonstrable harm would be caused to an interest of acknowledged importance. Whilst there is no demonstrable harm, consideration of the general need for this type of facility is set out below. PPS 10 states the overall objective of Government policy for waste is to protect human health and the environment by producing less waste and using it as a resource wherever possible; it states *“By more sustainable waste management, moving the management of waste up the ‘waste hierarchy’ of prevention, preparing for reuse, recycling, other recovery, and disposing only as a last resort, the Government aims to break the link between economic growth and the environmental impact of waste”*. In terms of the waste hierarchy, this proposed development aims to separate waste metals into the various types and bulk it up before onward transfer to larger processors. In so doing it would increase the recycling of waste whilst providing a more desirable waste management option for approximately 600 tonnes per annum. It is acknowledged that this small recycling facility within the local community offers the local population the opportunity to take more responsibility for their own waste. The operation of this sorting and transfer facility is to be encouraged as providing a sustainable waste management solution for the scrap metals in the local area.
25. Location – Paragraph 20 of PPS10, Policies W3 and W9 of the Kent Waste Local Plan and draft Policies CSW5 and CSW6 of the Kent Minerals and Waste Local Plan Core Strategy: Strategy and Policy Directions Consultation all support the location of waste

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

management facilities within or adjacent to existing waste management operations and/or industrial uses. The application site lies within an established general industrial area, safeguarded for employment uses related to industrial and commercial development (Saved Policy E1 of the Shepway District Local Plan). The proposed change of use therefore accords with planning policy in terms of it being a suitable location for a waste management facility. In policy terms the industrial location of this particular site is considered acceptable in principle, however it is also appropriate to consider the potential amenity impacts that might arise from the proposed operations on this particular site, given its context and surroundings.

26. Noise and Dust – The application site whilst on an industrial estate it is one that sits within an established residential area and as such the estate is surrounded on two sides by traditional terraced housing. The third side of the triangular shaped plot is bounded by a disused railway line, and the application site lies adjacent to this. As such the application site is located away from the residential properties and is to a large extent screened by the larger industrial units to the east. Nevertheless the application is accompanied by a Noise Assessment Report which considers the operation of the business against background noise levels in accordance with BS 4142 “Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas”. The conclusion of that report is that there would be no significant noise issues during the weekdays and Saturdays. The result of Sunday noise assessment is +9dB residual noise level, which is usually taken as borderline and “of marginal significance” with the possibility of sporadic noise complaints. Following confirmation of this position from my own noise consultant I have negotiated with the Applicant that they will no longer work on Bank Holidays and in addition are happy to accept a condition that they will not carry out any processing on a Sunday. I also propose to restrict the external collection vehicles visiting on a Sunday. On that basis I am satisfied that there will be no significant noise issues outstanding.
27. Turning to the issue of dust, the waste is off loaded within the unit and then the sorting process is undertaken by hand with the use of cutting shears to make more manageable sizes. The waste is then separated and the resultant metals sorted into their component types in individual containers, which when full are taken onward for reprocessing at other sites. Again the bins (see below) are loaded onto the flatbed trucks by forklift within the building. Containing all the activities within the building ensures that dust impacts are kept to a minimum and a condition to require the shutter doors to be kept closed whilst the waste is being processed would be appropriate.

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)



28. My dust advisor raises no objection and on that basis I am satisfied that that there will be no significant impacts from dust arisings from the proposal.
29. Traffic – The applicant operates 4 flatbed vehicles, 1 mini skip vehicle and 1 closed Luton Van from the site, some of which are taken home by the drivers, the remainder being kept at the units. There are spaces for 5 LGV's at the site, 2 of these being inside the building where loaded vehicles can be kept overnight. In addition there are 2 car spaces specifically allocated to the application site. The applicant does have another area available to him for parking, although this is on Tram Road and not within the application site. There are general car parking spaces close by on the estate.
30. The level of traffic associated with activities at the application site is relatively low in the context of the overall traffic from the industrial estate. The number of vehicle movements per day is unpredictable as it depends on how many members of the public bring waste to the site. However the Applicant estimates that on average there would be 20 vehicle movements per day (10 in and 10 out) although this could reach a maximum of 40 movements per day (20 in and 20 out), when including the collection vehicles from the re-processors. My Highways advisor raises no objection to the proposals subject to securing parking is kept available for such purposes and the provision of 2 covered cycle spaces to encourage this mode of transport. I suggest that a condition limiting the maximum number of vehicle movements, and also to limit disturbance, that the Applicant does not permit the collection vehicles to pick up on a Sunday.
31. Other Issues - A number of local residents have expressed concerns about other activities associated with the nature of this business. Firstly there have been complaints about vehicles associated with the business parking in local streets. Any

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

vehicle is entitled to park on the street provided there are no preventative restrictions, and it has to be noted that such areas are not within the planning application boundary. However I have raised the issue with the Applicant who has spoken to their drivers and given instructions that they are only to park within the designated parking bays. Furthermore the application plans show adequate parking is available within the red line boundary and a condition would ensure that these areas are kept available for such use at all times.

32. A second issue which is of concern locally is the suggestion that this site attracts a criminal element into the area. This is not strictly a planning matter however both the District and Town Council have asked that the views of the local Crime Prevention Officer be sought. Advice on such matters is now given by the Crime Prevention Design Advisor whose views have been sought. In general the advice is that they would support the grant of planning permission which would then facilitate the licensing and registration of the premises and its associated operations by the Environment Agency and under the Scrap Metal Act 2013 which comes into force on 1 October 2013. This new Act essentially legislates to have the scrap industry regulated by registering the premises and the persons who operate therein.
33. Finally concern about excess litter has been voiced. The suggestion is that people bringing waste to the site are also leaving behind general litter rather than taking it away with them, i.e. plastic, bags, cardboard boxes etc. Where this is found beyond the application site it would be difficult to attribute this specifically to this site however a condition to ensure that preventative measures are in place to prevent fly tipping associated with this operation would be appropriate.

Conclusion

34. The proposed development is considered acceptable in principle given that the site lies within an established industrial estate. There is also strong support for moving waste up the waste hierarchy, away from landfill and increasing waste separation for recycling. The application site affords the opportunity to increase recycling of waste metals arising in the local area by sorting, separating and bulking up the various waste streams. The Applicants are keen to maintain their sustainable approach to their business by selecting local reprocessing companies, thereby reducing their carbon footprint.
35. The proposed waste handling operations would all take place within the building and conditions would ensure that those activities are contained and adequately mitigated. Adequate parking and circulation space is available to ensure activities do not spill over beyond the applications site. Granting planning permission facilitates the full and proper registration of the waste handling operations and allows enforcement of good management of the site.
36. On this basis, the application accords with the relevant development plan policies and there are no material planning considerations that lead me to any conclusion other than that planning permission should be granted for this sustainable waste

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

management proposal.

