

PLANNING APPLICATIONS COMMITTEE

Wednesday, 19th November, 2014

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 19th November, 2014, at 10.00 am Ask for: **Andrew Tait**
Council Chamber, Sessions House, County Hall, Maidstone Telephone: **01622 694342**

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

Membership (19)

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

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

Labour (3) Mrs P Brivio, Mr T A Maddison and Mrs E D Rowbotham

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 - 22 October 2014 (Pages 5 - 10)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal SW/14/500739 (KCC/SW/0189/2014) - Expansion of Iwade Primary School from 2 FE to 3FE, including a two-storey extension to the existing school building, new access via School Lane and additional parking spaces together with new hard and soft landscaping at Iwade Primary School, School Lane, Iwade; KCC Property and Infrastructure Support (Pages 11 - 40)

2. Proposal SH/14/0694 (KCC/SH/0151/2014) - 1FE primary School , including two-storey school building, hard and soft playing pitches, vehicular and pedestrian access ways, on-site drop off area, parking and cycle parking provision, landscaping and the retention of the existing MUGA at St Mary's Playing Field, Warren Way, Folkestone; KCC Property and Infrastructure Support. (Pages 41 - 72)
3. Proposal DA/14/948 (KCC/DA/0029/2014) - Demolition of existing dining hall and kitchen with the erection of a two-storey 6 classroom block with associated ancillary accommodation; new single storey dining hall and kitchen. Provision of 33 additional car parking spaces and new access with drop-off facility from Eynsford Road at Knockhall Primary School, Eynsford Road, Greenhithe; KCC Property and Infrastructure Support (Pages 73 - 98)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 99 - 102)
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

Tuesday, 11 November 2014

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

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, 22 October 2014.

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, Mr L Burgess, Mr I S Chittenden, Mr T Gates, Mrs S V Hohler (Substitute for Mr J N Wedgbury), Mr T A Maddison, Mr S C Manion, Mr R J Parry, Mrs E D Rowbotham, Mr T L Shonk, Mr C Simkins, Mrs P A V Stockell and Mr A Terry

ALSO PRESENT: Mr C W Caller, Ms C J Cribbon and Mrs S Howes

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mr J Crossley (Principal Planning Officer - County Council Development), Mr J Wooldridge (Principal Planning Officer - Mineral Developments), Mr A Pigott (Strategic Transport and Development Planner), Mr P Rosevear (Senior Transportation Engineer), Mrs V Clothier (Senior Solicitor) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS

73. Minutes - 2 October 2014
(Item A3)

RESOLVED that the Minutes of the meeting held on 2 October 2014 are correctly recorded and that they be signed by the Chairman.

74. Site Meetings and Other Meetings
(Item A4)

(1) The Committee was reminded of the visit to the site of the brickearth excavation application at Paradise Farm, Hartlip on Wednesday, 19 November 2014.

75. General Matters
(Item)

(1) The Head of Planning Applications Group informed the Committee that the new National Planning Policy for Waste (PPS10) had been published on 16 October 2014. Copies would be sent to all Members of the Committee.

(2) The Head of Planning Applications Group informed the Committee that the Secretary of State's decision on whether to call in the Teal Energy application for his determination (Minute 14/62) was expected imminently.

76. Applications MA/14/688 and MA/14/689 (KCC/MA/0103/2014 and KCC/MA/0099/2014) - Variation of conditions of Permission MA/08/45 (revised proposals for slope remediation) and variation of Condition 2 (working and restoration scheme), temporary relaxation of Condition 5 (extent of area out of agricultural use at any one time) and approval of schemes required by Conditions 14 (diversion of watercourse), 23 (archaeological work), 25 (compensatory habitat), and 29 (restoration and aftercare) of Permission MA/09/1013/MR108 at Lenham Quarry, Forstal Road, Lenham; Brett Aggregates Ltd.
(Item C1)

(1) The Head of Planning Applications Group informed the Committee that the new National Planning Policy for Waste contained no significant changes in so far as they related to this application. She was satisfied that it had no additional bearing on her report.

(2) The Head of Planning Applications Group referred to paragraphs 4 and 21 (iii) of the report and informed the Committee that the applicants had asked for Site 75 at Boltens Field, Lenham Heath to be withdrawn as a Preferred Option for potential future sand extraction in the Mineral Sites Plan.

(3) RESOLVED that:-

- (a) permission be granted to Application MA/14/688 (revised proposals for Phase 1 slope remediation) subject to the re-imposition of the conditions previously imposed on Permission MA/08/45 (updated and amended as necessary); a variation of Condition 2 requiring the importation and deposit of inert waste to cease on or before 3 years from the date of this Permission; and variations to Conditions 3, 6 and 11 to permit the revised approach to the slope construction and design;
- (b) permission be granted to Application MA/14/689 subject to the re-imposition of the conditions previously imposed on permission MA/09/1013/MR108 (updated and amended as necessary); a variation to Condition 2 permitting the revised working and restoration schemes, and a condition ensuring that the soil bunds proposed within the Revised Scheme of Working are maintained on site during excavation of sand from Phases 2 and 3 (as recommended by the County Council's Noise and Air Quality Consultants as part of the noise and dust attenuation);
- (c) approval be given for a temporary relaxation of Condition 5 of Permission MA/09/1013/MR108 (to allow more than 4ha of the site to be outside agricultural use at one time) for a temporary period of 3 years from the date of this Permission, subject to operations being limited to the extraction of material from Phase 2 only, with any work in Phase 3 being restricted to preparatory works, works relating to the compensatory habitat and the diversion of watercourse;
- (d) approval be given to the schemes submitted pursuant to Conditions 14, 23, 25 and 29 of Permission MA/09/1013/MR108; and

- (e) the Applicant be advised by Informative to contact the Lead Flood Authority to discuss and obtain the consent required under the Land Drainage Act 1991, as amended by regulations of the Flood and Water Management Act 2010, to divert the identified watercourse.

77. Proposal GR/12/0441 (KCC/GR/0148/2012) - Realignment and widening of Rathmore Road, Gravesend
(Item D1)

- (1) Mr Daniel Clare from RSK (Noise and Air Quality Advisers) was present for this item and available to answer Members' questions.
- (2) Mr T L Shonk informed the Committee that he had signed a petition against the scheme. He did not take part in the discussion or the voting on this proposal.
- (3) Mr S C Manion and Mr R J Parry left the meeting for much of this item and therefore did not cast a vote in its determination.
- (4) The Head of Planning Applications reported receipt of a further 292 signatures to the petition in appendix 7 of the report.
- (5) The Head of Planning Applications Group informed the Committee that requests had been made by objectors to the proposal to provide the Committee with a number of documents which were not relevant to the determination of the proposal. These included the safety audit and DfT documents on the funding of Major Transport Schemes. Following consultation with the Chairman, it had been decided that these documents should not be circulated as it was essential for the Committee Members to focus exclusively on the land use planning aspects of the proposal.
- (6) Mr C W Caller and Mrs S Howes were present for this item pursuant to Committee Procedure Rule 2.27 and spoke in support of the proposal.
- (7) Mr Roger Steer and Mr Geoff Foxwell addressed the Committee in opposition to the proposal. Mr John Farmer (Kent Highways Transportation and Waste) spoke in reply on behalf of the applicants.
- (8) On being put to the vote, the recommendations of the Head of Planning Applications Group were carried by 11 votes to 3 with 1 abstention.
- (9) Mr M Baldock, Mr L Burgess and Mr A Terry requested pursuant to Committee Procedure Rule 2.26 (3) that their votes against the proposal be recorded.
- (10) Mr T A Maddison requested pursuant to Committee Procedure Rule 2.26 (3) that his vote in favour of the proposal be recorded.
- (11) RESOLVED that:-
 - (a) permission be granted to the proposal subject to conditions, including conditions covering implementation of the permission within 5 years; the development being carried out in accordance with the permitted details and as otherwise approved pursuant to the permission; the submission for approval of details of horizontal and vertical alignment;

the submission for approval of details of the highway design and construction, including all paved surfaces; the submission for approval of details for the enhancement of the retained section of the existing road; the submission for approval of details of all structures, including the acoustic fence, retaining walls, and street furniture; the submission for approval of details of highway lighting; the submission for approval of details, implementation and subsequent maintenance, of landscaping proposals, including planting proposals for the slope on the south side of the new road; the submission for approval of details of street lighting; implementation of the recommendations for biodiversity mitigation and enhancement; building recording prior to demolition of 13 Darnley Road; details of architectural items to be salvaged from 13 Darnley Road being agreed in consultation with the Borough Council; demolition of 13 Darnley Road not commencing until such time as a contract is let for road construction; the submission for approval of details for the construction of the gable wall to 15 Darnley Road; archaeological requirements; control of potential land contamination; control of infiltration of surface water drainage into the ground; the submission for approval of details of a Construction Environmental Management Plan/Code of Construction Practice; details of further air quality monitoring being submitted together with appropriate mitigation proposals and a timescale for their implementation; details of post construction noise monitoring being submitted together with mitigation proposals and a timescale for their implementation; and provision of the 11 disabled parking spaces shown on the submitted drawings; and

(b) the applicant be advised by Informative that:-

- (i) Gravesham BC recommends that the contractor should enter into an agreement under section 61 of the Control of Pollution Act 1974 to deal with construction noise;
- (ii) the Archaeological Officer requests that consideration be given to including heritage themes in the detailed design where relevant;
- (iii) consideration should be given to the possibility of incorporating items of salvage from 13 Darnley Road into adjacent buildings in the terrace as requested by English Heritage; and
- (iv) consideration should be given to the possibility of recycling the ragstone from the existing wall along Rathmore Road and, depending on the quantity and quality available, reusing it in the new retaining wall.

78. Proposal TM/14/2109 (KCC/TM/0173/2014) - Erection of new school together with new car parking and associated playing field and landscaping at Leybourne Chase, London Road, Ryarsh; KCC Property and Infrastructure Services
(Item D2)

(1) Mrs S V Hohler informed the Committee that she had already given her views on the proposal. She therefore addressed the Committee as the Local Member and took no further part in the decision making process for this application.

(2) Mr M A C Balfour informed the Committee that he was a Member of Tonbridge and Malling BC's Planning Committee which had commented on the

proposal. He had, however, not given an opinion during that Committee's discussions of the proposal and was therefore able to approach its determination with a fresh mind.

(3) A letter from Mr and Mrs Branston (local residents) in opposition to the proposal was tabled.

(4) Members of the Committee expressed differing views on whether there should be a deadline beyond which letters of support or objection should not be considered. The Committee therefore agreed that this question should be considered by the Chairman, Vice-Chairman, representatives of the political groups and officers prior to making a recommendation to the Committee on whether deadlines should be introduced as in some other Local Authorities.

(5) 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 permitted details; the submission and approval of details of all materials to be used externally; the development not being occupied by more than 100 pupils before a scheme of road widening improvements to the access road to the north of the school has been submitted, including details covering the revised site access design, extent and position of school clearway markings and school signs, details, appearance and materials of any proposed pedestrian crossing zone, revised car parking layout and revised location of cycle stands; the submission and approval of a Traffic Management Plan for the operation of the school, including its impact on the Leybourne Chase area; the submission and approval of details of the design and provision of a suitable pedestrian access link to the north of the site prior to occupation; the submission and approval of an appropriate surface, laid to provide service access to the school prior to occupation; the submission and approval of a School Travel Plan prior to occupation, its implementation and on-going review; the submission and approval of the specifications of the fencing and gates proposed to be erected; the submission and approval of details of all external lighting; no floodlighting to the sports pitch being installed without prior approval; a programme of archaeological work being submitted and approved; the development being undertaken in accordance with the recommendations of the Ecological Survey and the supplementary Ecological Statement, including a biodiversity enhancement scheme; the development being undertaken in accordance with the recommendations in the bat survey and the reptile survey; a precautionary method statement of work being undertaken as recommended for the protection of dormice; the submission and approval of an updated landscape plan, indicating the arbour type structure to enable the movement of dormice; no vegetation clearance taking place during the bird breeding season; implementation of the landscaping scheme; tree protection measures; replacement tree planting in the event that trees die within 5 years of planting; the development being carried out in accordance with the submitted Flood Risk Assessment; the submission and approval of a remediation strategy to deal with any potential contamination on site and the submission of a verification report; no infiltration of surface water drainage into the ground; hours of working during construction and

demolition being restricted to between 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; the submission and approval of a Construction Management Strategy including the location of site compounds and operative/visitor parking, provision to accommodate operatives' and construction vehicles loading/ off loading and turning on site, details of site security and safety measures, lorry routing, waiting and wheel washing facilities, and details of any construction accesses and management of the site access to avoid conflict with construction vehicles for the residential development; and measures to prevent mud and debris being deposited onto the public highway; and

- (b) the applicant be advised by informative:-
 - (i) of the letter from the Environment Agency which contains general Informatives covering drainage, contaminated land, and fuel, oil and chemical storage;
 - (ii) 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;
 - (iii) that the Bat Conservation Trust's "*Bats and Lighting in the UK*" guidance should be adhered to in the lighting design; and
 - (iv) that the School Travel Plan should be registered on-line with Kent County Council's School Travel Plan site "*Jambusters*" by accessing the following link : www.jambusterstpms.co.uk to assist with the updating, monitoring and future review of the Travel Plan.

79. County matters dealt with under delegated powers
(Item E1)

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

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

SECTION 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

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

A report by Head of Planning Applications Group to Planning Applications Committee on 19 November 2014.

Application by Kent County Council Property and Infrastructure Support for the expansion of Iwade Primary School from two form entry (2FE) to three form entry (3FE), including the erection of a two storey extension to the existing school building, creation of a new access via School Lane and additional parking spaces, together with new hard and soft landscaping, at Iwade Primary School, School Lane, Iwade, ME9 8RS – SW/14/500739 (KCC/SW/0189/2014)

Recommendation: Permission be granted subject to conditions.

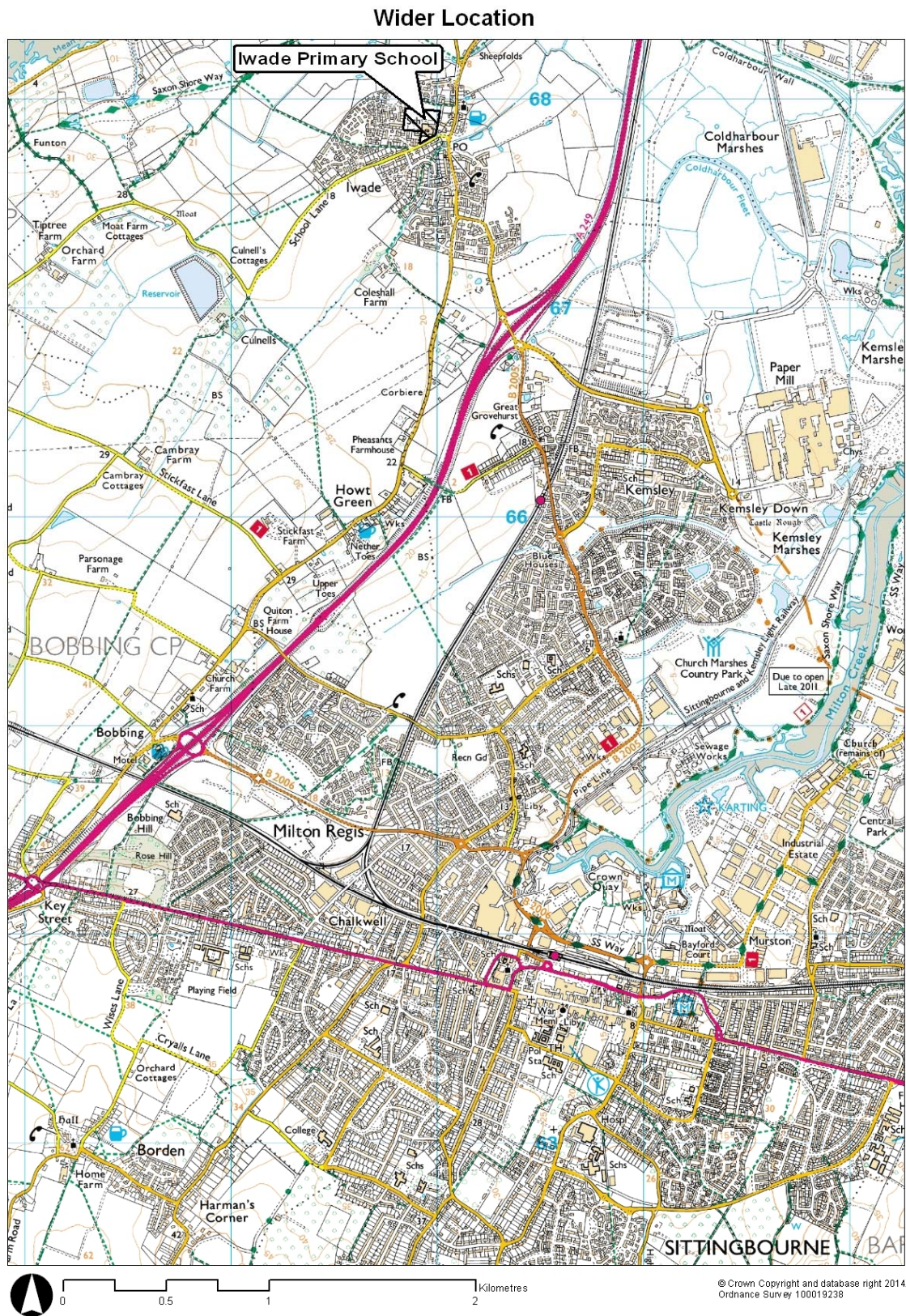
Local Members: Mr R Truelove & Mr L Burgess