Recommendation

37. I RECOMMEND that PERMISSION BE GRANTED subject to conditions including, amongst other matters: time limit for implementation, strictly in accordance with the application plans and details, restriction on types waste and throughput, hours of operation (excluding processing and collection vehicles on a Sunday, use of equipment within the building, safeguarding parking and manoeuvring, provision of cycle parking, closing roller shutter doors and measures to prevent fly tipping.

Case Officer: Andrea Hopkins	Tel. No. 01622 221056
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Background Documents: see section heading.
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[illegible]

Change of Use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone SH/12/0850 (KCC/SH/0323/2012)

ITEM C1 Appendix 1

Text of letter

"Dear Madam

I am writing to you regarding the planning application KCC/SH/0323/2012. Your reference PAG/KCC/0323/2012.

Planning Application for Change of use from light industry to recycled ferrous and non-ferrous waste metal transfer unit at Units A & B Highfield Industrial Estate, Bradley Road, Folkestone, Kent CT19 6DD. Planning Regulations 1990 Town and Country, etc.

I'm opposing the planning application for this property as I am a Neighbourhood Watch Co-ordinator and myself and local residents are having our lives disrupted with groups of men constantly walking around our area with metal car batteries, radiators and other materials, some of which are stolen from residents. Most are East Europeans but we are disturbed by these people coming up our alleyways, taking people's gates off, and the man who owns these premises takes it off of them. We have been in touch with the Police many a time. I have got a petition with signatures from the residents to let you know how strongly we are opposed with this business for another planning application.

I hope you will reply to this appeal and put it forward for us.

Thanking you

Yours sincerely

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

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776 (KCC/AS/0203/2013)

A report by Head of Planning Applications Group to Planning Applications Committee on 9 October 2013.

Application by Kent County Council Property & Infrastructure Support for an 8 classroom two storey extension with link at ground floor and bridge link at first floor to existing school. Accommodation to comprise 8 classrooms, offices, toilets and ancillary store rooms, stairs and lift; a single storey extension to enlarge existing hall with PE store and toilets, and additional hard playground space, and the provision of 21 additional parking spaces and the removal of 3 road traffic width restrictions to improve vehicular access under a S278 agreement, at The John Wesley CofE Methodist Primary School, Wesley School Road, Ashford – AS/13/776 (KCC/AS/0203/2013)

Recommendation: Permission be granted, subject to conditions.

Local Member: Mr Derek Smyth

Classification: Unrestricted

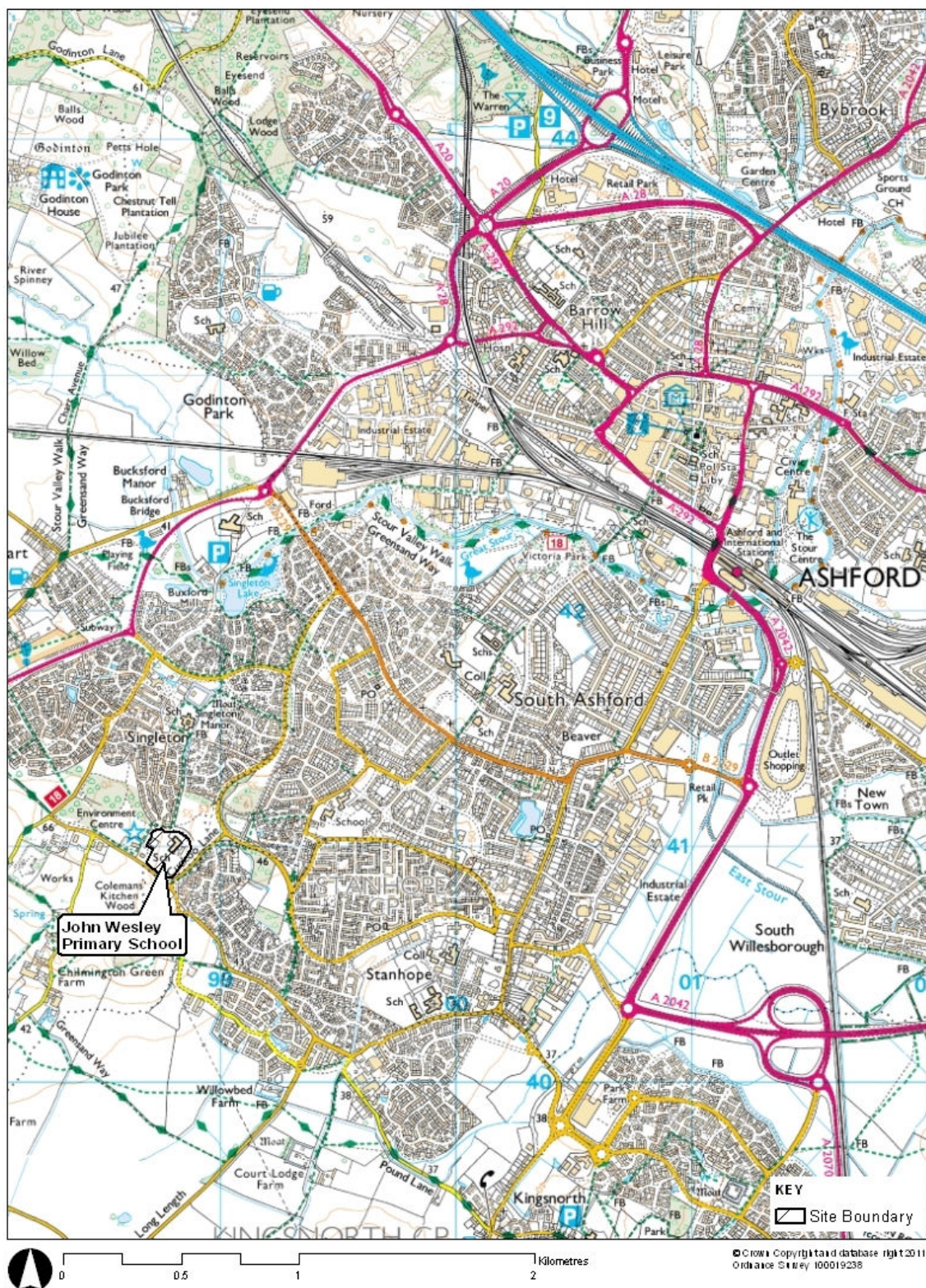
Site

1. John Wesley CofE Methodist Primary School is currently a 1 form entry Primary School, situated in a modern housing development in the Singleton area of Ashford, to the south west of the main town. The site is accessed via Wesley School Road, to the north of the site, and is bounded by residential properties and an open field (which is to be developed) to the north, Cuckoo Lane and residential properties beyond to the east, Chart Road to the south, and Singleton Environment Centre to the west. The school buildings are located at the northern end of the site, central to the school frontage, with car parking to the east, and a designated drop off area and further car parking to the north. The school buildings were constructed in 2007 and are arranged in an 'L' shape, split into 2 'wings'. There are 7 existing classrooms and a library on the ground floor, with staff accommodation on the first floor in one wing, and the school hall, kitchen, IT facilities, main entrance and offices in the second wing, which is single storey although double height at the school hall. A private funded Nursery School is located in an octagonal shaped extension, which has a separate secure fenced play area.
2. The site is within the designated Singleton development area, under saved Policy S20 of the Ashford Borough Local Plan. There are no significant trees within the site, no ecological or landscape designations, and the site is not within a Conservation Area, nor within the setting of any Listed Buildings. A public Right of Way runs adjacent to part of the school's northern boundary, crossing Wesley School Road.

A site location plan is attached.

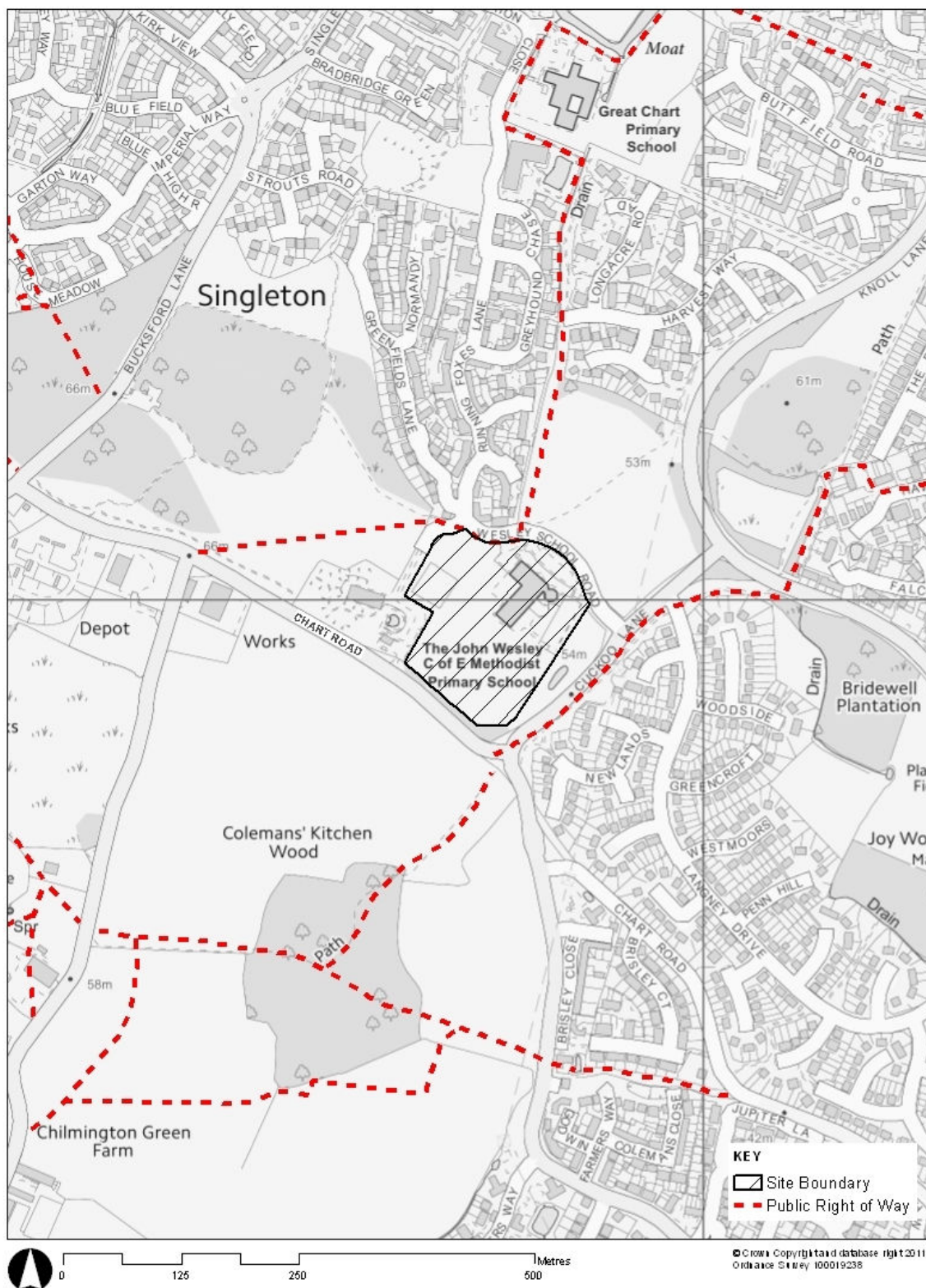
8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

SITE LOCATION PLAN



8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

SITE PLAN



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Do not scale this drawing. All dimensions to be verified on site. It is the responsibility of the client to work commensurate with the design.

Contractors shall provide their own setting out drawings for work to be carried out in accordance with HARTWELL'S ARCHITECT'S 3D.

All structural works are to be installed and confirmed and approved by Structural Engineer.

Any discrepancies, errors or omissions to be reported to the Architect immediately. No further work or further payments to be made until the written consent of the Architect.



Location Plan
Scale 1:500

Partial Section Through Raised Table
Scale 1:20

Section A-A
Scale 1:100

Section B-B
Scale 1:100

Section C-C
Scale 1:100

Notes:

- 1. Section A-A: New 1500mm wide footpath, 1500mm wide road, 1500mm wide kerb.
- 2. Section B-B: New 1500mm wide footpath, 1500mm wide road, 1500mm wide kerb.
- 3. Section C-C: New 1500mm wide footpath, 1500mm wide road, 1500mm wide kerb.

Legend:

- Section A & C: New 1500mm wide footpath, 1500mm wide road, 1500mm wide kerb.
- Section B: New 1500mm wide footpath, 1500mm wide road, 1500mm wide kerb.