Classification: Unrestricted

Site

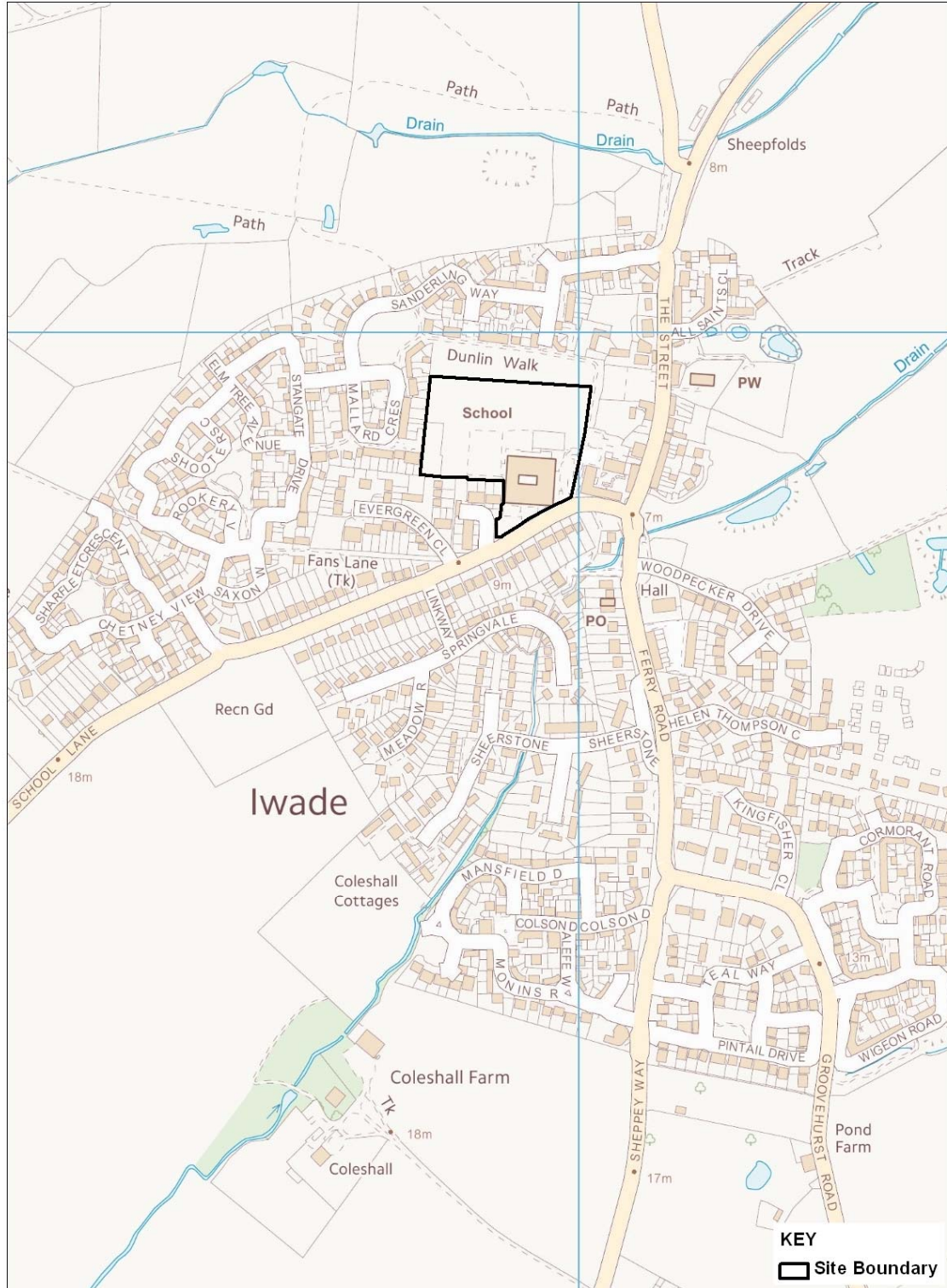
1. The village of Iwade is located approximately 3 miles (4.8 km) to the north of Sittingbourne Town Centre. The A249 runs to the south and east of the village, with access to the village via the B2005 junction on the A249, which also provides access to Kemsley (including the Paper Mill). The Swale, which separates the Isle of Sheppey from 'mainland' Kent, is approximately 1.5 miles (2.4 km) to the north/north east of the village. Various rural roads also provide access to the village from the north, south and west, including The Street and Ferry Road, which bisect the village from north to south, and School Lane which extends from The Street/Ferry Road to the west. The village is surrounded by agricultural fields and the local landscape is rural in nature, and largely flat.
2. Iwade Primary School is located to the north west of the village centre, to the north of School Lane. The Primary School has grown considerably over recent years, primarily due to a rapid growth in house building in and around the village, with the most recent extension (8 classrooms) granted planning permission in 2003 (see paragraph 7 for planning history). The school is single storey, with the original 1950's building having a flat roof, and the more recent extension a tiled pitched roof and double height hall building. The school buildings and hard play are located in the south eastern corner of the site, with playing fields extending to the north and west. The south western boundary of the site is bound by properties in Meadow Close and Evergreen Close, the western boundary by properties in Mallard Crescent, and the northern boundary by amenity grassland, beyond which lie properties in Sanderling Way. A Public Right of Way (Dunlin Walk) runs to the north of the amenity grassland, parallel with the school boundary, and turns to the south and extends along the eastern site boundary, meeting with School Mews. School Mews runs approximately half way up the eastern school boundary, and provides access to a small car park which services a mixed use development comprising local shops and a small number of properties. Access to the

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)



Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

Site Location Plan



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Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

Existing Site Plan



Proposed Extension & Alterations to, Iwade Primary School, Iwade, Sittingbourne
Existing Site Plan

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

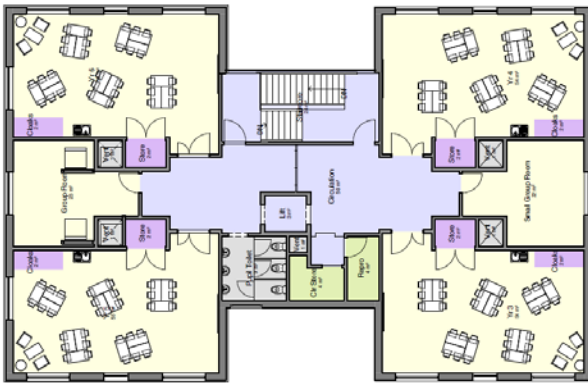
Proposed Site Plan



Proposed Extension & Alterations to Iwade Primary School, Iwade, Sittingbourne
Proposed Site Plan

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

Proposed Floor Plans



First Floor Plan (Colour Coded)
1 : 100



Ground Floor Plan (Colour Coded)
1 : 100

Proposed Extension, Iwade Primary School, Iwade, Sittingbourne

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

Proposed Elevations



Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

School is also via School Mews, with separate entrance and exit points creating a potential one-way looped drop off system along the southern half of the eastern site boundary. It is understood, however, that the one-way system is not used due to congestion in School Mews. 28 car parking spaces for staff and visitors, including 2 disabled spaces, are provided on site to the south and east of the school buildings. Beyond School Mews, the northern half of the eastern boundary is bound by a local Public House, accessed via The Street, and its car parking and garden, including an area of tree planting/overgrown scrub.

3. There are no Tree Preservation Orders within the site, the site is not located within a Conservation Area, and there are no Listed Buildings in the immediate locality of the school.

Background

4. As part of the County Wide Basic Needs Programme, it has been identified that the expansion of Iwade Primary School from a two form of entry (2FE (60 children per year group)) to a 3FE (90 children per year group) is required. The applicant states that Iwade Primary School is popular, with 122 applications for a reception place in 2013. The School is currently at capacity (420 pupils) and families moving into the village are unable to get a place at the school. The Swale section of the Kent Commissioning Plan for Education Provision 2013-18 has identified a significant pressure on reception year places, with the District forecast to have a deficit of up to 87 reception year places in September 2016 and 2017. In addition, further new housing within Iwade, currently under construction, will add to the pressure on the school to increase its intake.

Amendments

5. As detailed in paragraph 11 of this report, this application proposes to remove the existing school vehicular access points on School Mews, and provide a new single vehicular access point on School Lane. However, when originally submitted, this application also proposed the inclusion of a dedicated drop off loop within the school site. This facility met with objection/concern from Kent County Council Highways and Transportation, parents/residents, and the Parish Council on the grounds of safety, loss of parking spaces, and that parents should not be encouraged to drive to the village school. The application was subsequently amended to remove the drop off loop, instead creating additional car parking on site.
6. In addition, since originally submitted additional Great Crested Newt Surveys have been undertaken and submitted. It is the amended/amplified proposal that will be detailed below and discussed throughout this report unless specifically stated.

Relevant Planning History

7. The relevant planning history is as follows:

SW/02/481	Erection of 2 two bay mobile classrooms. - Approved
SW/02/941	Playing field extension

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

	- Approved
SW/03/1200	Relocation of 2 existing mobile classrooms and provision of 2 additional mobile classrooms; all mobiles to be removed upon completion of permanent build (separate application). - Approved
SW/03/1234	Extension to existing school building consisting of 8 classrooms, new hall, staff offices and associated facilities, also drop-off road, staff and visitor parking and associated external works. - Approved
SW/04/884	Provision of 1 temporary classroom unit for a period of not more than 12 months to facilitate the redevelopment of the school (SW/03/1234); removal of mobile on completion. - Approved

Proposal

8. This application has been submitted by Kent County Council Property and Infrastructure Support, and proposes to provide the accommodation required to enable the School to expand from 2FE to 3FE (420 pupils to 630). The application proposes a two storey 7 classroom extension with associated staff and storage facilities, an additional area of playground space, a new pedestrian access, a new vehicular access via School Lane, and associated car parking and landscaping alterations. Staff numbers are expected to increase from 71 to 99, an increase of 28.

Building siting, massing and design

9. The two storey flat roofed 7 classroom extension is proposed to be located to the north eastern side of the existing school building, upon an existing area of playground space. The building has been organised into three elements, two teaching block elements linked by a central circulation space incorporating a half level to address the change in level across the site. The building would link to the existing school at ground floor level, with minor internal alterations to the existing providing a new studio space and circulation. The ground floor of the proposed extension would accommodate a staff room, toilets, storage and three classrooms (Reception, Year 1 and Year 2), with the three classrooms having direct access to outdoor hard play spaces. The four junior classrooms are proposed to the first floor, in addition to two small group rooms, toilets and circulation spaces. Access to the first floor is provided by an internal staircase and a lift.
10. The applicant states that the building has been designed to present a 'modern, clearly articulated and welcoming learning environment'. The external fabric of the building is proposed to be a structural framing system set within a steel structural frame, which enables off site fabrication reducing the duration of the construction programme. It is proposed to clad the building in yellow stock brickwork at ground floor level, to match the existing school building, and a modular cement cladding panel at first floor level with a textured green finish. The central circulation space would be glazed over both floors. Window and door locations would coordinate with the organisation of the cladding panels, establishing an order to the elevations, and would be polyester powder coated

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

Grey (RAL 7046). A sedum green roof is proposed to the new extension, surrounded by a low parapet to enable safe access for maintenance purposes.

Artist's Impressions



Artists Impression - View From Car Park Looking North West



Artists Impression - View Looking South From Playing Field

Vehicular and pedestrian access and car parking

11. As outlined in paragraph 2 above, the school is currently accessed via separate entrance and exit points on School Mews. This proposal seeks to remove these two existing access points and provide one new vehicular two way entrance on School Lane, approximately at the centre of the site frontage. As per the current situation, it is proposed that only staff, deliveries and visitors would be able to access the site in a vehicle. It is noted that the existing drop off facility on site is not permitted to be used and, therefore, the proposals would continue to operate in line with the existing access arrangements. The applicant is proposing to provide an additional 22 car parking spaces on site, bringing the total provision to 50 spaces, including 2 disabled spaces.
12. To mitigate the impact of the additional pupil numbers it is proposed that new Travel Plan initiatives would be put in place to encourage walking to school. In addition to

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

maintaining the two existing pedestrian access points on School Lane, it is proposed to create an additional pedestrian access into the site, to the north east of the proposed extension, which would enable pedestrians to access the school site from the north without entering School Mews, minimising potential conflicts with vehicles. A short footpath would cross the south east corner of the playing field, linking with an inward opening gate that would join the Public Right of Way at its southern end, as it meets School Mews. 24 covered cycle stands (48 spaces) would also be provided in close proximity to the new pedestrian access point.

Playground and landscaping

13. As detailed above, the extension is proposed to be constructed upon an existing area of playground. The applicant is, therefore, proposing to provide an area of replacement playground to the west of the proposed extension, adjacent to the school's main large playground and upon an area of existing amenity grassland. The extended car parking and access arrangements would result in the removal of 9 low grade trees, one of which is removed solely on arboricultural grounds. To mitigate this tree loss, the applicant is proposing to plant 12 native species heavy standard trees across the site, in addition to ornamental and structural landscaping.

Sustainability

14. Sustainable Urban Drainage (SUDs) solutions are proposed within this scheme, including planted swales, porous paving within the car park, and a sedum roof to the extension. The applicant advises that each element would be connected via below ground pipes to create a series of surface water retention features, with a controlled outfall into the existing drainage system. The applicant further advises that, although they would not be formally assessed under the BREEAM scheme, they would meet the equivalent of the 'very good' standard. Passive ventilation, low energy lighting, highly efficient sanitary ware, and gas fired highly efficient condensing boilers would be incorporated into the scheme, amongst other matters.

This application is accompanied by a Design and Access Statement, Planning Statement, Statement of Community Involvement, Travel Plan, Transport Assessment, Flood Risk Assessment, Landscape Statement, Soft Landscape Specification, Tress in Relation to Construction document, Archaeology Report, Ecological Assessment, Great Crested Newt Survey, and Geo-Environmental Site Investigation.

Planning Policy

15. The most relevant Government Guidance and Development Plan Policies summarised below are pertinent to the consideration of this application:
- (i) **National Planning Policy Framework (NPPF)** March 2012 and the **National Planning Policy Guidance** (March 2014), sets out the Government's planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

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

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

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

(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) **Swale Borough Local Plan 2008:**

Policy SP1 Sustainable Development: Proposals should accord with principles of sustainable development that increase local self-sufficiency, satisfy human needs, and provide a robust, adaptable and enhanced environment.

Policy SP2 Environment: Development should avoid adverse environmental impact, and where development needs are greater, adverse impacts should be minimised and mitigated.

Policy C1 Existing and New Community Services and Facilities: The Borough Council will grant planning permission for new or improved community services and facilities, and particularly those that include provision for wider public use.

Policy E1 General Development Criteria: Proposals should cause no demonstrable harm to residential amenity and other sensitive uses or areas; reflect positively characteristics and features of the site surroundings; and protect and enhance the natural and built environments.

Policy E19 Achieving High Quality Design and Distinctiveness: Development proposals should be of a high quality design and respond positively to design criteria.

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- Policy E21 Sustainable Design and Build:** Proposals should incorporate sustainable design and build measures into the detailed design of new development in its use of siting, design, materials and landscaping.
- Policy T1 Providing Safe Access to New Development:** Proposals which cause unacceptable impacts of the capacity of the highway network or on highway safety will not be granted planning permission.
- Policy T3 Vehicle Parking for New Development:** Requires appropriate vehicle parking for new development in accordance with the adopted Kent County Council parking standards.
- Policy T4 Cyclists and pedestrians:** Requires cycle parking facilities for new development in accordance with the Kent County Council cycle parking standards.

(iv) The draft **Swale Borough Local Plan ('Bearing Fruits')** (August 2013) also contains broadly similar policies on transport, parking, design and general development criteria, but these policies currently carry very little weight, given their draft status.

Consultations

16. **Swale Borough Council** raises no objection subject to the use of high quality finishing materials and the imposition of any other conditions recommended by consultees.

Iwade Parish Council objects to the proposal as originally submitted, and continue to object and comment as follows:

"Our original objections still stand as they have not been remedied in the latest additional information and still give cause for concern:

- Needs a shelter for the bike rack;
- To the rear of the building steps go up on to the playground - there is no other access for anyone in a wheelchair;
- In the event of a fire, Members would query whether adequate provision has been made relating to escape routes for wheelchair users;
- The new entrance on School Lane will cause traffic problems;
- There is inadequate space to allow cars to go out of the entrance. A sweep analysis shows a 7.5 tonne truck but it is very close to another vehicle - if cars are parked it will be very difficult for people to drive in/out. The School Mini Bus has a wider turning circle than the truck used - this will drive straight into another car. A Fire Engine needs an even larger turning circle and will not get on to the site;
- Yellow lines will be necessary on the opposite side of School Lane to prevent congestion;
- School Mews is a private road and lorries cannot use this;
- Parking associated with the current two form entry is having a major effect on the businesses in the village centre and clients/shoppers have problems finding a space or accessing the car park because it is clogged with parents' cars - it is parking for the businesses not the school;

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- School Mews residents are concerned about parking in the village centre car park and in particular the residential area car park. With the existing two form entry school there is a huge problem associated with parents using this area during picking up and dropping off times with parking on pavements, double parking and blocking of access ways which stops residents from being able to exit to drive to work. Vehicles trying to deliver to the centre shops are unable to gain access. The Police are unable to take enforcement action because this is private land;
- Residents in School Lane, School Mews, Meadow Close, Evergreen Close, The Waterway, Woodpecker Drive and Linkway have concerns regarding the extra traffic and the added impact this will have as they are already affected by vehicles accessing the existing School. Whilst Members have no objection to the buildings they do feel that access needs to be carefully looked at and planned, so that if the new build goes ahead Iwade Village is not left with a huge traffic problem and health and safety issues created through inadequate attention to detail."

The Parish Council additionally comments as follows:

"We note that a new site plan has been submitted (21812A 10 Rev D) which addresses the concerns raised by both KCC highways and the Parish Council and now welcome the fact that there is space for vehicles to move off of the highway whilst they wait for the entrance to open. We are unsure how the gate would work though as we had been told that it wasn't possible to move the gate back from the road as it would block of the car park when open. If there are two gates with each gate being around 5m in length there would not be enough room for the gates to open and for vehicles to enter the site. They can't open outwards as doing so would cause the same issues as if the gate was in its original position. Members of the Council have spoken to staff at the school who say they were not aware of this change and agree it wouldn't work. Can clarification be given on how the entrance/exit would work?

Referring to the Travel Plan, item 3.1.5, it mentions white lining to stop cars parking in front of residents' drives. The Parish Council requests that this is put in as a condition that it is done and not stand as a recommendation. We welcome the submitted comments regarding construction traffic.

If reptile fencing is being installed, which we feel should be done as has been with all developments in Iwade, then under Natural England guidelines a Great Crested Newt license will be required - A fence obstructs movement, causes disturbance and could potentially result in an offence."

Kent County Council's Highways and Transportation raise no objection to the proposal, and comment as follows:

"The proposals have now abandoned the on-site pupil drop-off and collection provision, and vehicular access onto the site will be restricted to staff, servicing and visitors. I consider that this is the correct solution in this instance, as it will not encourage more parents to drive to the school, which would have increased the level of traffic on School Lane and introduced a very active point of conflicting traffic movements as vehicles tried to enter and exit the school. It is also likely

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that the facility would have been even less effective for the afternoon collection, with cars parked up waiting within the circulation route and backing up out onto the highway. It is felt more appropriate to disperse any increased parking demand from this expansion across the surrounding streets, and the removal of the existing accesses onto School Mews, particularly the one located close to the junction with School Lane, will reduce the conflicting and restricted movements that occur here. The expansion could be expected to generate a further 45 trips in the peak periods, but given the sustainable location of the school with good pedestrian routes and within easy walking distance of anywhere in the village, this number could well be significantly less, particularly with the help of an effective travel plan.

Whilst parking in School Mews is currently cited as an area of concern, it must be noted that this is privately managed, and the owners of this would need to introduce measures to enforce control over its use. However, the proposed scheme does remove the current accesses onto it that will remove some of the conflicting movements that occur at the busy junction, and the finite space available in School Mews will restrict the amount of cars likely to enter anyway. It is unlikely that School Mews will experience any noticeable increase in activity, as parents that do drive tend to settle into routines and will park in the same general location each time. Vehicles do not need to travel far from the school to find on-street parking available, so additional demand should be able to be absorbed over a wider area fairly comfortably.

I am satisfied that an appropriate level of car parking is provided within the school to accommodate the general staff and visitor demand likely during a typical day, and this should remove the likelihood of staff vehicles parking on-street, which would impact upon the amenity of residents and reducing the availability of parking for parents. Although any additional parking demand generated by parents from the proposed increase in pupil numbers will put further pressure on the surrounding roads, this is generally considered to be a short term amenity issue at the start and end of the school day, in common with many similar schools within residential estates. Ensuring the School Travel Plan is updated to evolve with the increasing school population, which could review whether any local parking restrictions may be necessary to assist traffic movement during these times, can be secured by condition to encourage sustainable travel and responsible parking behaviour by parents

Concerning the proposed access onto School Lane, I have no objection to the creation of this to serve the staff and servicing vehicle needs, and appreciate that the movements associated with this should occur outside of the busy periods, and should not conflict with traffic generated by parents at the start and end of the school day. The swept path analysis demonstrates that the typical size of vehicle expected to access the school should be able to manoeuvre in and out of the site, as well as within it to turn around. I am content that the size of the vehicles shown are appropriate for the assessment, and whilst a vehicle parked opposite the access may restrict the turning movement of the largest vehicle emerging and turning left from it, cars appear to only occasionally park there. It is likely that the exit would rarely be restricted, but in these instances vehicles could still proceed right. I am also satisfied that the gates are positioned far enough back to allow vehicles to stand clear of the highway, which overcomes my final

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concern with the scheme.

I have no objections to the proposals in respect of highway matters subject to conditions covering the following matters being attached to any permission granted:-

- adequate precautions shall be taken to guard against the deposit of mud and similar substances on the public highway;
- provision shall be made on the site to accommodate operatives' and construction vehicles loading, off-loading or turning on the site;
- provision shall be made on the site to accommodate parking for site personnel/operatives/visitors throughout the construction of the development;
- provision of vehicle parking and turning space, and cycle parking spaces, before use of the development;
- entrance gates shall be hung to open away from the highway only and shall be set back a minimum distance of 5.5m from the carriageway edge;
- provision and retention of adequate visibility splays;
- submission of a Travel Plan (including an implementation programme and parking review strategy), subsequent implementation and annual review to monitor progress in meeting the targets for reducing car journeys.

An informative is also required, reminding the applicant that, where required, all necessary highway approvals and consents are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority."

Environment Agency raises no objection to the application subject to the imposition of a condition regarding land contamination.

Sport England comment as follows:

"Sport England is a statutory consultee on planning applications affecting playing field land. As set out in Sport England's Policy: A Sporting Future for the Playing Fields of England, Sport England seeks to protect space which is required for the playing of team sports on outdoor pitches.

The term "playing field" is defined in Schedule 5 of The Town and Country Planning (Development Management Procedure) (England) Order 2010. Specifically, "playing field" means the "whole" of a site which encompasses at least one playing pitch.

In considering what constitutes the "whole" of the site in this specific case, I have considered areas capable of accommodating a playing pitch or part of a pitch and also areas and provision which are ancillary to the on-going use of the site as a playing field. My view is that the proposed development does not result in the loss of an area capable of accommodating a pitch or part thereof, and the MUGA is not ancillary and essential to the on-going use of the playing field or pitches. As such, I conclude that the MUGA is not to be included within the "whole" of the site and that Sport England is not a statutory consultee. That said, Paragraph 74 of the National Planning Policy Framework (NPPF) still applies:

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Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

The application results in the loss of a built sports facility (MUGA) and is therefore required to be assessed by the local authority against the provisions of paragraph 74 above. As the application proposes the loss of a sports facility without any replacement, it is evident that the development is contrary to Para 74 of the NPPF.

As such, Sport England maintains a formal objection to this application and would recommend that the applicant give consideration to replacing the facility to be lost.

For clarity, I can confirm that as a non-statutory consultee, the application is not referable to the Secretary of State prior to determination should Sport England's objection not be overcome."

The County Council's Biodiversity Officer raises no objection and comments as follows:

"Revised versions of the *Great Crested Newt Survey Report* and *Reptile Survey Report* have now been submitted. It is confirmed that there is potential for impacts to reptiles and great crested newts as a result of the proposed development. As the area of suitable habitat that will be directly affected is limited, mitigation is proposed in the form of avoidance measures:

Works will be carried out during the hibernation period (November to February);

- No features suitable for hibernation will be affected;
- Works will take place during daylight hours;
- Works will be supervised by a suitably experienced ecologist;
- Trenches will be covered overnight;
- Materials will be stored on pallets rather than directly on the ground;
- Contractors will be made aware of the potential for protected species presence.

In addition to the above, we advise that the following are incorporated into the method:

- The areas of ruderal vegetation that require removal will be clearly marked and adjacent retained habitat protected from damage;
- The ruderal vegetation will be cut by hand / strimmer in stages – initially to 10cm, then 1 or 2 days later to ground level, following a fingertip search by a suitably experienced and great crested newt licensed ecologist;
- Top soil removal will be carried out under a watching brief by a suitably experienced and great crested newt licensed ecologist;
- Features with potential to support hibernating reptiles or amphibians (brash pile, grass clipping pile, area of disturbed ground in south-east corner of playing field,

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south of proposed footpath) will be protected from damage during construction using Heras-type fencing;

We are satisfied that with the implementation of the above mitigation (avoidance) measures, the works can be carried out without a European protected species mitigation licence. We advise that the implementation of the mitigation measures is secured by condition, if planning permission is granted, to read as follows:

No development shall take place (including any demolition, ground works, vegetation clearance) until a method statement for avoidance of impacts to reptiles and amphibians has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the following:

- a) Purpose and objectives for the proposed works;*
- b) Extent and location of proposed works shown on appropriate scale maps and plans;*
- c) Identification of "biodiversity protection zones";*
- d) Use of protective fences, exclusion barriers and warning signs;*
- e) Practical measures (physical measures and sensitive working practices including timing of works) to avoid or reduce impacts during construction;*
- f) The times during construction when specialist ecologists need to be present on site to oversee works.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*

The approved Biodiversity Method Statement shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

The proposed green roof and native species planting will provide ecological enhancements for the site and we advise that the brush pile and grass clipping pile situated to the east of the proposed car park area should be retained as additional wildlife features within the site.

If removal of the piles is required we advise that there is potential for protected species to be present and that the advice of a suitably experienced and great crested newt licensed ecologist must be sought to ensure that the removal does not result in offences against protected species. We advise that this should be included as an informative if planning permission is granted."

The County Council's Landscape Advisor supports the general design concept but does not consider that the proposed planting scheme is sympathetic to the wider landscape character. The site lies within the 'Fruit Belt' landscape character area, which is predominately agricultural. Whilst the use of native species (as proposed) is fully supported, it is queried whether Aspen, Hornbeam and Silver Birch are common tree species in this landscape. It is therefore requested that an amended landscaping scheme be submitted (pursuant to condition) which includes locally common species (supported by evidence). It is recommended that Swale Borough Council's Landscape Character Supplementary Planning Document is used to inform the design and species choice, and to ensure enhancements are made where possible.

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The Landscape Advisor supports the provision of a green roof, and feels that this can deliver a positive contribution in terms of energy use, wildlife and character of the site. The use of SuDs and permeable paving is also supported as such features allow the landscape to function as naturally as possible.

With regard to existing trees on site, the submitted Tree Survey report provides comprehensive advice on the tree protection measures required. The Landscape Advisor expects these measures to be followed and as such it is not considered by the Advisor that any additional conditions are necessary in this case.

Public Rights of Way states that this application refers to public footpath ZR91 to the north of the school, and to creating a new pedestrian access. The section of footpath ZR91 that is known as Dunlin Walk has been adopted by Kent Highways, and Public Rights of Way believe that Kent Highways are also responsible for the north-south spur, which connects with Schools Mews.

The following advice and guidance is provided:

1. No furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
2. There must be no disturbance of the surface of the Right of Way, or obstruction of its use, either during or following any approved development;
3. No hedging or shrubs should be planted within 0.5 metres of the edge of the public footpath.

It is also requested that the applicant be made aware that any planning consent given confers no consent or right to disturb or divert any public right of way at any time without the express permission of the highway authority.

The County Archaeologist no comments received to date.

The County Council's Travel Plan Advisor states that, as mentioned in the submitted Transport Statement, the School will need to register with our online travel planning system, jambusters, in order to complete their Travel Plan online.

Local Member

17. The local County Members Mr R Truelove and Mr L Burgess were notified of the original application on 13 June 2014. Both were notified of the amended proposal on the 24 July 2014.

Mr R Truelove comments as follows:

"The need to expand Iwade School to 3 FE is consistent with developments elsewhere in the Sittingbourne area and properly reflects the pressure for school places. It is also locally the case that Iwade has expanded very rapidly from a small village into a minor conurbation. However, I want to draw attention to the already existing parking problems in the vicinity of the school, which will only be exacerbated by the increasing rolls. During school hours, the lower end of School Lane and its immediate tributary roads are blocked by parents either dropping off or collecting children. The expanding retail centre of the village is strangled, putting small businesses at risk. Elsewhere, at the western end of School Lane, there is a

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major housing development in progress. Parking problems are a universal issue but they will be particularly severe here. I do hope the Planning Committee will take seriously the need for remedial plans to be put in place.”

Publicity

18. The original application was publicised by the posting of 3 site notices, an advertisement in a local newspaper, and the individual notification of 69 residential properties. The amended proposal was publicised by the individual notification of 69 residential properties and all those who made representation on the original submission.

Representations

19. In response to the original publicity, 4 letters of representation were received. The key points raised can be summarised as follows:
- The new entrance on School Lane will cause chaos for not only parents but residents of School Lane;
 - The local area is already congested and the proposed entrance will make things more chaotic and potentially dangerous;
 - Local residents already have ongoing problems with picking up and dropping off by parents and bad parking on footpaths. An expansion can only bring more problems;
 - School Lane was never meant to have a school of this size;
 - The expansion is needed because of more children in the local area. Therefore, children should walk to school and driving to the school actively discouraged and not made easier by providing a drop off area;
 - Having vehicles moving around within the school grounds during the school run seems a ridiculous idea and an added danger;
 - The drop off area within the school ground looks incredibly dangerous for children entering the school on foot. Children who walk/cycle to school will be faced with a dangerous situation, in what should be the safety of the school grounds.

In response to the publicity following receipt of the amended plans and documents, I have not received any letters of representation.

Discussion

20. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 15 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of the Development Plan Policies, Government Guidance, including the new National Planning Policy Framework (NPPF) and Guidance, and other material planning considerations arising from consultation and publicity. Issues of particular relevance include design and layout considerations including loss of outdoor play space, parking and access matters, biodiversity and landscaping matters, and general residential amenity.

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Need

21. The expansion of the school is part of the targeted Basic Needs programme to provide new school places across Kent, and the whole country, to cater for the demand created by the previously underestimated national demographic changes. The National Planning Policy Framework, together with the Planning for Schools Development Policy Statement, strongly promote the provision of new or expanded schools and exhort local planning authorities to work with developers to overcome any obstacle to the securing planning consents. I therefore see no objection in principle to the proposed development, which is strongly supported by the general thrust of planning policy.

Siting and Design, including outdoor playing space matters

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. The proposed teaching block would be linked to the main school building, separated from the site boundaries by existing school buildings, playing fields, amenity space and car parking/access. Although two storey, the building height would be the equivalent of a double height hall, and due to levels on site, and the context in which the building would be viewed, two storey development here would not, in my opinion be out of character with the local area. I consider that the proposed location of the teaching block would not be particularly prominent from surrounding residential properties and the scale and massing as proposed is, in my opinion, appropriate and acceptable, complementing the existing school buildings. The location of the teaching block also links well with the existing buildings on site.
23. The teaching block has been designed to respect the features of the existing school buildings whilst providing a modern design solution. It is proposed to clad the building in yellow stock brickwork at ground floor level, to match the existing school building, and a modular cement cladding panel at first floor level with a textured green finish. The central circulation space would be glazed over both floors. A sedum green roof is proposed to the new extension, surrounded by a low parapet to enable safe access for maintenance purposes. In my view, the teaching block would complement the existing school, enhancing existing facilities on site and lifting the design of the school in visual appearance respects. Subject to the imposition of a condition requiring the submission and approval of all materials to be used externally, which would ensure the Borough Council are satisfied over the use of high quality materials, I consider the design of the building to be acceptable and in accordance with Development Plan policies.
24. Having accepted the siting and design of the teaching block in general terms, the siting must also be considered in terms of loss of outdoor hard play, and the subsequent Sport England objection. First, it is important to note that Sport England is only raising objection to the teaching block element of this proposal, all other matters are not considered to affect sports facilities/playing field provision on site. Secondly, as detailed within Sport England's comments in paragraph 16, Sport England is a statutory consultee on planning applications affecting playing field land. Having considered this application, Sport England has concluded that the proposed development would not result in the loss of an area capable of accommodating playing field, a pitch or part

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thereof and, therefore, they are not a statutory consultee in this case. However, Sport England considers that the application would result in the loss of a built sports facility (Multi Use Games Area (MUGA)) and should therefore be assessed against the provisions of Paragraph 74 of the NPPF (see Sport England's comments in paragraph 16). Sport England further considers that the application proposes the loss of a sports facility without any replacement, which they deem to be contrary to paragraph 74 of the NPPF. A formal objection is therefore maintained. However, as a non-statutory consultee in this case, the application is not referable to the Secretary of State prior to determination, as would normally be the case with a Sport England objection.

25. Sport England states that the proposed new teaching building would appear to be sited on an existing area of hard play, which they classify as a MUGA. However, although the hard play area is marked out with netball court markings, in my view, the hard play area could not be classified as a MUGA. The hard play area is used for informal recreation by Primary School children, in addition to use as part of the PE curriculum. The applicant further advises that the hard play area is enclosed with low level (1.1metre) fencing, which would not retain balls in accordance with Sport England's MUGA specification requirements. The fence is believed to have been provided to form a demarcated junior playground area, not for the purposes of sports provision.
26. In addition, the proposed building would not occupy the whole of the existing hard play area, instead occupying the centre of it enabling hard play to be retained around the proposed teaching accommodation, with direct access to the outside play from the ground floor classrooms. In addition, in accordance with the principles of Paragraph 74 of the NPPF, the applicant is proposing to provide a replacement hard play area adjacent to the proposed classroom block, on an existing area of amenity grassland located between the two existing playgrounds on site. In addition, the applicant is also proposing to mark out a replacement netball court on the existing large playground, to the south of an existing marked out court. This would maintain the existing provision of two marked out courts on the school site, as well as areas for informal play and outdoor teaching.
27. It should also be noted that alternative locations for the proposed extension on the school site would encroach upon playing field, or prejudice other planning requirements and objectives such as retaining trees, maintaining adequate access and car parking, and general amenity impacts on surrounding amenity and privacy. Accordingly, I consider the development as proposed represents the most suitable and practicable option for the site.
28. Whilst I understand Sport England's objection in principle to the loss of sports facilities, it is important to view that in the wider context of community needs other than just sport. I am satisfied that the hard play area to be lost is not a formal sports facility, that adequate mitigation has been proposed by the applicant, and in any case, the loss of such a small area of hard play is greatly outweighed by the more pressing need to provide internal accommodation for curricular activities. However, should permission be granted, a condition of consent should be imposed requiring the replacement hard play area to be provided prior to the occupation of the teaching block.

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Parking and Access

29. As outlined in paragraph 2 of this report, Iwade Primary School is currently accessed via separate entrance and exit points on School Mews. This proposal seeks to remove these two existing access points and provide one new vehicular two way entrance on School Lane, approximately at the centre of the site frontage. As per the current situation, it is proposed that only staff, deliveries and visitors would be able to access the site in a vehicle. As referred to in paragraph 5 of this report, when originally submitted, this application included the provision of a dedicated drop off loop within the school site for use by parents/carers. However, that facility met with objection from Kent County Council Highways and Transportation, Iwade Parish Council and local residents/parents or the grounds of safety, loss of parking spaces, and that parents should not be encouraged to drive to the village school. The application was subsequently amended to remove the drop off loop, instead creating additional onsite car parking for staff and visitors. Consultation on the amended application has resulted in the removal of previous objections to the drop off loop, and a positive recommendation from Highways and Transportation. Members should note that the existing drop off facility on site is not permitted to be used and, therefore, the proposals would continue to operate in line with the existing access arrangements.
30. However, this application as amended continues to meet with objection from the Parish Council regarding access and highway matters, specifically an increase in traffic and associated parking on local roads, and the suitability and safety of the new vehicular entrance. The local County Member, Mr R Truelove, also draws attention to the existing parking problems in the vicinity of the school, which he considers could be exacerbated by an increase in the school roll (see paragraph 17). As previously stated, this application proposes to provide the accommodation required to enable the School to expand from 2FE to 3FE (420 pupils to 630). Staff numbers are expected to increase from 71 to 99, an increase of 28. The impact of this increase in staff and pupil numbers on the local highway network needs to be considered and assessed, before looking at the finer details of the proposal.
31. To mitigate the impact of the additional pupil numbers it is proposed that new Travel Plan initiatives would be put in place to encourage walking to school. In addition to maintaining the two existing pedestrian access points on School Lane, it is proposed to create an additional pedestrian access into the site, to the north east of the proposed extension, which would enable pedestrians to access the school site from the north without entering School Mews, minimising potential conflicts with vehicles. A short footpath would cross the south east corner of the playing field, linking with an inward opening gate that would join the Public Right of Way at its southern end, as it meets School Mews. 24 covered cycle stands (48 spaces) would also be provided in close proximity to the new pedestrian access point. The applicant is also proposing to provide an additional 22 car parking spaces on site, bringing the total provision to 50 spaces, including 2 disabled spaces.
32. Kent County Council Highways and Transportation have assessed the application details and raise no objection to the proposal. As outlined above, it is considered by Highways and Transportation that the removal of the previously proposed drop off loop onsite is an appropriate solution in this instance, since the loop would have encouraged more parents to drive to the school. That would have increased the level of traffic on School Lane and introduced a very active point of conflicting traffic movements at the

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new school entrance/exit. Highways and Transportation consider it more appropriate to disperse any increased parking demand from this expansion across the surrounding streets. Highways and Transportation also estimate that the expansion could be expected to generate a further 45 trips in the peak periods, but given the sustainable location of the school with good existing, and proposed improved pedestrian routes, and within easy walking distance of anywhere in the village, this number could well be significantly less, particularly with the help of an effective travel plan.

33. Whilst parking in School Mews is currently cited as an area of concern, it must be noted that this is privately managed, and Highways and Transportation advise that the owners of this road would need to introduce measures to enforce control over its use, given that such control falls outside the remit of the Highway Authority. However, the proposed scheme does now remove the current accesses onto School Mews, and Highways and Transportation consider that that would remove some of the conflicting movements that occur at the junction with School Lane. In addition, Highways and Transportation further consider that the finite space available in School Mews would restrict the amount of cars likely to enter it, meaning that it is unlikely that School Mews would experience any noticeable increase in activity as a result of this proposal. Highways and Transportation are of the view that vehicles do not need to travel far from the school to find on-street parking available, so additional demand should be able to be absorbed over a wider area fairly comfortably. Whilst the adjacent Public Right of Way is not directly affected by the development proposals, there would be an indirect benefit in that with less school traffic using School Mews, use of the Public Footpath would be easier with less potential conflict with passing vehicles.
34. The applicant is proposing to provide an additional 22 car parking spaces on site, bringing the total to 50. Highways and Transportation consider this to be an appropriate level of car parking to accommodate the general staff and visitor demand likely during a typical day. This would ensure that staff and visitors would be able to park on site, removing the likelihood of staff vehicles parking on-street, which could impact upon the amenity of local residents and reduce the availability of parking for parents. Although any additional parking demand generated by parents from the proposed increase in pupil numbers would put further pressure on the surrounding roads, this is generally considered to be a short term amenity issue at the start and end of the school day, in common with many similar schools within residential estates. In considering the advice and guidance provided by Highways and Transportation, and the improved access arrangements, including an additional pedestrian access, relocated vehicular access, additional car parking and covered cycle parking, I am of the opinion that the expansion of the school would not generate significant additional traffic, and that any increase can be safely accommodated on the local highway network.
35. However, key to this is ensuring that the relocated vehicular access, new pedestrian access, car parking, and cycle parking are provided prior to occupation of the development. Therefore, should permission be granted, I consider it appropriate that relevant conditions of consent are imposed to ensure that the access improvements referred to above are complete and fully operational prior to first occupation of the development, and thereafter retained. In addition, the School Travel Plan should be updated to evolve with the increasing school population, and should review whether any local parking restrictions may be necessary to assist traffic movement during peak times, in addition to encouraging sustainable travel and responsible parking behaviour by parents. As advised by the County Council's Travel Plan Coordinator, the School will

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need to register with the County Council's online travel planning system, jambusters, in order to complete their Travel Plan online. I therefore consider it appropriate to require the submission of an updated Travel Plan within 6 months of the occupation of the development, which would thereafter be subject to ongoing monitoring and review. An informative would advise of the need to use 'jambusters'. Subject to the imposition of the conditions outlined above, I am satisfied that the development would not have a significantly detrimental impact upon the local highway network. However, the detail of the relocated vehicular access onto School Lane needs consideration.