John Wesley CEMP School Redevelopment
Sunderland, Ashford
Classroom and Hall Extension
Section 278: Highway Works
Preliminary

Construction Consultants
James & Langford Ltd
111 King Street, Sunderland, SR1 4DA
0191 566 1111
www.jamesandlangford.co.uk

John Wesley CEMP School Redevelopment
Sunderland, Ashford
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Item D1

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Ground floor plan



Ground Floor Plan 1:200

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<p> Hartwell Architects </p>		<p> 9 Chapel Lane Dover, CT16 3NP Tel: 01304 210 776 Fax: 01304 210 777 www.hartwell.co.uk </p>		<p> Project: 8 Classroom Two Storey Extension and Associated Works at The John Wesley CofE Methodist Primary School, Ashford </p>		<p> Client: Ashford Borough Council </p>	<p> Design: Hartwell Architects </p>	<p> Date: 21/06/2013 </p>	<p> Revision: 01 </p>	<p> Drawing: Ground Floor Plan </p>

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

[illegible][illegible]

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Proposed South West Elevation - New Classroom Block

Brick piers - existing (renewed) - approximately every 10 courses to form feature panel

Paintwork to match existing

Profile valance panels

Aluminum fascia to match school building

Grey Small single-pitch roof membrane

Bridge Link - aluminum insulated random upper panels and solar control glazing, solid insulated panels below

Aluminum fascia to match school building

Grey Small single-pitch roof membrane

Proposed North East Elevation - Classroom Block

Solid insulated panels - no glazing to rear of bridge link

Artificial stone to match existing in colour @ 22.5" pitch

Core brick, oil and solid header colour in Staff Blue Brindle to match existing

Yellow, approachable (brownish) paint colour to match existing (RAL 3004) (purplish).

FFL 59.950

Bricks - Random Lancashire Matt Cream Stock - main yellow

Black Press oils and window handle - Black Blue Matt Brindle Smooth Blue Grey

FFL 56.750

Proposed North Elevation - New Classroom Block

[illegible]

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Background/Relevant Planning History

3. John Wesley CofE Methodist Primary School was originally granted planning approval under consent reference AS/03/975, and was subsequently amended by 2 further planning applications, AS/05/687 and AS/06/435. The amended applications altered the site layout and design of the school development. The planning approval for John Wesley School approved a 2 phase project, phase 1 providing accommodation for a 1 form of entry (1FE), and phase 2 providing additional accommodation to enable future expansion to a 2 form of entry (2FE), when demand arose. Phase 1, a 1FE Primary School, was built in 2007. The Education Authority now needs to build phase 2 to provide the accommodation required for a 2FE, due to growing numbers of pupils aged between 5 & 11 in the area. The approved phase 2 development comprises a single storey building, which would link the two ends of the existing 'L' shaped building, creating a quadrangle with an internal courtyard. However, the applicant does not wish to build the development in accordance with the approved details, and has therefore submitted this planning application for a two storey 8 classroom extension.
4. When this application was originally submitted, an additional 5 car parking spaces within the school site were proposed. However, following consultation with Kent County Council Highway's and Transportation, additional car parking is now proposed on the northern verge of Wesley School Road. The land is owned by Ashford Borough Council, and the appropriate notice has been served on them. It is the amended application, including the additional car parking provision, that will be outlined below and discussed throughout this report.

Proposal

5. This application has been submitted by Kent County Council Property and Infrastructure Support and proposes the erection of an 8 classroom two storey extension with associated offices, toilets and ancillary store rooms. In addition, a single storey extension is proposed to enlarge the existing hall, with PE store and toilets. Additional hard playground space of 150m² is also proposed. Three existing road traffic width restrictions are proposed to be removed to improve vehicular access under a S278 agreement, and 5 on-site and 16 off-site car parking spaces are proposed. A new raised table/crossing point is also proposed, to align with the Public Right of Way.
6. With regard to pupil numbers, the proposed expansion would increase the school roll from 270 (1FE and an additional 30 pupils in September 2012, and September 2013) to 420. The school is expected to grow by an additional 30 pupils each September until it reaches full 2FE capacity, 420 pupils, in 2018. Staff numbers are expected to increase from the current 40, to 52 in 2018.
7. The 8 classroom extension is proposed over two storeys, with a corridor link at the ground floor and a bridge link at the first floor, connecting the extension to the existing school building at both levels. A first floor external balcony is proposed, which would overlook the playground, and provide outside play/teaching space, as well as creating covered play below. Each floor of the building would accommodate 4 classrooms, offices, toilets, storage, cloakrooms and circulation spaces.
8. The proposed building would form a new 'wing' to the school, and is proposed to reflect the same design and scale of the existing school. Roof lines, window fenestration, and

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

materials are proposed to replicate and match the existing. The new 'wing' would change the footprint of the school from an 'L' shape to a 'U', partly enclosing the central play area. The materials proposed have been selected to match the existing, and are as follows:

- Artificial slate roofing tiles;
 - Sarnafil single ply membrane (flat roof linking sections only);
 - Ibstock Leicester Multi Cream Stock (main brick);
 - Ibstock Staff Blue Brindle Smooth Blue Grey (feature brick);
 - Trespa fascias and soffits, fascias finished in 'Red Wine', soffits in white;
 - Velfac composite timber/aluminium windows and doors RAL 3004 (purple/red)
 - Aluminium square section rainwater goods RAL 3004 (purple/red);
 - Hardwood timber decking, galvanised steel frame and toughened glass infill panels to form the balcony; &
 - Steel frame with insulated aluminium panels and solar controlled glazing infills to form the first floor link.
9. It is also proposed to incorporate a 'feature' brickwork panel showing a simple cross, to reflect the school's Christian background, on the south west elevation.
10. In order to meet educational guidelines, the size of the school hall would need to be increased to a minimum of 180m² to accommodate the additional pupil roll. It is therefore proposed to extend the hall with a single storey extension which would provide an additional 29m² of hall space, in addition to storage, toilet and lobby space.
11. The proposed extension would be constructed upon an open grassed area of the site, but on an area which does not form part of a playing pitch and/or formal playing field. A purpose built timber log activity trail would need to be relocated on the site as it would be too close to the new building. The school currently has two designated football pitches on the playing field, measuring 6175m², and two hard surface netball courts measuring 960m², in addition to informal soft and hard play space. As part of this application it is proposed to enlarge the school's rear playground by 150m², and the eastern side playground by 23m². The development would not result in the removal of any trees, hedges or shrubbery. However, additional tree planting is proposed to provide screening from the prevailing wind and to provide shade for outdoor play and learning.
12. The School currently has 14 car parking spaces to the front of the main building, 2 of which are accessible, and a drop off zone is also provided with enough space for 6 cars at a time. A further 38 car parking spaces are provided within the staff car park, including another 2 accessible car parking spaces. The applicant advises that for special events at the school, the playground is occasionally used as an overflow car park. 60 cycle parking spaces and a scooter pod for 10 scooters are currently available on site. This planning application proposes to provide an additional 5 car parking spaces within the site, and a further 16 spaces on the northern verge of Wesley School Road. These 16 spaces are proposed upon land owned by Ashford Borough Council, and notice has been served upon them. In addition, a raised table crossing is proposed, to follow the line of the Public Right of Way, to enable safer crossing of the road.
13. During peak school times, the applicant advises that Wesley School Road (which is within a 30mph zone) becomes congested due to the existing traffic calming creating 'pinch points'. The width restrictions which are in place extend to half of the width of the