36. Iwade Parish Council expresses concern over the suitability of the relocated vehicular access on School Lane, and are of the view that there is inadequate space to allow cars and larger vehicles to turn safely in and out of the entrance. The applicant has provided information in this regard, which Highways and Transportation have considered and assessed. As a result, Highways and Transportation have no objection to the creation of the new access, especially in considering that the movements associated with its use (staff and visitors) should occur outside of the busy periods, and should not conflict with traffic generated by parents at the start and end of the school day. In particular, the swept path analysis demonstrates that the typical size of vehicle expected to access the school would be able to manoeuvre in and out of the site, as well as within it to turn around. Highways and Transportation are content that the size of the vehicles shown on the swept path analysis are appropriate for the assessment, and whilst a vehicle parked opposite the access may restrict the turning movement of the largest vehicle emerging and turning left from it, cars appear to only occasionally park there. It is likely that the exit would rarely be restricted, but in these instances vehicles could still proceed right.
37. The applicant has also relocated the vehicular gates to address initial concerns raised by the Parish Council and Highways and Transportation. The gates were initially back of pavement, meaning that should they be closed and vehicle would block the pavement whilst opening the gates. The gates are now proposed 5.5 metres back from the highway, allowing a vehicle to open the gates without obstructing the pavement. The internal operation of the gates has been questioned, with suggestions that the gates would block parking spaces when open and that the School has not agreed to the revised positioning of the gates. However, the applicant has confirmed that the School is fully aware, and that the layout would work operationally. Highways and Transportation are now fully satisfied with the vehicular access proposals, subject to conditions ensuring that the entrance gates are hung to open away from the highway only and set back a minimum distance of 5.5 metres from the carriageway edge, and that adequate visibility splays are provided and retained. I am of the view, therefore, that should permission be granted, conditions of consent should control the positioning of the gates, and the provision of visibility splays. Subject to those conditions, and those outlined in paragraph 35 above, I am satisfied that the proposal would not have a significantly detrimental impact on the local highway network.

Landscaping and Ecology

38. As outlined in paragraph 13 of this report, the extended car parking and access arrangements would result in the removal of 9 low grade trees, one of which is to be removed solely on arboricultural grounds. To mitigate this tree loss, the applicant is proposing to plant 12 native species heavy standard trees across the site, in addition to ornamental and structural landscaping. The County Council's Landscape Advisor has no concern or objection to the tree removal proposed, and is satisfied that the submitted

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Tree Survey Report provides comprehensive advice on measures that would be adopted to protect trees to be retained. Subject to a condition requiring the provision of the recommended Tree Protection measures prior to the commencement of development, I am satisfied that the development would not result in an undue loss of trees on site, especially those of a high grade and/or those providing screening. Note that the prominent trees on the School Lane frontage would be retained under these proposals.

39. However, the County Council's Landscape Advisor does not consider that the proposed planting scheme is sympathetic to the wider landscape character. The School lies within the 'Fruit Belt' landscape character area, which is predominately agricultural. Whilst the use of native species (as proposed) is fully supported, it is queried whether Aspen, Hornbeam and Silver Birch are common tree species within this landscape. It is therefore requested by the Landscape Advisor that an amended landscaping scheme be submitted pursuant to condition which should include locally common species (supported by evidence). It is further recommended that Swale Borough Council's Landscape Character Supplementary Planning Document (SPD) is used to inform the design and species choice, and to ensure enhancements are made where possible. I therefore consider it appropriate that a scheme of landscaping, which must reflect the local landscape character, be submitted pursuant to condition, should permission be granted. A further informative would require the applicants to refer to the Borough Council's Landscape Character SPD in informing the design and species choices. Subject to the above, I am satisfied that the proposal is acceptable in landscape terms.
40. With regard to ecology and biodiversity matters, initial concerns were expressed by the County Council's Biodiversity Officer and Iwade Parish Council that the proposed development could have a potential impact on protected species, specifically Great Crested Newts. The applicant therefore undertook further survey work, including a Great Crested Newt Survey, which confirmed that there is a potential for impacts to reptiles and Great Crested Newts as a result of the proposed development. It is the school boundary that has potential to support protected species, in addition to areas outside of the development proposals that would be unaffected. The proposed pedestrian access impacts upon the school boundary, and therefore could impact upon protected species and their habitat.
41. However, as the area of suitable habitat that would be directly affected is very limited, mitigation is proposed by the applicant in the form of avoidance measures. These are as follows:
- Works will be carried out during the hibernation period (November to February);
 - No features suitable for hibernation will be affected;
 - Works will take place during daylight hours;
 - Works will be supervised by a suitably experienced ecologist;
 - Trenches will be covered overnight;
 - Materials will be stored on pallets rather than directly on the ground;
 - Contractors will be made aware of the potential for protected species presence.
42. However, in addition to the avoidance measures listed above, the County Council's Biodiversity Officer advises that the following should also be incorporated:
- The areas of vegetation that require removal should be clearly marked and adjacent retained habitat protected from damage;

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- The vegetation should be cut by hand/strimmer in stages – initially to 10cm, then 1 or 2 days later to ground level, following a fingertip search by a suitably experienced and Great Crested Newt licensed ecologist;
 - Top soil removal should be carried out under a watching brief by a suitably experienced and Great Crested Newt licensed ecologist;
 - Features with potential to support hibernating reptiles or amphibians (brash pile, grass clipping pile, area of disturbed ground in south-east corner of playing field, south of proposed footpath) should be protected from damage during construction using Heras-type fencing.
43. Subject to the inclusion and implementation of the avoidance measures listed above, the County Council's Biodiversity Officer is satisfied that with the works could be carried out without a European Protected Species Mitigation Licence. However, to secure the implementation of the mitigation measures, a condition of consent is required, which the County Council's Biodiversity Officer suggests should read as set out on Page D1.18 above.
44. In addition to the above condition, it is recommended that informatives are added to any forthcoming decision regarding the retention of brash and grass clipping piles, and mitigation should they be removed. Subject to the imposition of the above condition, and the inclusion of the suggested informatives, I am satisfied that the proposed development would not have a detrimental impact on protected species or their habitat. I therefore see no reason to refuse the application on these grounds.

Other matters

45. Iwade Parish Council raises concern regarding the provision of suitable access for wheelchair users. In response to this, the applicant has confirmed that the provision of a suitable disabled access to address the existing changes of level across the site was a material consideration when developing the scheme. The proposed extension has been designed with a split level to ensure that a level access is provided to the playground and playing fields at the upper level. The building would incorporate a lift which would serve all floor levels within the building. Under the Building Regulations the lift would be required to be fully Part M compliant. The means of escape from the building has also been considered during the development of the scheme with advice being sought by the applicant from the Building Inspector. In addition, the provision of means of escape is a requirement of Part B of the Building Regulations and not a planning policy consideration. In light of the above, I am satisfied that adequate provision has been made for wheelchair access.

Residential Amenities and Construction Matters

46. Other than off-site traffic and parking issues, no issues of specific residential amenity have been raised by objectors, and I am satisfied that the proposed development is sufficiently distanced from neighbouring properties to avoid any adverse impacts. However, given that there are nearby residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction and demolition 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

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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.

47. I also consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times, and details of any construction accesses. Such a strategy would also address the conditions required by Highways and Transportation with regard to the construction of the development. 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.
48. In addition to the above, should permission be granted, conditions of consent would ensure that dust, mud on the local highway network, and other matters associated with construction, would be mitigated as far as reasonably possible so as to minimise disruption to local residents.

Conclusion

49. The proposed development is strongly supported by current planning policy and is wholly acceptable in principle, as well being in accordance with the general thrust of the relevant Development Plan policies. The details of the proposed development are also fully acceptable to my mind, and the objections that the application has attracted primarily relate to parking and access considerations, rather than the proposed development itself. 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. Subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network or residential amenity, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions

Recommendation

50. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions, including conditions covering:
- the standard 5 year time limit for implementation;
 - the development to be carried out in accordance with the permitted details;
 - the submission of details of all materials to be used externally;
 - the submission of a scheme of landscaping reflecting the local landscape character, including hard surfacing, its implementation and maintenance;
 - the development to proceed with adequate measures to protect trees to be retained;

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- the provision of replacement hard play area prior to first occupation of the development;
- the submission of a method statement for avoidance of impacts to reptiles and amphibians, as specified by the County Council's Biodiversity Officer;
- the development to proceed with no tree removal during the bird breeding season;
- the carrying out of the proposed development to accord with the recommendations of the submitted ecological surveys and the further recommendations of the County Council's Biodiversity Officer;
- the submission of an updated Travel Plan within six months of occupation, which should review whether any local parking restrictions may be necessary to assist traffic movement during peak times, in addition to encouraging sustainable travel and responsible parking behaviour by parents, and thereafter ongoing monitoring and review;
- the provision and retention of vehicular and pedestrian access points, car parking and cycle parking prior to first occupation of the development;
- the vehicular entrance gates to be hung to open away from the highway only and set back a minimum distance of 5.5 metres from the carriageway edge;
- the provision and retention of visibility splays;
- the proposed development to accord with requirements relating to any contaminated land;
- the hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- the submission of a construction management strategy, including access, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations;
- measures being adopted to prevent mud and debris being taken onto the public highway.

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

- With regard to the requirement to prepare and submit a (revised/amended) School Travel Plan, the applicant is advised to register with Kent County Council's Travel Plan Management system 'Jambusters' using the following link <http://www.jambusterstpms.co.uk>. Jambusters is a County Wide initiative aiding Schools in the preparation and ongoing monitoring of School Travel Plans.
- The applicant's attention is drawn to the letter from Highways and Transportation in which it is noted that it is the responsibility of the applicant to ensure that all necessary highway approvals and consents where required are obtained.
- With regard to the required landscaping scheme, Swale Borough Council's Landscape Character Supplementary Planning Document must be used to inform the design and species choice, and to ensure enhancements are made where possible.
- The brush pile and grass clipping pile situated to the east of the proposed car park area should be retained as additional wildlife features within the site. If removal of the piles is required advice of a suitably experienced and great crested newt licensed ecologist must be sought to ensure that the removal does not result in offences against protected species.
- 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

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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.

Case Officer: Mary Green

Tel. no: 03000 413379

Background Documents: see section heading

Item D2**Creation of a one Form Entry Primary School, Land at St Mary's Playing Field, Warren Way, Folkestone – Reference SH/14/694**

A report by Head of Planning Applications Group to Planning Applications Committee on 19th November 2014.

Application by KCC Property and Infrastructure for a new one-form entry Primary School to consist of a two storey school building, hard and soft playing pitches, vehicular and pedestrian access ways, on-site drop off area, parking and cycle parking provision, landscaping and the retention of existing the MUGA at St Mary's Playing Field, Warren Way, Folkestone.

Recommendation: the application be referred to the Secretary of State for Communities and Local Government, and subject to his decision, that planning permission be granted, subject to conditions.

Local Member: Mr. B Neaves

Classification: Unrestricted

Site

1. The proposed application site is an undeveloped space within a residential area north-east of Folkestone Town Centre, near the eastern edge of the Folkestone urban area. The application site forms a square shaped area of approximately 1.72 hectares (ha) (approx. 4.3 acres) set at an elevated position with a gently sloping elevation rising from south-west to north-east. It is bordered by the rear gardens of residential properties, the curtilage of the Martello Tower Grade II Listed Building to the south-east (converted to residential use), and a wooded embankment and railway line to the north-east. The site is lined by trees and hedges with denser planting along the western and southern perimeters. To the east, beyond the row of residential properties on the west side of Wear Bay Road, is an area of open green space running parallel between the application site and coastline; that land is designated as part of the Kent Downs Area of Outstanding Natural Beauty (AONB) and includes the East Cliff and Warren Way Country Park Local Nature Reserve (LNR) and Site of Scientific Interest (SSSI).
2. The application site is owned by Kent County Council, and has been retained as a detached school playing field, but has remained accessible to the public for recreational use; it includes a Multi-Use Games Area (MUGA) near the southern perimeter of the site. The site is accessible from the south-west via a gated access and path leading from the turning head of Warren Way, a residential cul-de-sac, and from Public Right of Way (PROW) HF4 that runs along the western and northern perimeter of the site, connecting Warren Way to Wear Bay Road (via a private road) to the north-east of the site. The proposal is not within a Conservation Area and there are no Tree Protection Orders (TPOs) within the application area or the immediate vicinity of the site.

Creation of a one Form Entry Primary School at - Land at St Mary's Playing Field, Warren Way, Folkestone – SH/14/694

General Site Location Plan

Application site

Railway Line

-  Grade II Listed Building
-  Scheduled Monument



AONB and Warren Way Country Park

Site Location Plan

Existing primary school

Proposed main vehicle and pedestrian access



Proposed Secondary pedestrian access via PROW.

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Proposed Site Location Plan (Amended)



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Proposed Elevations (Amended)

Autodesk Revit

Project Name: Proposed New School, Merleto Grove a Little Sky Academy, Folkestone, Kent

Project No: 21607A_020

Scale: 1:100

Date: Feb 2014

Author: MP

Client: CLAGUE

Project: Proposed Elevations

Sheet: 21607A_020

Scale: 1:100

Date: Feb 2014

Author: MP

Client: CLAGUE

West Elevation
1:100

North Elevation
1:100

South Elevation
1:100

East Elevation
1:100

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Landscape Proposals



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Site Background and Planning History

3. The application site was previously granted planning permission subject to conditions for the erection of school buildings and associated playing fields on 27th July 1978. The consented development was not proceeded with. The application site has since been used as a playing field for the nearby school, St Mary's CofE Primary School on Warren Road; whilst the field has not been regularly used because of its distance from the main site and security aspects, it has reportedly been marked out for football pitches in the past.

Proposal

4. The application has been submitted by Kent County Council Property and Infrastructure Support and seeks planning permission for a new One Form Entry (1FE) Primary School. The planning application as originally submitted proposed the construction two storey school building, retention of existing MUGA, provision of hard and soft playing pitches, vehicular and pedestrian access ways and on-site drop off area, 40 car parking spaces, 10 cycle spaces, and hard and soft landscaping. The planning application has been revised as a result of the comments received during the planning consultation process. The revised planning application now proposes 43 parking spaces and a minor change to the palette of colours on the single storey elevation.
5. The proposal is part of the Kent County Council Education's Basic Needs programme to serve an identified need for extra school places arising in East Folkestone in 2015. The need for extra places is due to the increased demand caused by higher birth rates in recent years, together with extra in-migration of young families into the locality from elsewhere in the county/country. The proposal is intended to open in 2015 to provide places for a maximum of 210 pupils aged 4 -11 years old, including specialist resources for up to 15 children with Autistic Spectrum Disorders (ASD), and provision for 25 full-time staff. It is anticipated that the full school roll of 210 pupils would be reached by 2019/20. The expected core hours of use would be 8.00am to 5.00pm, with extended open hours likely between 7.45am and 6pm for breakfast and after-school clubs.
6. The proposed school building would be located towards the centre of the western half of the application site. The rectangular shaped building would be part single, part two storey building on a north to south orientation, with the two storey aspect at the northern end following the topography of the site. The proposed building would provide 1,385 square metres (14,908 square feet) of gross internal accommodation (1,515m² (16,307 ft²) of floor space), which the applicant advises is in line with recommendations for a 1FE primary school in *Building Bulletin 99: Briefing Framework for Primary School Projects* (Department of Education, March 2014).
7. The applicant advises that the layout of the school is based on the Government's baseline design for 1FE primary schools, adapted to a two storey building. The lower single storey block to the south would accommodate the administrative staff areas, the finance office, school kitchen, service area and the combined dining and assembly hall. The two storey element to the north of the site would consist of the teaching space and teaching staff accommodation; early years to be situated on the ground floor for direct access to the play areas, and the junior classrooms and staff provision would be located on the first floor.

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8. The main entrance to the school would be in the centre of the western elevation of the building, located at the point where the building steps up from single to two storeys. The lower year classrooms, external hard play area and games court on the eastern elevation would also be accessible via the proposed pedestrian routes from the south-west and north-east access points.
9. A rainscreen cladding panel system is proposed for the external materials of the school building, in a mostly neutral palette interspersed with distinct areas of colour for the separate elements of the school building. The building would have a flat single ply membrane flat roof and powder colour coated aluminium windows and doors.
10. In terms of sustainable design, the applicant advises that the building has been designed to achieve a BREEAM rating of 'very good', and aims to exceed the national Building Regulation standards for the conservation of fuel and power in new dwellings (HM Government, Approved Document L1A (2010)). The development includes a number of sustainable design features, including:
 - Passive design to utilise the maximum potential of natural daylighting and ventilation;
 - 100% low energy lighting and LED lighting in communal spaces with intelligent daylight and occupancy regulated control;
 - Low-carbon gas-fired airsource heat pumps to lead the heating system;
 - High efficiency thermal insulation fabric.
11. The main vehicle and pedestrian access would be located in the south-west corner of the site, using the existing gated entrance, albeit widened, and path leading off Warren Way. The proposed parent drop off and parking areas would be situated on the western side of the school building. Within the site there would be separate routes proposed for vehicles off the main access road; a one-way system for parent drop off located outside the main school entrance containing six spaces (enlargement from three spaces submitted in the original planning application); and another route continuing northward to separate parent/visitor and staff parking areas, containing 37 spaces, including two designated disabled spaces and three larger bays. 10 cycle parking spaces would be located just north of the main entrance. A separate path with fencing is proposed to allow public access to the refurbished MUGA, which would lead off and away from the main pedestrian access route. There would be a secondary pedestrian access linking to the school building from the existing PROW to the north-east of the site, which connects to Wear Bay Road (via a private road). There would also be a dedicated route off the main vehicle access connecting to a screened area for service vehicle loading, which would adjoin the southern face of the school building.
12. The school grounds to the east and north of the proposed school building location would include:
 - Hard play area: 740 sq m (7965 sq ft)
 - Surfaced games court: 36.6m by 22m (120ft x 72ft)
 - Marked out sports pitches: 53m x 30m (174ft x 98ft) and 30m x 15.9m (98ft x 52ft)
 - Hard/soft play area: 1,330 sq m (14,316 sq ft)
 - Habitat area: 450 sq m (4844 sq ft)
13. In addition to the proposed refurbishment of the existing MUGA, which would be

Creation of a one Form Entry Primary School at - Land at St Mary's Playing Field, Warren Way, Folkestone – SH/14/694

separated from the school grounds by fencing, the school's sports pitch, multi-use hall and classrooms would be made available for public use where possible. The site and sport facilities would be available for community use/hire between 5.30pm and 10.30pm weekdays and between 8.00am and 10.30pm at weekends. Facilities may also be used from 8am to 5pm weekdays, provided that the use does not conflict with the school's operational requirements. A Community Use Plan has been submitted with the application.

14. External lighting is proposed for circulation routes, amenity areas and vehicle areas to include walkways, roads and entrances as well as other building features to meet security requirements. It is proposed to secure the school perimeter with a 2 metre (6.6 ft) high weld mesh fence and a section of a 2 metre (6.6 ft) high closed boarded fence along the extent of the first property to the south-east. The existing PROW would remain unaltered, other than needing to be fenced to secure the school site.
15. The landscape strategy submitted with the application seeks to reinforce the existing planted boundaries to the east, west and south of the site. The majority of the existing perimeter trees would be retained, with select removals in the south-western corner to allow for widening of the existing access point and proposed new access routes into the site.
16. The application is supported by a *Planning Statement, Design and Access Statement, Education Statement, Landscape Statement, Drainage Survey Report & Strategy, Potential Environmental Munitions Contamination Desk Study, Geo Environmental Assessment, Flood Risk Assessment, Transport Statement, Travel Plan, Tree Survey Assessment, Ecological Assessment* and a *Community Use Plan*.

Planning Policy

17. The most relevant Government Guidance and Development Plan Policies summarised below are pertinent to the consideration of this application:
 - (i) **National Planning Policy and Guidance** – the most relevant National Planning Policies are set out in the **National Planning Policy Framework** (March 2012), and the **National Planning Policy Guidance** (March 2014), which set out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The Guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

The NPPF states that, in determining applications, 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:

Creation of a one Form Entry Primary School at - Land at St Mary's Playing Field, Warren Way, Folkestone – SH/14/694

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- minimising impacts on biodiversity, and protecting and enhancing valued landscapes, contributing to the Government's commitment to halt the overall decline in biodiversity;
- 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;
- access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

Paragraph 74 is also relevant to the consideration of this application, it states: that: *Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless*

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

In addition, Paragraph 72 states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools, and works with schools promoters to identify and resolve key planning issues before applications are submitted.

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

(iii) **Shepway Borough Local Plan Core Strategy (2013):**

Policy DPD **Sustainable Development:** a positive approach to the determination of development proposals that reflects the presumption in favour of sustainable development. In order to secure development that improves the economic, social and environmental conditions in the area

Policy SS3 **Place-Shaping and Sustainable Settlements Strategy:** Development should be directed towards existing sustainable settlements to protect the open countryside and the coastline.

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Changes will be managed to occur in a form that contributes to their role within the Settlement Hierarchy.

Policy CSD4 Green Infrastructure of Natural Networks, Open Spaces and Recreation: Green infrastructure will be protected and enhanced and the loss of GI uses will not be allowed, other than where demonstrated to be in full accordance with national policy. Development must avoid a net loss of biodiversity.

(iv) **Shepway Local Plan Review saved policies (2006)**

Policy SD1 Sustainable Development: All development proposals should take account of the broad aim of sustainable development - ensuring that development contributes towards ensuring a better quality of life for everyone, now and for generations to come.

Policy BE1 Building, design, layout & special needs access: A high standard of layout, design and choice of materials will be expected for all new development. Materials should be sympathetic to those predominating locally in type, colour and texture.

Policy SC2 Provision & Protection of New facilities: The District Planning Authority will grant planning permission for new or improved social and community facilities where the proposal meets set criteria relating to compatibility with surrounding land uses, accessibility by a range of transport alternatives to the car, access for disabled people and acceptability in highway, infrastructure and environmental terms.

Policy TR12 Car Parking: Proposals for new development will only be permitted if provision is made for off street parking in accordance with the current maximum vehicle parking standards.

Policy TR13 Travel Plans: Applications for new or expanded school facilities should be accompanied by a School Travel Plan.

Policy LR12 Playing Fields: Proposals for new development will only be permitted in the case of school playing fields, where there would be sufficient alternative open space provision.

Consultations

18. **Shepway District Council** objects to proposal as originally submitted. They made no comment on the revised proposal. Their principal concerns were in relation to highways and the loss of playing fields, as follows:

A. The application site is accessed by a no-through road and should insufficient on-site parking be provided, as currently proposed, this would lead to hazardous conditions on the highway and the proposal would be contrary to saved policies SD1 and TR12 of the Shepway Local Plan Review, policy DSD of the Shepway Core Strategy and the Core Principles of the NPPF. The Council strongly objects to the application unless these issues are resolved to the satisfaction of Kent

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Highway Services.

- B. The Council also remains concerned that no management of parking in the surrounding streets has been proposed and as such objects to the application until these issues are resolved to the satisfaction of Kent Highway Services.
- C. The Council is unable to fully assess the proposal in relation to the loss of the School Playing Field under saved policy LR12 of the Shepway Local Plan Review and Paragraph 75 of the NPPF as insufficient information has been supplied. In the light of this, and the Sport England objections to the proposal, the proposal is currently considered to be contrary to saved policy LR12 and SD1 of the Shepway Local Plan, policies DSD and SS3 of the Shepway Core Strategy and paragraph 75 of the NPPF. The Council strongly objects to this application unless the objection from Sport England is resolved.

If the above matters are resolved, the District Council would comment as follows:

Community use: The MUGA currently located on the site was not provided by KCC but as a donation to the community and for their use. As such this equipment should remain in free and open access for use by the community outside of school hours, together with the area of informal use grass area surrounding it which is outside of the formal school building and sports fields:

- Within the site changing facilities for community/private groups to use the formal sports facilities on the site must be provided;
- In relation to ensuring the community benefit fully from the provision of a new school in the area the use of a planning condition is requested for the submission of a 'programme for community use' which, as a minimum, identifies ways in which the various facilities may be used outside of school hours/terms and a 'community use marketing program' to ensure the potential opportunities for the community use are known publicly.

Biodiversity: The site forms part of the Shepway Green Infrastructure [GI] Network under policy CSD4 of the Shepway Core Strategy which requires that new development must avoid a net loss of biodiversity and should seek to expand and enhance the GI function of the site. Therefore it is required that the enhancement of the biodiversity and ecological of the site should be achieved as part of the development and planning conditions are requested to ensure this outcome.

Design: Disappointment that a more dynamic design of school building and a revised layout to the site has not been proposed. The Council asks to be advised if further revisions to the development to improve the building design and site layout are submitted.

Residential amenity: Conditions are requested to ensure neighbours' amenity protection in relation to: the control of mechanical noise, such as air conditioning units, times of service deliveries, waste collections and the layout, design and operation of external lighting.

Construction Management Strategy: A condition is requiring a Construction Method Statement is requested to be imposed in order to safeguard residents' amenity during construction.

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Folkestone Town Council has no objection.

Environment Agency has no objections to the proposal, subject to the imposition of conditions requiring the submission of a Surface Water Drainage Strategy, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, and the procedure to follow in the event of unexpected land contamination. They also make a number of recommendations for changes to the drainage strategy and include an informative on Sustainable Urban Drainage Systems (SUDS).

Sport England objects to the proposal as it not considered to accord with any of the exceptions in Sport England's playing fields policy, or with paragraph 74 of the NPPF, because no new playing field land is proposed to replace that which will be lost. In order to meet the policy requirements properly, the replacement has to be equivalent or better in terms of both quantity and quality. As no new area of playing field is proposed to be created, the quantity would therefore be reduced.

Kent County Council Highways and Transportation (the Highway Authority) initially raised concerns on issues relating to highway matters which they considered could be overcome with minor amendments to the proposal. These included:

- Amendments to the Transport Statement's method of generated trip data: increasing the 69 pupil vehicle trips in the peak periods to 69 pupil rather than 56 trips;
- Increasing the capacity of the drop off /pick up area from 3 to 6 spaces;
- Increasing the width of the internal access road on the bend section to 5.5 metres (18 feet) for two vehicles to pass in opposite directions;
- Reducing the steep gradient of the internal footpath to a gradient no greater than 5% (1 in 20) to meet Disability Discrimination Act (DDA) requirements;
- Surveying peak time parking on Warren Way;
- Discouraging inappropriate parking at the pedestrian connections from Wear Bay Road.

Following the completion and incorporation of the above minor amendments into the revised site plans, the local highway authority raises no highway objections to the proposal.

Kent County Council's Landscape Officer has no specific concerns with the landscape information submitted. The on-going management of the proposed wildflowers landscaping would be important to ensure that they thrive and continue to offer learning opportunities for the students. Preventing scrub encroachment along the eastern boundary would also be important. All arboricultural works are to be carried out in accordance with the British Standard, including the provision of a tree protection plan.

Kent County Council Biodiversity Officer is satisfied with the survey information submitted with the application. They advise as follows:

- no works can be carried out within the areas where the suitable reptile habitat would be impacted by the proposed development until the active reptile period in 2015;
- vegetation should be removed outside of the breeding bird season (March to August inclusive) and if that is not possible experienced ecologists must examine the site prior to works starting. If any breeding birds are recorded all works in that area must

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cease until all the young have fledged;

- specific amendments are requested to the proposed reptile mitigation strategy and these are requested to be addressed by planning condition;
- a detailed lighting strategy be submitted as a condition of planning permission, to include the need to address how the proposed development will have impact on foraging and commuting bats, particularly the wooded area along the western boundary;
- a management plan for the areas of ecological enhancement proposed should be produced to ensure that they are managed appropriately throughout the life of the development.

Kent County Council Conservation Officer has no objections to the proposal. Both the Martello Towers have been converted to residential use. The more distant tower to the north-east overlooks modern housing and its siting is therefore already compromised. The adjacent tower to the south-east of the site has few windows or apertures on the side overlooking the application site. The Officer requests that any perimeter fencing is painted black.

The County Archaeological Officer supports the conclusions of the Archaeological Desk Based Assessment, submitted with the planning application, in that a programme of archaeological investigation, initially involving archaeological trial trenching (field evaluation) is needed and recommends that a condition be placed on any grant of planning permission requiring the securing of the implementation of a programme of archaeological work, to be undertaken in accordance with a written specification and timetable which should be submitted for prior approval.

Public Rights of Way (East Kent PROW Team) has no objections as the proposal does not affect Public Footpath HF4 but requests that the applicant's attention is drawn to the following points:

- no furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
- there must be no disturbance to the surface of the right of way, or obstruction of its use, either during or following any approved development; and
- 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 highway Authority.

Kent County Council's School Travel Plan Advisor commented that the School would need to register with Kent County Council online travel planning system to complete the Plan online, and would need to contact the Officer for access. As it would be a new school, it is considered to be more appropriate submit a Travel Plan after six months of occupation, once school staff are appointed and in place to produce their Travel Plan.

The County Council's Sustainable Drainage Team is satisfied with the outline design for surface water discharge to soakaways, which should function as proposed given the permeability of the underlying porous chalk. They advise that the detailed design of the soakaways should be based on observed and site-specific infiltration rates, with adequate attenuation provided to accommodate runoff generated by extreme rainfall events.

The County Fire Officer has no objection to the application.

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Force Crime Prevention Design Advisor has no objection to the principle of the proposal, however as no consultation between Kent Police and the applicant has taken place on the application to date, they request that a condition is attached to any grant of planning permission to incorporate measures to minimise the risk of crime according to the principles and physical security requirements of Crime Prevention Through Environmental Design (CPTED).

UK Power Networks has no objection to the proposed works.

Affinity Water, in separate correspondence with the applicant, confirm that the submitted assessment showed no evidence of any significant levels of contaminants that may have a detrimental effect to the quality of water, and that the proposal's connection via a standard polyethylene pipe has been designed.

Southern Gas Networks comments that there is a Low/Medium/Intermediate Pressure gas main in the proximity the site and set out advice on the distance within which no mechanical excavations should take place. A colour copy of the plans and the gas safety advice booklet should be passed to the senior person on site in order to prevent damage to the plant.

Local Member

19. The local County Member, Mr Bob Neaves, was notified of the application on 16th May 2014.

Publicity

20. The application was publicised by the posting of site notices at the entrance to application site on Warren Way and at the two PROW entrances to the south-west and north-east of the site. 33 neighbouring properties were notified individually. Newspaper notices were placed on 23.08.14 and 11.07.14 (Kent Messenger) and on 30.07.14 (Folkestone & Hythe Express). *Note that both site notices and press notices were repeated following the reporting of errors involving the application area's post code.*

Representations

21. In response to the publicity, 23 letters of individual representation (from 20 residents) and 138 petition letters have been received objecting to the proposal, plus one letter requesting further information. A copy of the petition letter received is attached in Appendix A. Objections were received from residents living in Warren Way, Warren Close (inc. Nelson Court), Channel Close, Wear Bay Road, White Cliff Way and Foreland Avenue and Penfold Road, Burrow Road, Hollands Avenue, Bellevue Street. The material planning issues raised from the individual letters and the petition can be summarised as follows:

- The proximity of the proposal to residential properties and adverse impacts on residential amenity, including noise disturbance.
- Loss of privacy and/or overlooking from the proposed two-storey school building and tree removal near the southern and western boundary.
- Poor aesthetic design of the school building, not considered to be in-keeping with a

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residential setting.

- The unsuitability of the Warren Way cul-de-sac as the proposed main access point.
- Traffic congestion and safety issues on Warren Way and the connecting streets, including concerns about disruption to emergency vehicle access, bus services and other service vehicles, especially in view of the needs of older and disabled residents.
- Fears about the possibility of inconsiderate parent parking which may affect resident access to and from their driveways.
- Proximity of other schools in the local area and cumulative traffic impacts at peak times.
- Use of the private road off Wear Bay Road that connects to the north-east PROW entrance and leads to the school site.
- Disruptions to residential amenity from construction vehicles should the development be permitted.
- Loss of freely accessible community green space, recreational area and MUGA located in what is perceived to be a safe location.
- The introduction of charging for use of the proposed community facilities and refurbished MUGA.
- The principle of proposing development on a greenfield site rather than utilising a brownfield site, and the view that there are alternative suitable sites within the district.
- The proposal is believed to be contrary to NPPF guidance, particularly on access to open space and green space designations.
- Proposing a new school in proximity to an existing manufacturing facility located on Wear Bay Road.
- The likelihood of increased risk of flooding from urbanisation.
- The perceived risk of erosion due to the site's coastal geology.
- The likelihood of increased sewerage discharge to the local drainage infrastructure.
- The field lies within an area of archaeological protection and should be retained as undeveloped.
- Noise prevention measures would be needed to protect residential properties should the proposal be granted planning permission.

22. Representations also commented on some existing noise disturbance arising from the site due to motorbikes accessing the field and from use of the MUGA.

Discussion

23. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph (17.) above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key determining issues for the planning application is the need for additional school places in East Folkestone, the loss of a freely accessible playing field, design and layout aspects, traffic and access considerations and residential amenity impacts. All of the material planning considerations that I consider to be key in this particular case can be summarised by the following headings:

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Educational Need

24. 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.
25. In this instance, the proposal has been submitted in response to an identified shortage of school places in East Kent. The Commissioning Plan for Education Provision in Kent 2014-19 forecasts a significant increase in the demand for primary school places in the Shepway District; each year for the foreseeable future the demand for Reception places will be exceeding supply in East Folkestone by up to 40 class places each year. Although Reception class children have been travelling to schools in West Folkestone for the last three years due to existing shortages, West Folkestone’s own forecasted demands indicate that the schools will no longer be able to accept these children in future.
26. Table 1 below shows the forecast data for primary schools within a two miles radius of the application site. Without the proposed new school, there will be a shortage of 68 places by 2015/16, increasing to 278 by 2018/19. Even with the capacity of the proposed new school there will be a predicted deficit of 33 places in 2017/18, rising to 68 places in 2018/19.

Table 1: Forecast for Local School Places - With and Without the Proposal

27.	Current places	Forecast 2014/15	Forecast 2015/16	Forecast 2016/17	Forecast 2017/18	Forecast 2018/19
Schools within 2 miles	3220	3148	3288	3405	3463	3498
Surplus/Deficit places without the proposed new school	3220	+72	-68	-185	-243	-278
Surplus/Deficit places with the proposed new school	3430	+282	+142	+25	-33	-68

27. Under the circumstances, I have no cause to doubt the need for the extra places, nor the need for a site in this part of Folkestone. In particular, the school places are needed to serve homes in East Folkestone itself.

Site Selection and Suitability

28. Some comments received from local residents were of the view that there are alternative, more suitable sites for the siting of a new primary school, and that any brownfield sites should be preferable for development in principle. The Educational Statement accompanying the application sets out the approach to site selection process for the required new primary school. The Statement explains that prior to the submission of the application, the Education Authority (Kent County Council

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Education and Young People's Services), firstly looked at the possibility of expanding existing primary school sites in Folkestone and secondly commissioned a study of all potential Folkestone development sites that could be suitable for a new 1FE primary school.

29. Of the nine Folkestone primary schools identified, most were deemed to have insufficient space and/or site constraints restricting expansion, with the exception of Sandgate Primary School, whose grounds include an additional playing field, and St Mary's Primary School's detached playing field land. The commissioned study identified 11 potential development sites, most of which were ruled out on material planning constraints apart from two sites: the site of the former Park Farm Primary School, Park Farm Road, Folkestone and land to the north of Southern Way, Folkestone. A further feasibility study was undertaken on these four shortlisted sites; the study concluded that three of the sites were unsuitable for the proposed development, for the reasons outlined below, leaving St Mary's Primary School's detached playing field as the remaining site option.

- a. *Sandgate Primary School*: existing transport issues would need to be addressed as part of any redevelopment, including the likely requirement for significant enhancements to the local road network. The school is also located in West Folkestone meaning that the additional trips generated through pupil travel from East to West Folkestone would exacerbate existing highway issues.
- b. *Former Park Farm Primary School Site*: The site is owned by The Folkestone Academy Trust and has outline planning permission for 130 residential units, making a valuable contribution to the local housing supply. In addition, the site has residential land value and the cost of purchase would be prohibitively expensive, to the likely order of £4 million.
- c. *Land to the North of Southern Way*: The site was previously used as a coal yard for British Rail and presents potential contamination risks. The land available for sale is only 0.2ha (out of 2.1ha) due to existing planning permissions for alternative development and Shepway District Council's land use allocations for site.

30. In my view, I am satisfied that the supporting information suggests that alternative, brownfield sites in Folkestone were properly considered in addition to St Mary's Playing Field, and that the conclusions drawn on the alternative sites presented insurmountable feasibility constraints for the development of a new primary school. It also needs to be borne in mind that many of the alternative sites that have been suggested are already required to accommodate other development needs, including other school developments. Members will also be aware that they are required to assess the proposed development on the site that is proposed in the planning application, and cannot determine it on the basis of any alternative site being available, even if there was one.

Highway and Traffic Implications

31. The application is accompanied by a Transport Statement and a draft School Travel Plan. The highway and access implications of the application have been considered and addressed in detail by the Highway Authority, who raise no objection to the development subject to the inclusion of the agreed minor amendments (as listed in

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paragraph 18.) and the imposition of conditions. Shepway District Council's strong objections on highway grounds have since been investigated and addressed by the resolution of all outstanding issues with the Highway Authority. However, the objections raised by the local community must be considered and discussed. The primary concerns were on the issues associated with potential for local traffic congestion, including the site access point in cul-de-sac turning head, and inconsiderate parking. Consideration of these issues has included an analysis of vehicle trip figures, the results of an additional parking survey, the proposed capacity of the school car park and measures to be included in a School Travel Plan.