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

road, meaning that two-way traffic cannot easily pass. I am advised that the width restrictions were originally installed when the school was essentially within a cul-de-sac. However, since new housing has been constructed, Wesley School Road is no longer a cul-de-sac, and the width restrictions cause significant congestion by preventing the two-way traffic flow. Therefore, as part of this application, and under a Highway Section 278 Agreement, it is proposed to realign the carriageway by removing the width restrictions, reinstating free flowing two-way traffic.

14. The design aims to achieve a BREEAM 'very good' rating, but the applicant advises that given the nature and scale of the development such certification does not apply. Where practicable the materials used in the building would be selected to reduce carbon emissions in their production, and not be unduly harmful to the natural environment. The proposed extension would also incorporate rainwater harvesting for grey water systems, and would be naturally ventilated with opening windows and a 'passivent' roof system. Photo Voltaic panels are also proposed to reduce the overall carbon footprint of the new built development.

The application is accompanied by a Design & Access Statement, Transport Statement, and Phase 1 Geo Environmental Desk Study & Phase 2 Report on Subsoil Investigations, including appendices.

Planning Policy

15. 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.

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

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

communities, and that great weight should be given to the need to create, expand or alter schools;

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

- (iii) The **Ashford Borough Local Development Framework Core Strategy 2008**:

Policy CS1 Sustainable developments and high quality design are at the centre of the approach to deciding planning applications, the key objectives of which include the timely provision of community services.

Policy CS2 'The Borough Wide Strategy' – Focus' large scale development within the Ashford Growth Area. Key infrastructure projects, including education, to be delivered at the same time as the development that they would serve.

Policy CS4 'Ashford Urban Area' – Seeks maximization of the potential for improvement and regeneration within the urban area whilst ensuring that redevelopment is of an appropriate use, scale and density, and provides a high quality living environment.

Policy CS9 Development proposals must be of high quality design and address issues such as character, distinctiveness, sense of place, permeability, ease of movement, legibility, mixed use and diversity, continuity and enclosure, quality of public spaces, flexibility, adaptability and liveability, richness in detail and efficient use of natural resources.

Policy CS10 All major development must incorporate sustainable design features to reduce the consumption of natural resources .

Policy CS15 Promotes public transport and other non-car based modes of travel including measures to encourage cycling, and sets out maximum vehicle parking standards.

Policy CS18 School and community facilities should be timely and provided to meet the needs generated by new development.

Policy CS20 All developments should include appropriate sustainable drainage systems for the disposal of surface water.

- (iv) The adopted **Ashford Borough Local Plan 2000**:

Policy S20 Land at Singleton is identified for residential development, with an indicative site capacity of 550 dwellings within the plan period, and capacity for further development beyond 2006 (end of plan period)

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Consultations

16. **Ashford Borough Council** raises no objection to the application.

Great Chart with Singleton Parish Council objects to the application on the ground that the already existing parking and traffic problems that occur during peak school times would be exacerbated by an increase in pupil numbers. It is suggested that a staff only access be created from Chart Road, with an additional car park provided, freeing up the existing staff car park for parent parking and additional drop off. The Parish Council consider that this would reduce parking and congestion on Wesley School Road, and other adjacent roads, enabling easier access for all, including emergency vehicles. In addition, the removal of the pinch points would just enable parents to park along the whole length Wesley School Road, so two-way traffic would still not be achieved. Parents are also parking in the adjacent Environment Centre, which prevents users of the Centre from being able to park. The proposed 16 parking bays along Wesley School Road are considered to be insufficient and unsuitable to alleviate the traffic and parking concerns, and would exacerbate traffic movement issues. Safety concerns are also raised in relation to a play park on land to the north (part of a housing development approved by the Borough Council), as it is considered that cars parked on Wesley School Road would endanger children's lives as they cross the road.

The Parish Council does not consider that the Travel Plan/Statement and the traffic implications of the proposed development have not been sufficiently considered, and that already inadequate facilities would become worse.

It is also stated that the development would commence at the same time as the Persimmon housing development on land opposite the school (60 houses due to start in October 2013), and also the Singleton Park development (due to start in Spring 2014). The Parish Council therefore urges the County Council to review overall traffic management and the site construction management before development commences.

The Divisional Transportation Manager raises no objection to the application subject to the imposition of conditions regarding the following:

- provision of parking facilities for site personnel, construction vehicle loading/unloading and turning facilities, and wheel washing facilities;
- provision and permanent retention of the vehicle parking spaces and turning space shown on the submitted drawings prior to occupation of the development;
- provision of the raised table/crossing point across Wesley School Road as shown on the submitted plans prior to occupation of the development; and
- submission of an updated School Travel Plan within 3 months of the occupation of the development. The Travel Plan shall include new modal share targets and measures aimed at reducing private car usage and encouraging sustainable transport.

An informative is also required advising the applicant that the removal of the width restrictions, the 16 parking spaces on the verge of Wesley School Road, alteration to the footway, and the raised crossing table on Wesley School Road would be subject to a Section 278 Agreement with Kent County Council Highways and Transportation. The Agreements Team should be contacted to discuss further.

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Public Rights of Way notes that the proposal would remove the width restrictions in order to reinstate two-way traffic flow. As this may increase vehicle movements and speed in the vicinity, the ramped/table pedestrian crossing should be constructed to Kent Highway Services specification to aid crossing for those using the Public Right of Way. General informatives are also required with regard to obstructing or disturbing the use of the Right of Way.

Sport England raises no objection to the application.

Environment Agency has assessed the application as having a low environmental risk and has no comments to make.

The County Archaeologist raises no objection subject to the imposition of a condition requiring the implementation of a programme of archaeological work.

Local Member

17. The local County Member, Mr Derek Smyth, was notified of the application on the 11 July 2013.

Publicity

18. The application was publicised by an advertisement in a local newspaper, the posting of 3 site notices and the individual notification of 21 neighbouring residential properties.