32. The supporting Transport Statement contains vehicle trip attraction figures based on data from 6 local primary schools. However, the Highway Authority considered that it was more appropriate to apply trip data for St Mary's Primary School only, given the close proximity of the existing school to the application site. This increased the estimated pupil vehicle trips from 56 trips to 69 trips in peak periods, representing a differential of 13 vehicle trips, or less than 1 additional vehicle trip every 2 minutes over a half hour peak period, and less so when the trips are distributed across the local highway network. Although the applicant's view is that applying only one dataset would be statistically inaccurate, with the potential for the data to be skewed by any abnormal aspects associated with that one school, amendments to the application were agreed on the basis of the increased number of expected trips. The Proposed Site Plan has been revised to show an increase in the capacity of the drop off/pick up area from 3 to 6 spaces, increasing the total provision to 43 parking spaces. The Highway Authority is now satisfied that the layout would adequately cater for vehicle trips and parking demand, without any significant overflow onto the public highway.
33. In view of the proposed position of the school access in the turning head at the northern section of Warren Way, a parking audit was requested to be undertaken on the entire length of the road on a weekday between 8:00 and 09:30 and again between 14:30 and 16:00 to establish local parking demand during these periods. The parking audit undertaken on behalf on the applicant found that an average of 14 cars parked on Warren Way at any one time (approximately 7 each side of the road). Given that Warren Way is approximately 230m (754 feet) long, this represents a parked car approximately every 33m (108 feet) on each side of the road. Although the existing St Mary's Primary School is located to the south, the survey concluded that traffic associated with the school did not seem to park on any part of Warren Way to any material extent. Moreover, the existing vehicle parking on Warren Way is notably less than on many other residential streets in urban areas, and in the vicinity of schools, and it is not possible to sustain an argument that the road is of inadequate standard or capacity to serve a primary school.
34. Whilst the Highway Authority now accepts that there is not a material parking issue on Warren Way such as to warrant a highway objection, it requires the applicant to commit to implementing parking restrictions on Warren Way, as part of the proposals to prevent parking within the turning head area during the school peak periods. Given the current parking restrictions in place at the northern extent of Warren Way and into Warren Close, the Highway Authority advises that the most appropriate form of restriction would be to extend the double yellow line markings, and I see no reason why that could not be done if the development were to proceed, subject to any necessary Road Traffic Order being pursued.

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35. It needs to be recognised that parent parking on local roads is a common issue associated with all schools, since all schools generate traffic movements and often involve some parking on the public highway, but unless that constitutes a severe risk to road safety then that is not a reason to withhold planning consent. In particular, the public highway is there to be used as such, and that use is not reserved for any one type of user, be they residents, visitors or employees. However, to address the issue and to take account of the amenity of local residents, the proposed School Travel Plan is to include a measure to 'name and shame' any parents who persistently park inappropriately, within school newsletters. The implementation of this measure would also be intended to discourage any inappropriate parking at the secondary site access on the private road off Wear Bay Road. The Highway Authority has confirmed that this measure should be taken forward as part of the proposed Travel Plan.
36. In considering the above, and in light of the views of the Highway Authority, I consider that subject to the imposition of conditions regarding the paving, draining and permanent retention of the area proposed for car parking and turning space, the permanent retention cycle parking area, plus the submission and implementation of an School Travel Plan, parking restrictions, maintenance of accesses and the provision and maintenance of visibility splays, that the development would not have a significantly detrimental impact overall on the local highway network. I therefore see no overriding justification to refuse the application on these grounds.

Community and Recreational Use

37. Along with potential highway matters, the primary objections from local residents and key consultees to the application is to the loss of recreational green space and playing field land for the local area and the potentially restricted access to existing MUGA facilities.
38. The objections received suggest that the site is highly valued locally as green space; it is requested that the site is retained as existing due to the lack of green space and/or alternative recreational space within the ward. In planning terms, the site is not formally protected by any specific environmental, landscape or Local Plan designations and no objections have been received from key consultees on adverse impacts to landscape or biodiversity. It could also reasonably be argued that the site is within proximity of a large expanse of public open green space to the east of Wear Bay Road, including part of the Kent Downs AONB and the East Cliff and Warren Way Country Park, which runs parallel to the coastline and caters for a wide range of recreational activity. Under the circumstances I cannot agree that there is an overriding argument to retain the field on the basis of shortage of open space in the locality. Moreover, the site is school playing field and is not strictly part of the public open space provision for Folkestone, although there are Development Plan policies that seek to retain playing field land, and the policy stance of Sport England which presumes against any loss of playing field in principle.
39. Since the local School rarely use the site because of its remoteness and concerns for security, St Mary's Playing Field is currently only used informally for recreation by the local community, including use of the MUGA, and as a pedestrian cut through between Warren Way and the private road leading to Wear Bay Road. The site has not been used formally as playing fields for a number of years, although it is believed to have been marked out for football pitches in the past. There are no changing room

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facilities on site at present, or in the past, that would encourage a more formal recreational use of the field.

40. In response to consultations and further supporting information, Sport England has maintained their objection to the proposal as no new playing field land is proposed to replace that which would be lost; they do not consider the proposal to accord with any of the exceptions in Sport England's playing fields policy, or with paragraph 74 of the NPPF. In order to meet Sport England's exceptions policy, the replacement provision would have to be equivalent, or better, in terms of both quantity and quality. As no new area of playing field is proposed to be created, the quantity would therefore be reduced. Due to the lack of resolution with Sport England, Shepway District Council also strongly objects to the proposal on the same grounds. Clearly it is not possible to develop any part of the site for new buildings without there being some net loss of playing field, although the applicants have striven to minimise the loss by concentrating non-sports space to the western side of the site, and thereby allowing provision for a sports pitch on the eastern side of the site. As no new area of playing field of equivalent size, to that being lost in net terms, is proposed to be created elsewhere, the quantity of space would therefore be reduced. However, the current nature of the site involves a sloping field which does not readily lend itself to formal sports pitches; previously only one pitch (and the MUGA) has been accommodated within the available space. Whilst the proposed development involves a net loss of sports space, the proposed layout still enables a games pitch to be provided, as well as the existing MUGA, plus a new games court. Additionally, unlike the current arrangements, the new pitch would properly levelled, drained and maintained, the existing MUGA would be properly maintained and secured from improper and nuisance use, and better sports use of the whole site would be possible with the provision of ancillary facilities such as on-site parking and changing facilities not currently available.
41. However, Sport England argues that, despite the limitations of the current site conditions, the field could be capable of accommodating a new pitch/pitches in accordance with their guidance; they also state that the proposed sports pitch dimensions put forward do not accord with the Football Association's requirements, and in addition that the application does not identify any alternative site that would be capable of addressing the identified need for playing pitches in East Folkestone. However, it needs to be borne in mind that there is no realistic likelihood of the sports potential of this site being enhanced, as envisaged by Sport England, without there being some enabling proposals that could incorporate and manage such sports facilities. To my mind the development of a school on the site is the most likely way of achieving some improvement in the sports on offer at the site, since other development (such as housing development) would at best only secure a small play area on the site, i.e. substantially less than Sport England's aspirations. Under the circumstances, the choice is a stark one, in that the site either remains as it is, as an underused facility with maintenance, security and nuisance connotations, or is reduced in size to accommodate a new school for the local community but with the benefit of properly maintained sports facilities for the local community as well.
42. Whilst the applicant acknowledges that the new sports facilities proposed would not be sufficient to facilitate sports at all levels, in their view it would provide the required adequate provision for primary level education. The overall construction of the school building, hard standing and access would result in the loss of 0.5ha of playing field land, leaving 1.2ha of green space to be retained across the site. Whilst a proportion

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of the existing, informal playfield would be lost, the application proposes to provide fully maintained and managed facilities, addressing Sport England's and paragraph 74 of the NPPF's requirements for a higher quality of provision, if not the quantity. The proposed facilities would create provision for the following:

New Games Court:

- Netball
- Basketball
- Mini Tennis
- Mini Soccer.

Sports Pitches:

- 60m (197 feet) running track
- Junior Football
- Mini Soccer
- Junior Athletics
- Fitness Training
- General sports training
- Mini Hockey
- Junior Rounders
- Stool Ball
- Six a side Cricket
- Community Events (e.g. Fates, charity events)
- Plus, a grassed area (27m (89ft) x 45m (148 ft)) to the side of the main pitch would allow for practice athletics.

Indoor Multi Use Hall:

- Fitness Activities (e.g. Yoga, Step, Zumba, Aerobics)
- Mini Soccer
- Junior Gymnastics
- Martial Arts (e.g. Judo, Karate)
- Dance
- Children's play
- Fencing
- Community events.

43. According to the Community Use Plan submitted with the application, the above facilities and the campus would be made available for hire by the community between the hours of 5pm and 10.30pm on weekdays and 8.00am and 10.30pm on weekends, subject to availability. As part of the proposal, the existing MUGA would also be refurbished, brought within the secure boundary of the proposed development and made available for community use. However, it is not proposed to floodlight the outdoor spaces, such as the sports field and MUGA, thus these would only be available during daylight hours. The Community Use Plan also states that the Academy Trust (Lilac Sky) and the Local Governing Body would agree and implement a charging policy to be published upon opening of school. The charging policy would be reviewed on an annual basis thereafter.

44. The removal of free, unrestricted access and other contractual limitations upon of the use of the MUGA has attracted objection from local residents and Shepway District Council. The MUGA is considered to be a gift to the local community following a

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grant from a development organisation, and thereby not County Council property. However, KCC holds the freehold to the site which includes the MUGA area. Since the grant for the MUGA appears to have been a one off payment, rather than part of a contract for a wider programme of investment, the facility has been on site for in excess of ten years without any maintenance regimes in place. Whilst the MUGA may have been provided other than by KCC, if it came within the school development there would be provision for its proper ongoing maintenance, which is currently lacking and already a potential liability since it is not currently within anyone's responsibility.

45. The MUGA would be upgraded as part of the proposed development, with the benefit of a management regime that it currently lacks. The Academy Trust argues that chargeable use would be necessary to cover direct costs such as caretaking, insurance and maintenance, as funds must be primarily focused on the provision of education. Uncontrolled access to the MUGA could pose potential risks to pupils, if broken glass or other such harmful debris be left on the MUGA for instance. The School would be liable for the maintenance of the facility, supervision of the area, the safety of the users, the management of any residents' complaints, and be responsible for deterring anti-social or any unlawful activities that could take place on the site. As such, they would need to be in full control of the area to carry out their duties as the lease holder of the site.
46. In my view, whilst the proposed development would result in the loss of green space and informal recreational playing field, it could be argued that the current space and facilities on offer does not presently offer a high quality recreational space, with other green space available nearby. Although the field is currently capable of accommodating a pitch, there is no certainty or indication that the field would be developed or optimised for such use in the future if the school development did not proceed. The proposed development would provide the opportunity for a wider range and higher quality of formal sporting provision and community facilities, to be fully maintained and managed as part of the proposal, albeit at a maintenance charge. Whilst I would agree that free, unrestricted access to the refurbished MUGA facilities would have be preferable in terms of the continuation of the current community usage, I recognise the cost implications and liability issues that could arise, and the wider benefits to the community and pupils of controlled access in preventing abuse of the facilities or antisocial behaviour.
47. On balance, and despite the strong objections received, I do not consider the loss of green space and 0.5ha of informal playing field sufficient to warrant a planning objection on these grounds, given the potential benefits that could be provided by the proposed, improved facilities. However, if Members are minded to permit the proposals, the application would need to be referred to the Secretary of State in the light of Sport England's sustained objection in principle to the net loss of playing field.

Design and Visual Impact

48. The layout of the school is based on the Government's baseline design for 1FE primary schools, adapted to a partly two storey building. Objections from residents were received on the 'utilitarian' design of the school building and the potential for overlooking into the adjoining residential properties from the two storey element. It was noted that a single storey development would be more acceptable. Shepway

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District Council also expressed disappointment that proposal has not put forward a more 'dynamic' external appearance and layout.

49. In response, the applicant has reiterated that the design of this school was based on the prescriptive template and guidelines provided by the Department for Education and the Education Funding Agency (EFA), which the scheme needs to follow to secure the necessary funding. The 'baseline' design model for a 2 Form Entry (FE) Primary School essentially limits proposals to a two storey, flat roof design which allows the thermal properties of the concrete to be used to cool the building in the summer. Given the spread of post-War suburban housing in this part of the town, there is no distinctive dominant character or style to development in the local area that could set a specific design context for the proposed development. It is also contended that the design of the school building reflects its civic function, and under the circumstances, I would argue that the overall design of the building is an honest interpretation of a conventional school building, appropriately reflecting its function rather than incongruously seeking to emulate neighbouring domestic properties. Any extensive additions or changes to the layout, scale or appearance of the building would incur additional costs over and above the level of secured funding, and whilst that is not a planning matter in itself, the implications are that there is a limit as to how far alternative designs can be explored without rendering the proposed development incapable of being funded and delivered.
50. However, following the comments received, an amendment to external materials of the school buildings has been submitted in line with the informal suggestion from Shepway District Council for a more vibrant, block colour palette. The revised elevations drawing now proposes neutral shades of blue on the first floor aspect of the school building, which would be visible from the main access to the south, instead of one grey coloured panel and palette of beige coloured panels.
51. Overall, given the lack of a distinctive local design context, I consider that the design of the school is acceptable and in keeping with its intended function, in line with Government policy and would not be incompatible in scale or proportions amongst the surrounding residential development, in accordance with SS3 of the Shepway District Council Core Strategy and Policy BE1 of the of the Shepway Local Plan Review saved policies.
52. The proposed layout is restricted by the need to avoid any adverse visual impacts on the two storey residential properties that surround the site, with the building positioned on the site where it would be the least intrusive in the townscape and least obstructive to public views across the site. Re-designing the provision required for a 2 FE primary school into a single storey development would increase the footprint of built development, thereby decreasing the amount of open space available to separate and screen the development from the surrounding properties. The provision available for outdoor/ sports facilities would also be affected, and conflict with the aim of minimising the loss of green space on the site.
53. The most prominent view of the site and school building would be from the three properties to the north-east of the site, along the private drive off Wear Bay Road. These two storey properties are situated on higher ground than the site and would look down on the school building to an extent. However, the proposed rectangular school building would be oriented to run north to south, ensuring that the narrowest elevation faces northward in order to limit the expanse of built development visible.

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54. Since, to the east of the proposed site, significant separation would exist between the rear elevation of properties along Wear Bay Road and the eastern elevation of the school building due to the proposed siting on the western half of the field, it is unlikely that the school building would have a dominant or overbearing appearance from this distance. It is proposed to retain the existing dense Hawthorn dominant thicket screen (up to 4m (13ft) in height) with occasional trees along the eastern boundary, which would only allow some partial visibility in winter months. Boundary fencing is also proposed along the bottom of the eastern embankment.
55. Along the southern boundary, screening from existing boundary vegetation would be reinforced by new native thicket and tree planting, plus a border fence. To take account of the fact that the properties to the south are set at a lower elevation, the two storey aspect of the building is proposed to be located at the other end of the site. The properties to the west on Channel Close would be separated by the Public Right of Way and the significant existing tree and hedge screening, as much of it is intended to be retained as possible.
56. From the local area, it would be possible to view a small part of the site through the proposed main access on Warren Way. Otherwise, external views of the site would be largely screened by existing vegetation and proposed landscaping, together with the surrounding housing. The development is therefore unlikely to be prominently visible within the cliff top skyline or adversely impact upon, or affect the setting of, the nearby Kent Downs AONB.
57. Overall, I would consider, given the combination of the approach to the form, siting and orientation of the proposed school building, and the existing and proposed levels of screening, that the development is unlikely to lead to a significant visual impact on the local area, or upon residential amenity, sufficient to refuse the application on these grounds.

Other Residential Amenity Issues

58. Objections from local residents also include concerns about noise disturbance arising from the development and from the construction phase if permitted.
59. Noise emanating from use of the site is likely to be concentrated around the limited periods of arrival and departure and break times. Otherwise activity would be focused within the school building, which would be constructed with sound insulating materials. Apart from the short break periods, outdoor activities would be part of supervised structured activities, so noise levels would not be disruptive and typically at lesser noise levels than the noise from existing passing traffic. Moreover, as no floodlighting has been proposed as part of the development, use of any of the external facilities would be limited to daylight hours, as detailed in paragraph 43 above. The proposed secure boundaries and controlled access to the proposed facilities would address existing issues that have been raised regarding noise disturbance from the existing unsupervised uses of the field and use of the MUGA, including some unauthorised access by motorised bicycles.
60. To take account of potential noise and disturbance during the construction phase, and given the location of the proposal within a residential area, if planning permission is granted it would, in my view, be appropriate to impose a condition

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restricting hours of construction and demolition in order to protect residential amenity, if planning consent was to be given. 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.

61. I also consider that it would be appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development, if planning consent was to be given. That should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak times, and details of any construction accesses. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.
62. In addition to the above, should permission be granted, conditions of consent could also ensure that dust, mud on the local highway network, and other matters associated with construction, would be mitigated as far as reasonably possible so as to minimise disruption to local residents.

Flooding and Drainage

63. Other physical aspects of St Mary's Playing Field that would make the site unsuitable for development were also mentioned by local residents, namely in terms of potentially increasing flood risk, ground erosion and the discharge to the local sewerage network beyond its capacity. Although the Environment Agency has made no objection to the proposal, this stance is subject to the submission of a Surface Water Drainage Strategy in order to prevent the increased risk of flood, both on and off site. The Strategy would need to demonstrate that the surface water run-off generated up to, and including, a 100 year plus climate change critical storm would not exceed the run-off from the undeveloped site following such a rainfall event. Kent County Council's Sustainable Drainage Team was however satisfied that the submitted, outline design for surface water drainage via soakaways would function as intended, given the porosity of the underlying chalk geology of the site. The Environment Agency's response also included a number of recommendations for amendments to the current drainage strategy, including encouraging the applicant to consider raising the proposed ground finished floor levels of the school building to counter the risk of ground water surface flooding on site.
64. No concerns were received on ground stability or sewerage infrastructure from the bodies responsible for these matters, and I have no reason to believe that either of these matters poses a development constraint in this particular case. For instance, it is illogical to contend that the existing ground conditions pose a risk for accommodating a new school building, but that they do not for accommodating the large number of existing houses in this neighbourhood.
65. Given the lack of objection from key consultees on flood risk, drainage and land stability grounds, I am satisfied that such potential impacts arising from the proposal could be adequately addressed by planning condition, if planning consent was to be given. To prevent flood risk, I would consider it appropriate to attach a planning

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condition requiring a Surface Water Drainage Strategy for the approval of the County Planning Authority, prior to the commencement of the development. In addition, I am of the opinion that it would be appropriate to attach the Environment Agency's comments on flood risk and Sustainable Urban Drainage Systems (SUDS) as an informative to any grant of planning permission.

Biodiversity

66. The application was submitted with an accompanying *Ecological Assessment Report*, plus a Reptile Survey undertaken at the request of the Kent County Council Biodiversity Officer to assess the potential for reptiles within the western boundary vegetation. The Biodiversity Officer is now satisfied with all survey work undertaken and has no objection to the proposal. However, they request that the following aspects are addressed by planning condition.
67. In terms of the proposed reptile mitigation strategy, they request that the report is updated for clarification to include the boundaries of the survey and mitigation strategy, further detail of the destructive grass survey and a detailed methodology for the approach to the impact from tree works. To consider the impact that the proposal would have on foraging and commuting bats, they advise that a detailed assessment on the impact of lighting from the proposed development is submitted as part of a detailed lighting strategy. And finally, they request that a management plan for the areas of ecological enhancement is produced to ensure the proposed measures are managed appropriately throughout the life of the development.
68. In view of the lack of objection to the scheme from the Biodiversity Officer, and the fact that the information required on the mitigation strategy can be obtained through amendments to an existing report, rather than a need for further survey work for example, I would consider that this aspect of the proposal could be reasonably agreed at a later stage, as secured by pre-commencement condition attached to a grant of planning permission, if permitted. I am also satisfied that other biodiversity aspects could be fully considered by attaching appropriately worded planning conditions to any grant of planning permission, as recommended.

Conclusion

69. In my view, the key determining factors for this proposal are the loss of recreational space, the suitability of the access road to accommodate a new school, the appropriateness of the proposed building design and site layout and the likelihood of adverse impacts on neighbouring residential amenity, together with the need for school places in East Folkestone.
70. There is strong Government policy support in the National Planning Policy Framework for the development of new schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards; subject to being satisfied on local amenity and all other material considerations, such as highway matters, design, noise, flooding and surface drainage. In my view, the proposed development would not give rise to any significant and demonstrable material harm in any of these respects, as far as planning, environmental and amenity aspects are concerned. It is argued that the loss of playing field land is not of overriding significance or harm in this instance, in terms of the overall aims of sustainable development. Furthermore, the development

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proposal is clearly in accordance with the general aims and objectives of the relevant Development Plan Policies, relating to new development and the provision of community facilities in particular

71. I also consider that, subject to the imposition of appropriate planning conditions, the proposal would not have a significantly detrimental effect on the local highway network, local amenity or the environment. In my view the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions be placed on any planning permissions, including those outlined below.

Recommendation

72. I RECOMMEND that the application BE REFERRED to the Secretary of State for Communities and Local Government and SUBJECT TO his decision, PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

- the standard five year time limit;
- the development to be carried out in accordance with the permitted details;
- a management plan for the areas of ecological enhancement;
- a scheme of landscaping, including hard surfacing, its implementation and maintenance;
- details of fencing;
- measures to minimise the risk of crime;
- details of a surface water drainage scheme;
- works to be carried out in accordance with agreed reptile mitigation strategy;
- management plan for the areas of ecological enhancement
- detailed lighting strategy for prior approval, to include the prohibition of floodlighting;
- programme of archaeological works;
- arboricultural works to be carried out in accordance with the British Standard;
- tree protection measures;
- a School Travel Plan to be submitted after six months of occupation;
- a Road Traffic Order to be sought to extend parking restrictions on Warren Way;
- provision of parking facilities for site personnel and visitors prior to commencement of work on site and for the duration of construction;
- provision of measures to prevent the discharge of surface water from the accesses onto the highway;
- provision and permanent retention of the vehicle parking spaces, vehicle loading/unloading and turning facilities and cycle parking facilities;
- provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 0.6 metres above carriageway level within the splays;
- completion and maintenance of the accesses;
- 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, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations;
- measures to prevent mud and debris being taken onto the public highway.

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

1. Highways: It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site. Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained.
2. Public Rights of Way Information:
 - no furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
 - there must be no disturbance to the surface of the right of way, or obstruction of its use, either during or following any approved development; and
 - 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 highway Authority.
3. School Travel Plan: it is advised the Plan is register with Kent County Council's Travel Plan Management system 'Jambusters' at: <http://www.jambusterstpms.co.uk>.
4. Southern Gas Networks: There should be no mechanical excavations taking place above or within 0.5m of the low pressure system, 0.5m of the medium pressure system and 3m of the intermediate pressure system. The applicant should, where required, confirm the position of mains using hand dug trial hole. A colour copy of the plans and the gas safety advice booklet should be passed to the senior person on site in order to prevent damage to the plant.

Case Officer: Rachel Cutler

Tel. no: 03000 413359

Background Documents: see section heading

Petition Letter

The following letter was received from 138 local residents.

<p>Objection/s to KCC\SH\0151\2014 St Mary's Playing field.</p>	<p>Name & Address</p>
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Proposed building/School

- **Highly populated residential area.**
- There does not seem to be sufficient car parking for teachers and staff.
- This area already has two modern schools within the area.
- Immediate neighbours will lose their privacy.
- Two storey over looking houses.
- Serious noise pollution from traffic
- Serious noise pollution from school/children PE outside.
- Three private houses to north of field hard/soft standing /play area extra noise levels to these homes.
- Southern and western sides to this field will have trees removed leading to being over looked.
- External lighting will cause problems to immediate neighbours.
- Pollution from extra traffic in area.
- **Building site large lorries, weight restriction on roads within this area. These took years to be put in place because of European trucks/lorries travelling and turning within there area.**
- Location is set in a heavily residential area. Building is not in keeping with immediate locality.
- Over bearing to immediate neighbours.
- Building / material not in keeping with immediate area.
- Road from entrance to school can only take single traffic. Car management impossible.
- Extra car fumes from traffic within the field.
- Drainage within the immediate area is poor, smelly and not maintained. Extra sewage will cause even more problems for area.
- Glass in building/windows covers 360 degrees of field. The glare from the sun will cause shine/extra light/heat to neighbouring properties.
- School building is being built so that extensions can be added at later dates.
- **No traffic survey has been carried out in the area.**
- This field should be saved as an archaeological site and should be protected.

Health & Safety

- Coast line in this area is eroding quite fast. No more building should be built in this area.
- Danger to all roads especially Warren Close, Channel Close & Warren Way.
- **Already bottle neck at corners of Warren Road & Neason Way, Warren Road & Wear Bay Crescent, Warren Road and Foreland Avenue.**
- High level of noise pollution
- The area roads are already a dangerous place for residents, especially children & the elderly.
- Extra Danger to pedestrians, children, blind, disabled & the elderly
- Emergency services need constant access to Philippa house. Extra traffic will reduce access greatly.
- **Emergency vehicles will be blocked from access/egress to Warren Close, Channel Close & Warren Way.**
- There are many elderly and disabled residents living in Warren Close.
- Emergency access/egress required in Warren Close. This will be hampered by parents parking.
- No other safe environment for children and families or clubs in the immediate area.
- Even more traffic pollution in the area.
- Emergency services access egress hampered to all roads.
- Dangerous environment on all roads in immediate area due to large European lorries.
- **Danger from Church & Dwight factory/buildings. Numerous large gas (LPG) containers approx 100/200m from proposed school. Two explosions have occurred in recent years.**
- Quality of life will be eroded in all streets. Disputes, disturbance intrusions.
- Highway safety will be heightened/compromised in all roads.
- Lot of traffic fumes/pollution in our homes.
- Warren Road will be the main entry point to new school. Traffic already heavy and causes problems. Damage to vehicles. Near miss accidents with children.
- When we bought our home we checked out area. We bought our home because of the quiet, pleasant & safe environment. (Retired resident).
- Large amount of heavy traffic/ lorries, noise pollution, traffic pollution fumes from lorries for many months/year.
- **We do not want the same nightmare Park Farm residents endure with traffic from Folkestone Academy.**

Traffic / Highways

- Access via Warren Way. One way in & out.
- Heavy traffic in Warren Way which is a cul de sac.
- Heavy traffic Channel Close & Warren Close cul de sac's.
- Possible heavy foot/traffic access via private road.
- This school will house 210 children initially. This will potentially mean an extra 210 cars. Teachers cars, school staff, delivery trucks, buses for out side school activities, extra refuse trucks, visitors to the school through out the school day. Traffic related to out of hours / evening activities.
- Majority of access to the area / new school will be via Warren Road.
- Warren Road will not be able to cope with extra traffic. Traffic to High field industrial estate, Traffic to St Mary's School. Traffic to St Peter's school & traffic to Martello Centre, Adults with learning difficulties. Cross key coaches, 72 buses, delivery trucks, workmen / vans. List could go on.
- Staff from St Mary's C of E school parking in Warren Road & Foreland Avenue (all day) . Residents have to park long distances away from homes.
- Drive ways already get blocked in Foreland Avenue & Warren Way.
- Drive ways will be blocked in Warren Close Channel close & top of Warren Way outside of future school entrance.
- Parking already very heavy in Warren Road & Foreland Avenue.
- Parking will be heavy in Warren Close, Channel Close & Warren Way.
- Road conditions in Warren Way inaccessible in ice / bad weather. Bad weather conditions also affect Warren close.
- Afternoon pick ups cannot be managed.
- Parents start parking at 14.20hrs in Foreland Avenue and Wear Bay Crescent to await to pick up their children from St Mary's at present. Same will happen if proposed school goes ahead.
- Parents / Grand parents will park where they can, nearest to new school in Warren Way, Warren Close and Channel Close from similar times as above.
- Afternoon run is even worse than morning run in all schools in the area.
- Between all three schools planned and existing there are approximately 800 cars coming into the area via Warren Rd. There will be all other vehicles as describe in various statements above. This will total approx 1000 vehicles to the area on a daily basis.
- Martello Centre, Neason way is an adult learning centre has only one way / out. It has a lot of vehicles coming and going from 08.00hrs until 18.00hrs. Later times of 19.00 / 20.00 some days. Mon - Fri.

Appendix A *continued***General /Community**

Lilac Sky have advised us that the community will no longer be able to use the MUGA. They will no longer have any access to the playing field. They will lease this land from the government for 125years. This company is a Private Academy Trust. They will not be answerable to the local Council. They will only be answerable to the Secretary of State for Education.

- KCC nor LiLac Sky can give any guarantees that the school would be not extended in the future. St Mary's school houses 480 children.
- House prices going down.
- Unable to sell property. People cancel once they find out about school.
- Not being able to use the field for dog walking
- Children will not be able to play football (five aside) in court/MUGA.
- Too many schools in one area (2 at present)
- **Once this field is gone there is no way back.**
- No more community access to field.
- Figures quoted in planning application are unrealistic. There are few children in the immediate roads who will attend this new school, suggesting the majority of pupils will be coming from further a field and would require transport. Council quoting most pupils will walk. No way.
- No more community use of MUGA
- No more free use of field for local groups. Lilac sky will look at letting local groups some use of school / grounds for a price.
- Under handedness by Kent County Council. No democracy. The norm is, we are being told what will happen.
- Privacy of local residents / neighbours near school compromised.
- Maintenance to field has been allowed to run down by KCC in order to make the field look unused.
- What will happen to public foot path. We have used that for 32 years (local resident).
- This is a quiet residential area, we do not see why another school is being built here. There are two schools already here.

Print name;

Date; 03/06/14

Signature;--

Proposed expansion of Knockhall Community Primary School, Eynsford Road, Greenhithe – DA/14/209 (KCC/DA/0029/2014)

A report by Head of Planning Applications Group to Planning Applications Committee on 19 November 2014.

Application by Kent County Council, Property & Infrastructure Support for the demolition of the existing dining hall and kitchen with the erection of a new two storey, six classroom block with associated ancillary accommodation; erection of a new single storey dining hall and kitchen; provision of 33 additional car parking spaces and new access with drop-off facility from Eynsford Road at Knockhall Community Primary School, Eynsford Road, Greenhithe – DA/14/209 (KCC/DA/0029/2014).

Recommendation: permission be granted subject to conditions.

Local Member: Mr Peter Harman

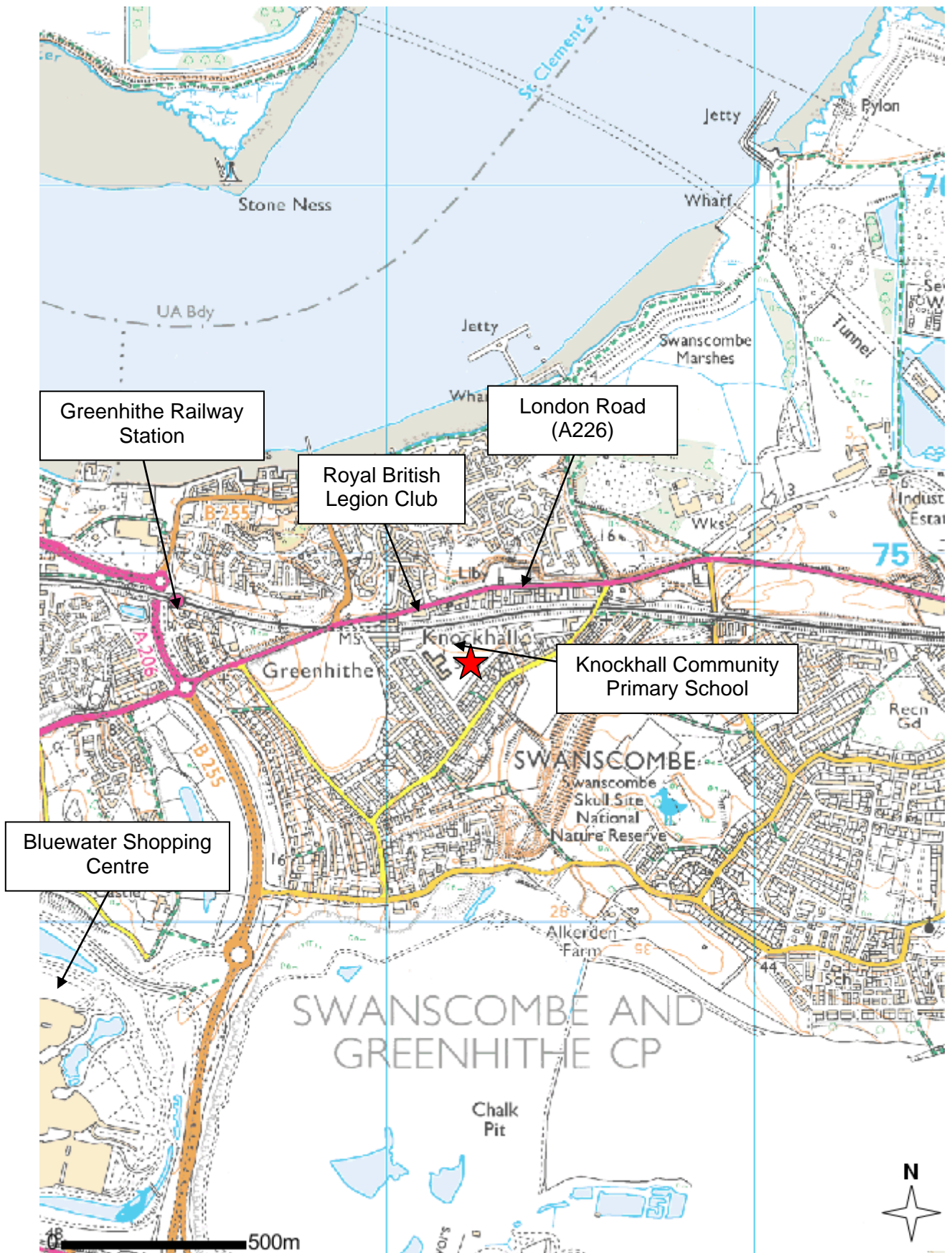
Classification: Unrestricted

Site Description

1. Knockhall Community Primary School is located on Eynsford Road, approximately 5 kilometres (3.1 miles) east of Dartford Town Centre. The school is located within a predominantly residential area with properties located to the south and east of the site. Greenhithe Community Market Garden is situated adjacent to the west of the site which forms part of the proposed development. A railway line runs to the north west of the school site. The school has recently gained academy status, although this proposal falls to be determined by the County Council, because of the County Council's interest in carrying out the proposed development.
2. The current school site comprises a part single and part two storey detached building which is of a brickwork construction with a render finish. The building has a mixture of flat and pitched roofs. The dining hall and kitchen, located to the south west of the site, are accommodated in a 'Horsa' type construction building. Another 'Horsa' building is located to the north of the kitchen and is used for a breakfast club. The school's hard play areas are located to the north west and north of the site, with playing fields situated further north. A car park for staff is located to the south west of the site, currently providing parking provision for 16 vehicles. A further 2 parking spaces are located outside the front of the school and 3 spaces outside the nursery. The school grounds also accommodate a single storey Sure Start Children's Centre and nursery located to the south east of the site. The schools pedestrian and vehicular entrances are located on Eynsford Road.
3. There are no site-specific Development Plan Policies identified in connection with the application site itself, although general policies are set out in paragraph (17).

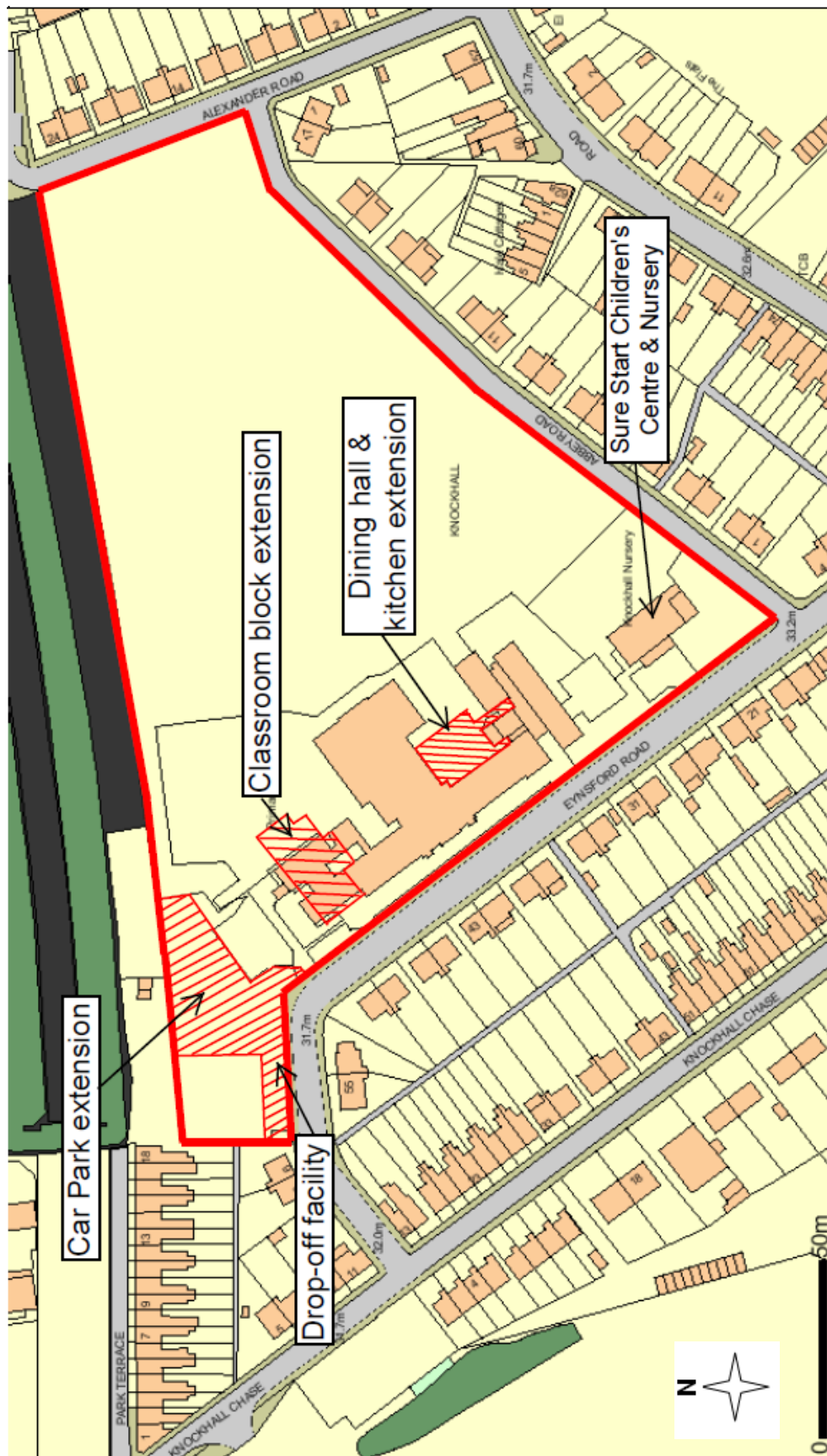
Proposed expansion of Knockhall Community Primary School, Eynsford Road, Greenhithe – DA/14/209 (KCC/DA/00029/2014)

Wider Site Location Plan



Proposed expansion of Knockhall Community Primary School, Eynsford Road, Greenhithe - DA/14/209 (KCC/DA/00029/2014)

Site Location Plan



Proposed expansion of Knockhall Community Primary School,
Eynsford Road, Greenhithe – DA/14/209 (KCC/DA/0029/2014)

Relevant Planning History

4. In recent years Knockhall Community Primary School has been granted planning permission for a single storey modular building with two canopies and extended parking provision (DA/07/672) and an application for a single storey extension for the creation of a toilet facility. (DA/06/793) A nursery unit on the site was granted permission in September 2006 under permission reference DA/04/1186.