Representations

19. 1 letter of representation on the application has been received as a result of publicity. The points made are summarised below:
- Objection is not to the building itself, but to the proposed road alterations and specifically the removal of 1 of the 3 pinchpoints;
 - Removal of the pinch point at the upper end of Wesley School Road, where it becomes Running Foxes Lane, would encourage additional illegal parking on the verges and pavements, and further extend the length of the blockage by parents;
 - The Transport Statement does not take into account the existence of Great Chart Primary School at the other end of Running Foxes Lane, and the unsuitability of Highland Park Estate to cope with existing traffic, let alone an increase.
 - Parents drive too fast, and an accident is inevitably going to happen;
 - The upper pinch point should be left in place, speed limits should be reduced to 20mph for the entire length of Hoxton Close, Running Foxes Lane, and Wesley School Road, parents should drop off and not park, and Wesley School Road should be a no-parking zone.

DiscussionIntroduction

20. This application has been submitted by Kent County Council Property & Infrastructure Support and proposes the erection of a two storey 8 classroom extension, a small hall extension, additional playground space, removal of existing width restrictions on Wesley

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

School Road, and the provision of 21 additional car parking spaces, 5 onsite and 16 offsite. In considering this proposal regard must be had to the Development Plan Policies referred to in paragraph (15) 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.

21. 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.

Design and site layout

22. Development Plan Policies promote high quality design, sustainable development, and significant improvements to the built environment. Although no objections to the design and general principle of the proposed development have been received, it is important to discuss these matters to ensure that the proposal is in accordance with the general design principles expressed in Development Plan Policies. It should also be noted that the original planning permission for the school granted approval for a 2FE primary school to be built over two phases. Phase 1 has been built, which has an 'L' shaped footprint. Phase 2, as previously designed, would have linked the 'L' shape with a single storey building, to create a quadrangle with an internal courtyard. The applicant is now proposing a simple two storey additional 'wing', which would create a 'U' shaped primary school.
23. The siting of the development follows that as originally approved, but due to the additional storey, has a much reduced land take/footprint. The siting of the development would not affect playing field provision, and would not result in the removal of any trees and/or landscaping. The proposed 8 classroom extension is located well within the site boundaries and screened from local properties, which are over 60 metres away at the closest point, by existing school buildings, in addition to mature planting and trees. Additional tree planting is also proposed to the north west of the proposed building, which would further soften the development's appearance, in addition to providing shade for outdoor play. The siting of the building, in my view, is appropriate and logical, and would not have a detrimental impact on neighbouring properties with regard to noise, overlooking, loss of privacy or general amenity matters. I therefore consider the siting of the 8 classroom extension to be appropriate and acceptable.

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

24. In addition to the siting, the massing and design of the development must also be considered and assessed. The existing school building is formed of two 'wings', one of which has 7 classrooms and a library on the ground floor, and staff/office accommodation on the first floor, and the other (the site frontage) which is single storey although double height at the school hall. The two storey 8 classroom extension proposed would link with the existing two storey element of the building, with a corridor link at the ground floor, and a bridge link at the first floor. Although the proposed building would be marginally higher than the current buildings on site, it would sit to the rear of the existing, so would not be unduly prominent or appear out of scale with the existing Primary School accommodation. I therefore consider the massing of the building to be appropriate in terms of its relationship to the existing buildings on the school site and to surrounding two storey residential development.
25. The design of the new classroom wing purposefully replicates the existing buildings on the school site in terms of material choices, elevational treatment and fenestration. As outlined in paragraph 8 of this report, the proposed materials are as follows:
- Artificial slate roofing tiles with Sarnafil single ply membrane (flat roof linking sections only);
 - Multi cream stock brick with a smooth blue grey feature brick;
 - fascias finished in 'Red Wine' and soffits in white;
 - Composite timber/aluminium windows and doors (purple/red)
 - Aluminium rainwater goods (purple/red);
 - Hardwood timber decking, steel frame and glass infill panels to form the balcony; &
 - Steel frame with aluminium panels and glazing infills to form the first floor link.
26. The materials listed above have been selected to match the existing entirely, or as close as practicably possible. The applicant is also proposing to include a feature brickwork panel on the south west elevation, depicting a simple cross to reflect the school Christian status. I consider that the design of the proposed extension is well thought through and would link with the existing buildings on site to give the appearance of one cohesive development. However, in order to ensure that the materials palette does not vary from that as submitted I consider it appropriate, should permission be granted, to impose a condition requiring the materials to match the existing as detailed within the planning documentation and shown on the application drawings. Subject to that, I consider the design of the proposed development to be acceptable.
27. In order to meet educational guidelines, the size of the school hall would need to be increased to a maximum of 180m², to accommodate the additional pupil roll. It is therefore proposed to extend the hall with a single storey extension which would provide an addition 29m² of hall space, in addition to storage, toilet and lobby space. The hall extension is to the southern elevation of the existing hall, would follow pitched roof line of the roof, and would replicate the existing elevations. The small extension would also be screened from the site frontage by existing school buildings. In my view, the scale, design and massing of the hall extension is appropriate for the site and would read as part of the original building when complete. I therefore consider this element of the proposal to be acceptable in siting, massing and design terms.
28. The application also proposes to extend the school's rear playground by 150m², and the eastern side playground by 23m². An additional 5 car parking spaces are also proposed within the site, 3 of which would be upon an existing tarmac turning head, with the remaining 2 adjacent to the turning head cut into a grass bank and finished in tarmac

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

(an additional 16 spaces are proposed off site, to be discussed below). The additional hard standing proposed for both play space and car parking is in logical locations, and would not impact upon the open space within the site, or use land that is regularly used for another purpose. I therefore consider these elements of the scheme to be acceptable.

Access and parking

29. First, it should be noted that when planning permission was originally granted for John Wesley Primary School, under consent reference AS/03/975, permission was given for a 2FE Primary School, to be constructed in two phases. Therefore, at the time that that application was approved, the development was considered acceptable in terms of accommodating the vehicle movements associated with a 2FE primary school. It should also be noted that the School has onsite staff (38 spaces), visitor and parent car parking (14 spaces), and a dedicated pick-up/drop-off facility. However, this planning application must be considered on its own merits, and must take account of current concerns expressed regarding highway and access issues. Great Chart with Singleton Parish Council and a local resident object to the application of the grounds of highway and access matters, and consider that the additional vehicular movements associated with the expansion of the school would exacerbate existing congestion and onsite parking at peak school times.
30. As outlined in paragraph 4 of this report, when this application was originally submitted an additional 5 on site car parking spaces were proposed. As a result of the concerns expressed by the Parish Council and a local resident, and in consultation with Kent County Council Highways and Transportation, an additional 16 car parking spaces are now proposed to be provided along the northern verge of Wesley School Road on land owned by Ashford Borough Council. On street car parking, and the congestion that this causes was raised as a concern by the Parish Council and the local resident, and objection was also raised to the removal of the western most width restriction as it was considered that its removal would extend parking associated with the school further along the highway by removing what essentially forms a barrier.
31. The removal of the width restrictions is proposed by the applicant as a measure to ease congestion at peak school times, as their removal would reinstate two-way traffic movements. Although parking on Wesley School Road would still occur at peak school times, as is the case with schools across the County, the provision of 16 additional parking bays to the north of Wesley School Road would alleviate the pressure on the highway network, and remove a significant amount of car parking from the main carriageway. However, the Parish Council considers the provision of these 16 parking bays to be insufficient, and questions the safety of the parking proposed. The Parish Council also suggests that a dedicated staff only access be provided from Chart Road, and a new staff car park created, freeing up the existing car park for use by parents.
32. First, Kent County Council Highways and Transportation has been extensively involved in discussion for the design of the car parking facility, and are satisfied that the provision of the 16 additional car parking bays, in addition to the 5 proposed on site, would be sufficient to reasonably alleviate any additional pressures on the highway network that would occur as a result of the school expansion. Providing parking bays off of the highway would enable parents to park without blocking Wesley School Road. Highways and Transportation consider that this, in conjunction with the removal of the width restrictions, would improve the traffic flow situation when compared with the

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

current situation. With regard to the safety of crossing the road, children should be crossing at the existing raised table to the eastern end of Wesley School Road, and a second raised table is to be provided as part of this application to the western end of the proposed car parking (see paragraph 37 below).

33. With regard to the suggestion that a dedicated staff access be provided from Chart Road, with a new staff car park created, this is not feasible for a number of reasons. First the provision of a new access would require the approval of the Highways and Transportation, and would necessitate the removal of a significant amount of vegetation, including mature trees and hedging to provide the access and the required sightlines. Vegetation removal would not be desirable, and the provision of an access onto Chart Road may not meet with approval with the Highway Authority. In any case, Highways and Transportation have not required such a provision. In addition, a car park at the southern end of the site would be upon playing field, which would likely attract objection from Sport England, and would also be remote from the school which would not work well operationally.
34. Kent County Council Highways and Transportation are satisfied that the development as proposed would not have an unacceptable impact upon the highway network and consider that the mitigation proposed would be sufficient to mitigate the impact of any additional vehicular movements generated by the school expansion. However, conditions of consent are required with regard to the provision and permanent retention of the vehicle parking spaces and turning space, and the provision of the raised table/crossing point, both of which are required to be provided prior to the occupation of the development. In addition, the submission of a revised School Travel Plan, within 3 months of the occupation of the development, would be required. The revised Travel Plan must include new modal share targets and measures aimed at reducing private car usage and encouraging sustainable transport. It should be noted that John Wesley School has 60 cycle parking spaces, and 10 scooter spaces, and no further provision has been required by Highways and Transportation.
35. A further informative is required advising the applicant that the removal of the width restrictions, the provision 16 parking spaces on the verge of Wesley School Road, alteration to the footway, and the raised crossing table on Wesley School Road would be subject to a Section 278 Agreement with Kent County Council Highways and Transportation, to be discussed further with the Agreements Team. Should permission be granted, an informative to cover this matter would be included.
36. In light of the above, I consider that the applicant has taken all reasonable steps to provide adequate facilities to accommodate those that choose to drive to the site, and steps will be taken to encourage alternative modes of travel as far as is practicable. In particular, it is not practicable or proportional to withhold planning consent solely on the basis that a development would generate additional traffic movements if satisfactory measures are being taken to reduce the impacts of additional traffic to reasonably manageable standards. Subject to the imposition of the conditions required by Kent County Council Highways and Transportation, I consider that the development would not have a significantly detrimental impact upon the local highway network and, therefore, see no reason to refuse the application on these grounds.

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

Public Right of Way

37. The Public Right of Way, which crosses Wesley School Road and runs along part of the northern site boundary, would be affected in that existing traffic calming, which narrows the road at the point the Right of Way crosses, would be removed. The County Council's Public Right of Way Unit has been consulted on this planning application and has not raised objection, but has required the provision of a raised table top crossing linking the Public Right of Way as it crosses Wesley School Road. This crossing is proposed as part of this planning application, and would be included within the Section 278 Agreement with Kent County Council Highways and Transportation. The provision of the crossing, in addition to the other works to the public highway, would be secured by condition of consent, and in accordance with the requirements of Highways and Transportation, would have to be provided prior to occupation of the new classroom wing. In addition, the Public Right of Way Unit provided general informatives with regard to works adjacent to and/or on a Public Right of Way. Should permission be granted, I consider it appropriate to attach the advice given by the Public Rights of Way Officer to the decision notice, and bring this to the applicant's attention by way of an informative. Subject to the above, I do not consider that the proposal would adversely affect the Public Right of Way.

External lighting

38. No details have been provided on external lighting for the development. If permission is granted, it would therefore be appropriate to reserve details by condition so that the type and position of any external lighting (including car parking) can be controlled to ensure any potential nuisance from light pollution can be minimised.

Sustainable construction

39. The applicant advises that the project would be expected to achieve a minimum 'Very Good' rating under the BREEAM for schools environmental performance rating system. As outlined in paragraph 14 of this report, the building would include a number of sustainable features which indicate how the rating of 'Very Good' would be achieved. I therefore consider it appropriate not to request the submission of further details in relation to this, since that would be a matter for the developers to satisfy their client on, rather than one that has a direct bearing on land use planning aspects, or capable of being of being adjusted by planning controls.

Construction

40. 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 in order 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 normal 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.
41. In addition, I consider it appropriate that details of a Construction Management Strategy be submitted for approval prior to the commencement of development. The strategy should include details of the methods of working, location of site compound and

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

operative/visitors parking, details of site security and safety measures and details of any construction accesses and lorry routing. Such a strategy would cover all of the matters that Highways and Transportation required to be conditioned with regard to construction. 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.

42. That document would be subject to consultation with Kent County Council Highways and Transportation who, as advisors to the Borough Council also, would be able to assess the details in conjunction with those submitted for adjacent residential developments which are due to be constructed in the near future. Although unfortunate that the construction periods of various local developments may clash, this is not a reason to refuse this application, and the Highway Authority and contractors would need to manage construction and associated access issues to minimise disruption and nuisance to other road users.
43. In addition to the above, should permission be granted, conditions of consent would ensure that dust, noise, 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

44. 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). 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

45. 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 materials to match the existing, as detailed within the planning application;
 - details of external lighting, to the building and car parking;
 - provision of tree planting as shown on the submitted drawings;
 - provision of car parking and circulatory space prior to first occupation, and subsequent retention;
 - provision of the raised table/crossing point across Wesley School Road prior to first occupation;

8 classroom two storey extension and associated works at The John Wesley CofE Methodist Primary School, Ashford – AS/13/776

- submission of an updated School Travel Plan within 3 months of occupation;
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- construction management strategy, including access, parking and circulation within the site for contractors and other vehicles related to construction and demolition operations;
- measures to prevent mud and debris being taken onto the public highway.

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

- The applicant's attention is drawn to the letter from Public Rights of Way which contains general informatives with regard to works adjacent to and/or on a Public Right of Way. It is also advised that 'the granting of planning permission confers on the developer no other permission or consent or right to close or divert any Public Right of Way at any time without the express permission of the Highways Authority'.
- The applicant is advised that the removal of the width restrictions, the 16 parking spaces on the verge of Wesley School Road, alteration to the footway, and the raised crossing table on Wesley School Road would be subject to a Section 278 Agreement with Kent County Council Highways and Transportation. The Agreements Team should be contacted to discuss further.

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**

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

Background Documents - The deposited documents.

AS/13/839	Temporary modification of condition (26) of planning permission AS/12/813 up until 20 September 2013 to allow the hours of working for the Waste Transfer Station only to be extended to between 0700 to 1800 hours Monday to Friday and 0700 to 1300 hours on Saturdays. Ashford Household Waste Recycling Centre, Cobbs Wood Industrial Estate, Brunswick Road, Ashford
DA/12/1170/R4	Details pursuant to condition (4) – External materials of planning permission DA/12/1170 for upgrade to sewage works. Long Reach Sewage Treatment Works, Marsh Street. Dartford
DO/91/717/R7&R9	Submission of a scheme of working and restoration and agricultural afteruse pursuant to conditions 7 and 9 of planning permission DO/91/717 – Amended details. Hammill Clay Quarry, Hammill, Eastry
SW/10/444/R	Application for a non-material amendment to the site layout. Sustainable Energy Plant, Kemsley Paper Mill, Sittingbourne
SW/10/444/RVAR	Details pursuant to conditions 6 (Rail Strategy), 10 (Contamination Risk), 11 (Buffer Management Zone), 12 (Environmental Management Plan), 13 (Archaeology), 14 (Landscaping) and 20 (Details of the Waste Bunker) of planning permission SW/10/444. Land at Kemsley Paper Mill, Kemsley, Sittingbourne
SW/12/1001/R	Application for a non-material amendment to provide for the repositioning and change to the capacity of the pond to accommodate surface water drainage from the access road. Sustainable Energy Plant, Kemsley Paper Mill, Sittingbourne
TH/13/580	Development of a waste sorting and transfer building and the extension of the office and workshop building. Manston Road Depot, Manston Road, Margate, Kent, CT9 4LX
TM/10/2029/R31	Details of a programme of proposed archaeological work pursuant to condition (31) of planning permission TM/10/2029. Hermitage Quarry, Hermitage Lane, Aylesford

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

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

Background Documents – The deposited documents.

AS/11/994/R7A	Amendment to previously approved landscaping details: Ground levels. Goat Lees School Site, Between Hurst Road and Guernsey Way, Kennington, Ashford
AS/12/1340/R	Application for a non-material amendment: changes to: entrance design; external hard and soft landscaping; introduction of render; elevations of theatre block and skills block; and plant enclosure and roof plant. John Wallis Academy, Millbank Road, Kingsnorth, Ashford
AS/13/840	Proposed temporary siting for two years of 2 no. portakabins on existing playground. East Stour Primary School, Earlsworth Road, Willesborough, Ashford
CA/13/1461	Retention of single storey modular building at Herne Bay Junior School, Kings Road, Herne Bay
CA/13/1542	Replacement perimeter fencing to playing fields with 1730mm high weld mesh panel fencing, 3 no. 1800mm high single access gates and 1 no. 1800mm high double gate. Herne Junior School, School Lane, Herne Bay
DO/13/590	Small extension to reception building. Preston Primary School, Mill Lane, Canterbury
DO/13/624	Proposed installation of a 5-bay mobile classroom unit to provide 2 additional classrooms plus entrance lobby, storage and/or teacher office space. Dover Grammar School For Boys, Astor Avenue, Dover
MA/13/1296	Two class extension and ancillary spaces including two planning preparation and assessment rooms, toilets and storage areas including 4 additional car parking spaces. Harrietsham CE Primary School, West Street, Harrietsham, Maidstone
MA/13/1366	Proposed addition of another portakabin to the site for 2 years and extend the planning permission on the existing portakabin for 2 years. Barming Primary School, Belmont Close, Barming, Maidstone

SH/12/109/R6	Details pursuant to condition 6 – (School Travel Plan) – Provision of new modular two classroom building, additional car parking, fencing, fire access road and relocation of existing poly tunnel (this is an alternative to the single modular classroom permitted under SH/11/738). Highview School, Moat Farm Road, Folkestone, Kent
SH/13/415/R5	Details pursuant to condition 5 (landscaping) – Two timber framed classrooms. Highview School, Moat Farm Road, Folkestone
TM/12/2777/RVAR	Submission of details pursuant to conditions (4) – construction access and arrangements, (5) – landscaping and (6) – lighting, relating to proposal TM/12/2777. St Katherines School, St Katherines Lane, Snodland
TM/13/1843	To surface the existing grass overflow car park with a proprietary reinforced paving system, comprising a mixture of grass and sub-base material, to allow the overflow car park to be used all year round. Manor Park Country Park, St Leonards Street, West Malling
TM/13/1897	Renewal of planning permission for a modular building for use as a nursery. Roselands Pre-School, Woodlands School Grounds, Hunt Road, Tonbridge

E3 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2011 – SCREENING OPINIONS 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.*
- (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/TW/0279/2013 - Proposed erection of a new teaching building, revised parking layout including an additional 9 parking spaces and other external alterations to the existing infant block and junior block school buildings.
Southborough Cof E Primary School, Broomhill Park Road, Tunbridge Wells, Kent, TN4 0JY.

KCC/SCR/TW/0249/2013 - Request for a screening opinion to determine whether the proposal to remediate and restore the former landfill site, utilization of the landfill gas and the erection of a renewable energy gasification plant, former household refuse and former Gipsy site at North Farm Lane, Southborough, Tunbridge Wells, Kent

- (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

- (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