Background and Proposal

5. This application has been submitted by Kent County Council Property and Infrastructure Support and is part of the countywide Basic Needs Programme for educational purposes. The applicant states that the Borough of Dartford has seen significant growth in the pupil population over the last few years due to factors including the scale of housing development over the last decade, inward migration of families both from London and other parts of Kent and a rise in the birth rate. This inward migration has been far beyond historic levels and has resulted in a pressure on primary school places across the Borough.
6. The Commissioning Plan for Education Provision in Kent 2013-2018 provides forecasts that indicate an increase in the demand for primary school capacity which shows no signs of reducing over the forecast period. The forecasts for the Swanscombe and Greenhithe area support the view that without the expansion to Knockhall Primary School, the Local Authority will fail to meet its statutory obligations to provide sufficient school places in the Swanscombe and Greenhithe area. The deficit of places will be further exacerbated by the limited options for alternative expansions within the Dartford borough area.
7. Knockhall Community Primary School is currently a two form entry (2FE) school, accommodating 420 pupils. The expansion programme will enable an increase from 2 form entry to 3 form entry with a pupil admission number of 90 allowing for the provision of school accommodation for 630 pupils at the school.
8. The School currently employs 28 full time equivalent (FTE) staff positions who are at the school site on a daily basis. The proposal will lead to an increase of 10 FTE additional staff members, bringing the total members of full time staff to 38.
9. An independent children centre and nursery is also located on the site of the primary school and offers 52 part time-time places to children between the ages of three to five years, with 26 sessions operating during the morning between 08:30 and 11:30 and 12:30 and 26 sessions during the afternoon between 12:30 and 15:30.
10. The application proposes the demolition of the existing dining hall and kitchen with the erection of a new two storey; six classroom block with associated ancillary accommodation; the erection of a new single storey dining hall and kitchen; the provision of 33 additional car parking spaces and new access with drop-off facility from Eynsford Road.
11. The proposed extension to the west of the main school building following the demolition of the existing dining hall and kitchen would accommodate 6 additional classrooms with associated storage and cloak areas, together with additional toilet facilities, staircase and lift. The extension would be linked to the existing school through an existing corridor in the west elevation. The proposed classroom extension would be a rendered masonry

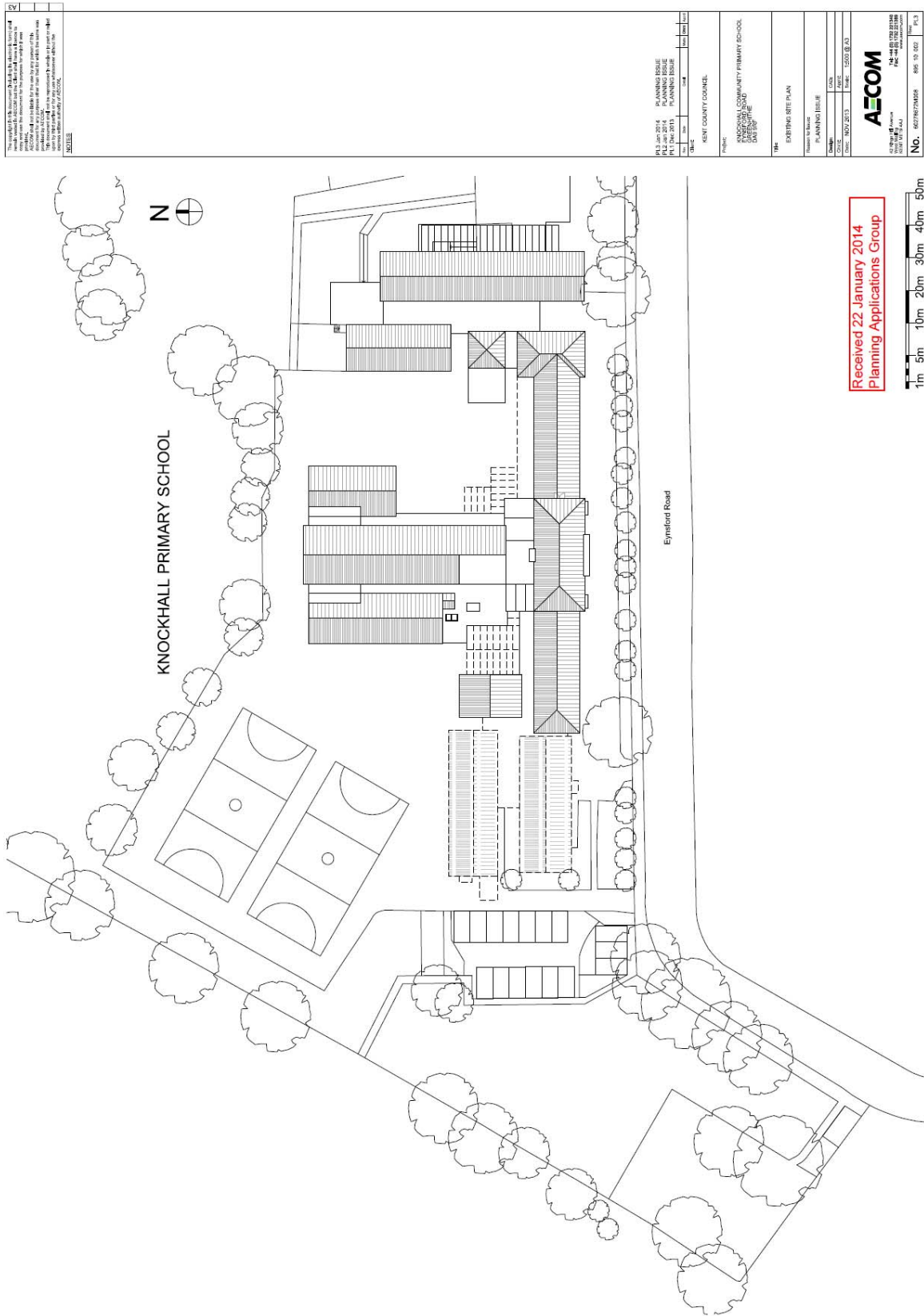
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construction with feature glazing units to the main circulation areas. The windows and doors would be matching polyester powder coated aluminium framed units to reflect the external materials of the existing school building. A shallow pitched roof is proposed to the classroom extension with overhanging eaves.

12. A new dining hall is proposed as part of the development as the existing hall does not comply with the current Department for Education and County Council recommended size regulations for a 3FE intake. The proposed dining hall and associated kitchen area would be located in an extension situated at the heart of the school. The extension would be single storey timber frame construction with a rendered blockwork envelope with details to match the existing school building and glazing to the northern elevation, overlooking the playing fields. The dining hall extension would have a flat roof with individual glazed rooflights.
13. The proposals also include the creation of 33 additional car parking and parents drop-off facility to accommodate the increase in staff and pupil numbers. This would be located on the site of the existing allotments which are now closed. Part of the allotment site would remain as either community allotments or a nature area associated with the school. The proposed parent drop off zone, accessible in a one-way arrangement from Eynsford Road would enable the temporary parking of 5 vehicles at any one time.
14. Seven trees are proposed to be removed to accommodate the proposed car park extension with partial removal of trees located within the vicinity of the proposed drop-off zone. Replacement tree planting as part of a detailed landscape scheme would be requested via a planning condition should permission be granted.
15. The proposed extensions feature energy efficient heating and ventilation systems as well as Sustainable Urban Drainage Systems to reduce the risk of flooding including rainwater harvesting and a green roof to the link corridor, providing access from the main school building to the proposed classroom block.
16. The application is accompanied by a Transport Statement setting out the potential impact the proposed expansion of pupil numbers would have on the surrounding local highway network. Through the successful adoption of the School's Travel Plan, the applicants' transport consultant concludes that this will help to mitigate the traffic impacts of the proposed development. The proposed additional 33 car parking spaces for staff and visitor use and the parents drop off facility have been proposed to mitigate the current and potential future congestion issues on surrounding local roads.

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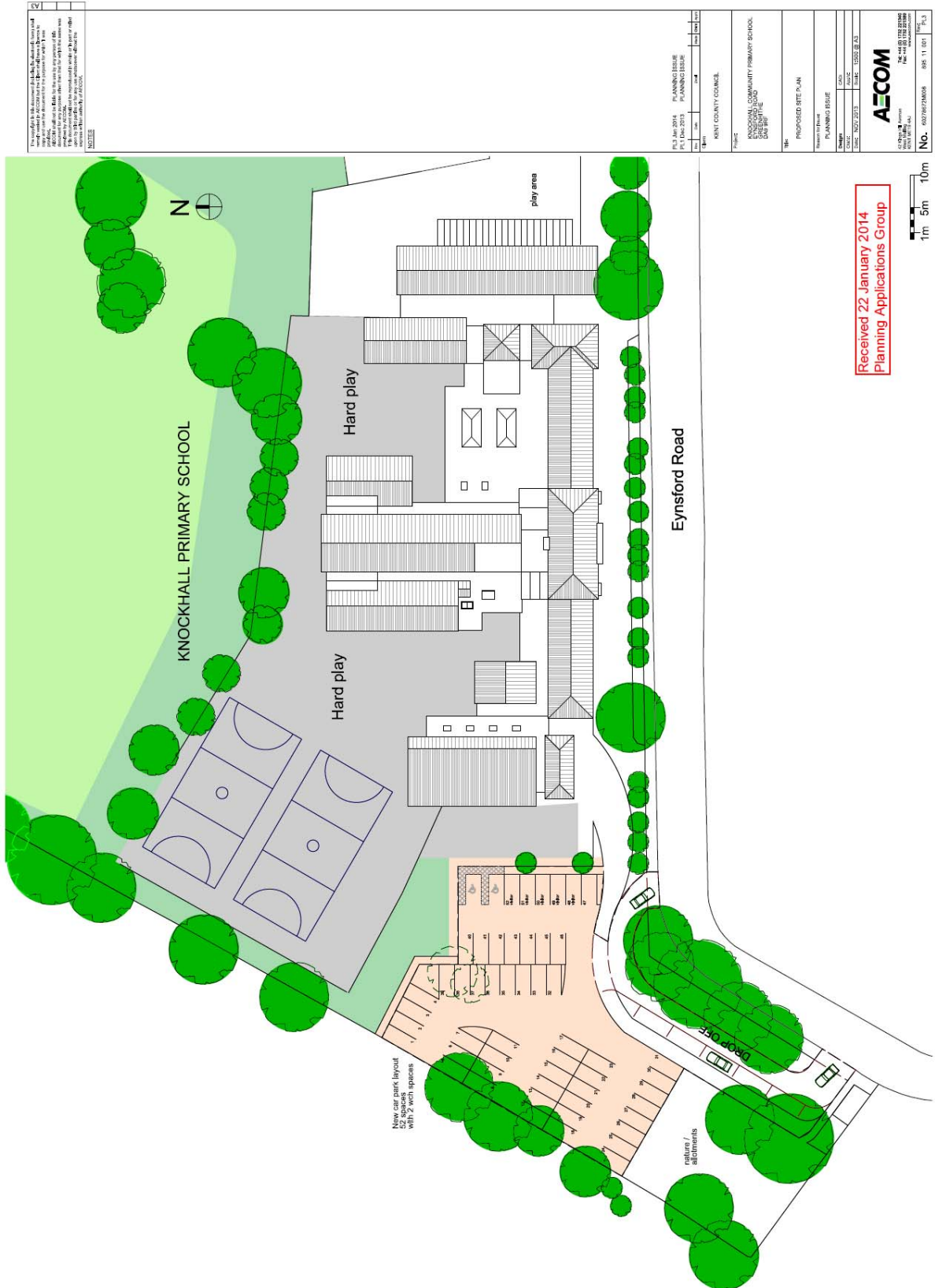
Existing Site Plan



Received 22 January 2014
 Planning Applications Group

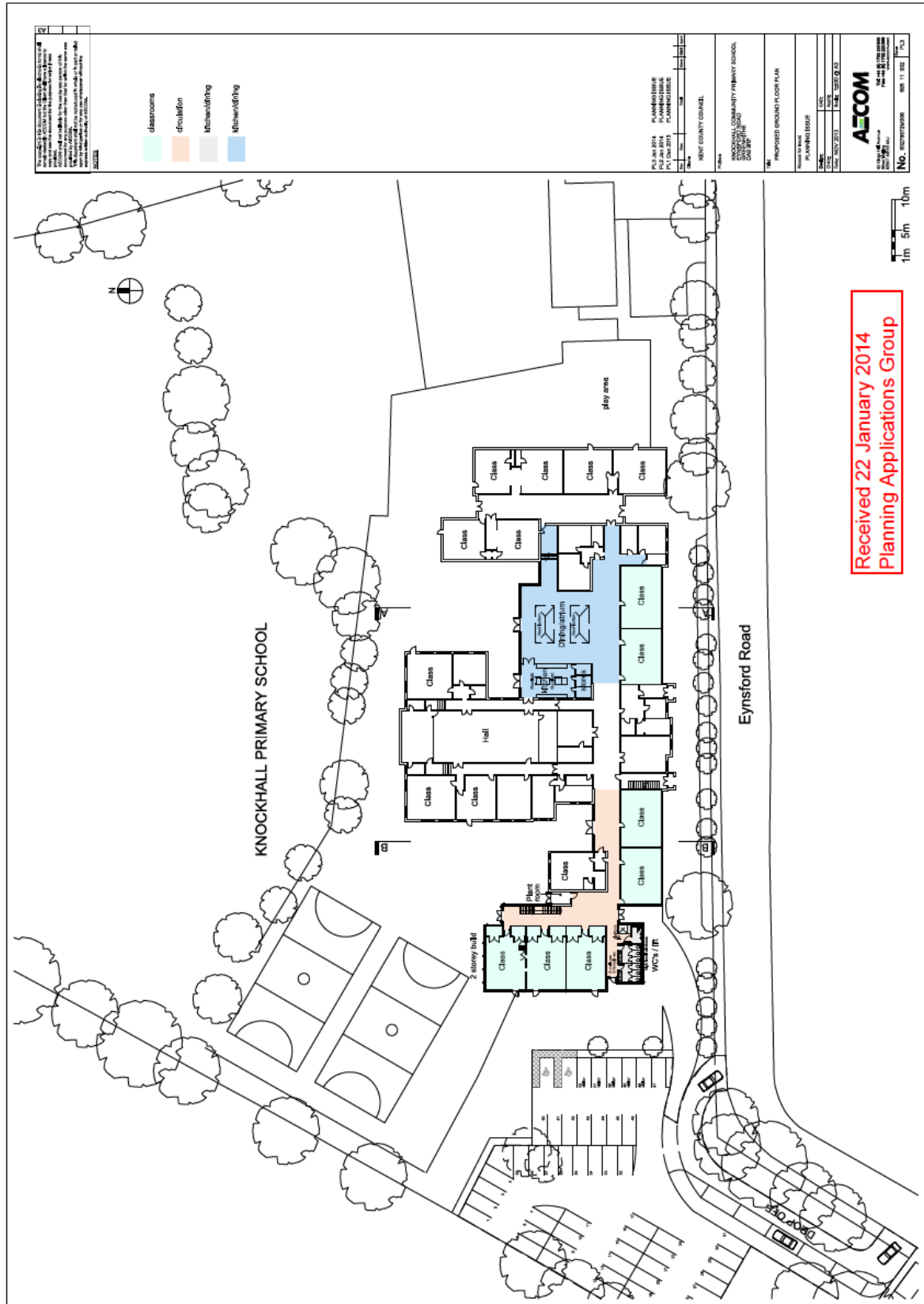
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Proposed Site Plan



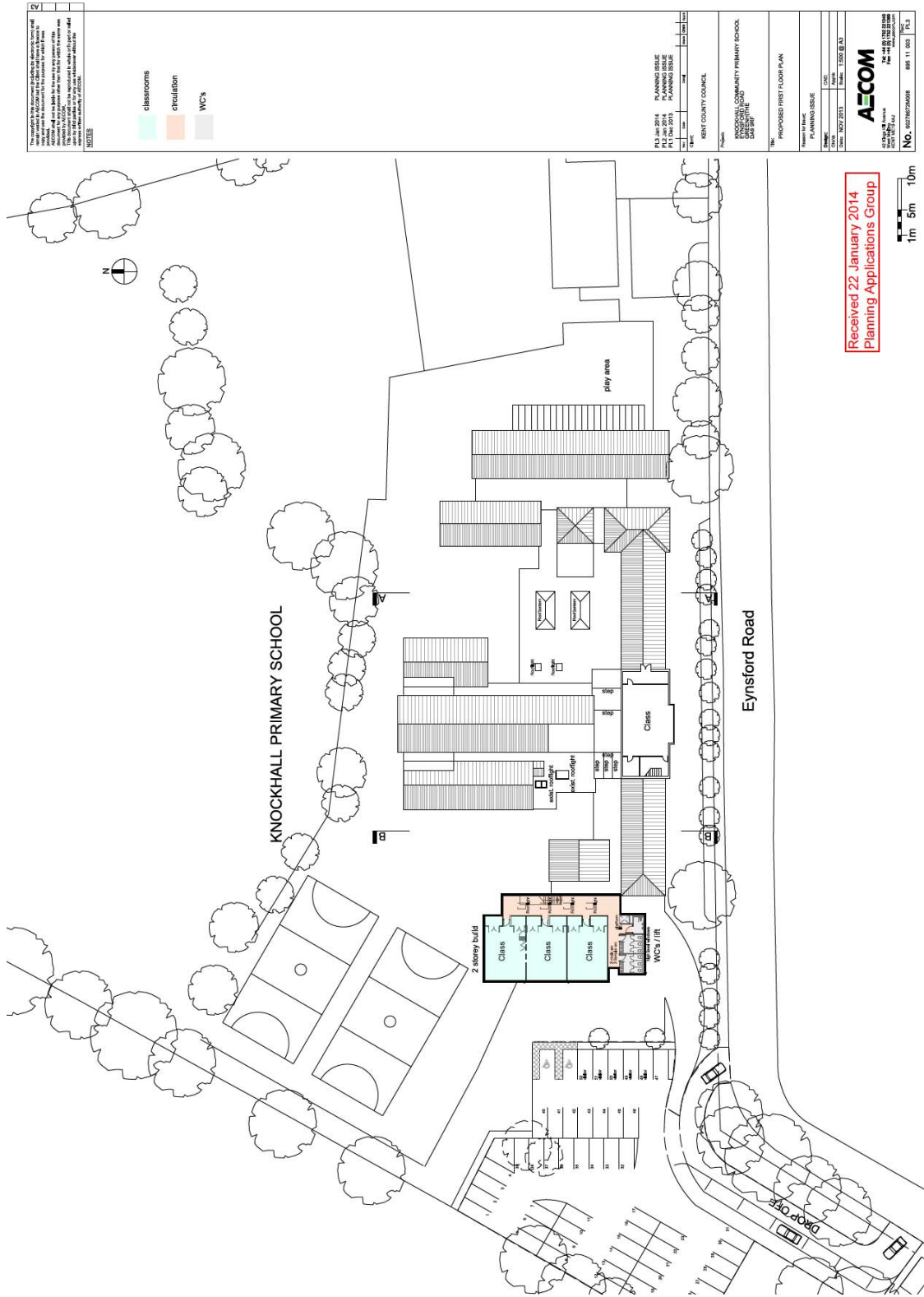
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Proposed Ground Floor Plan



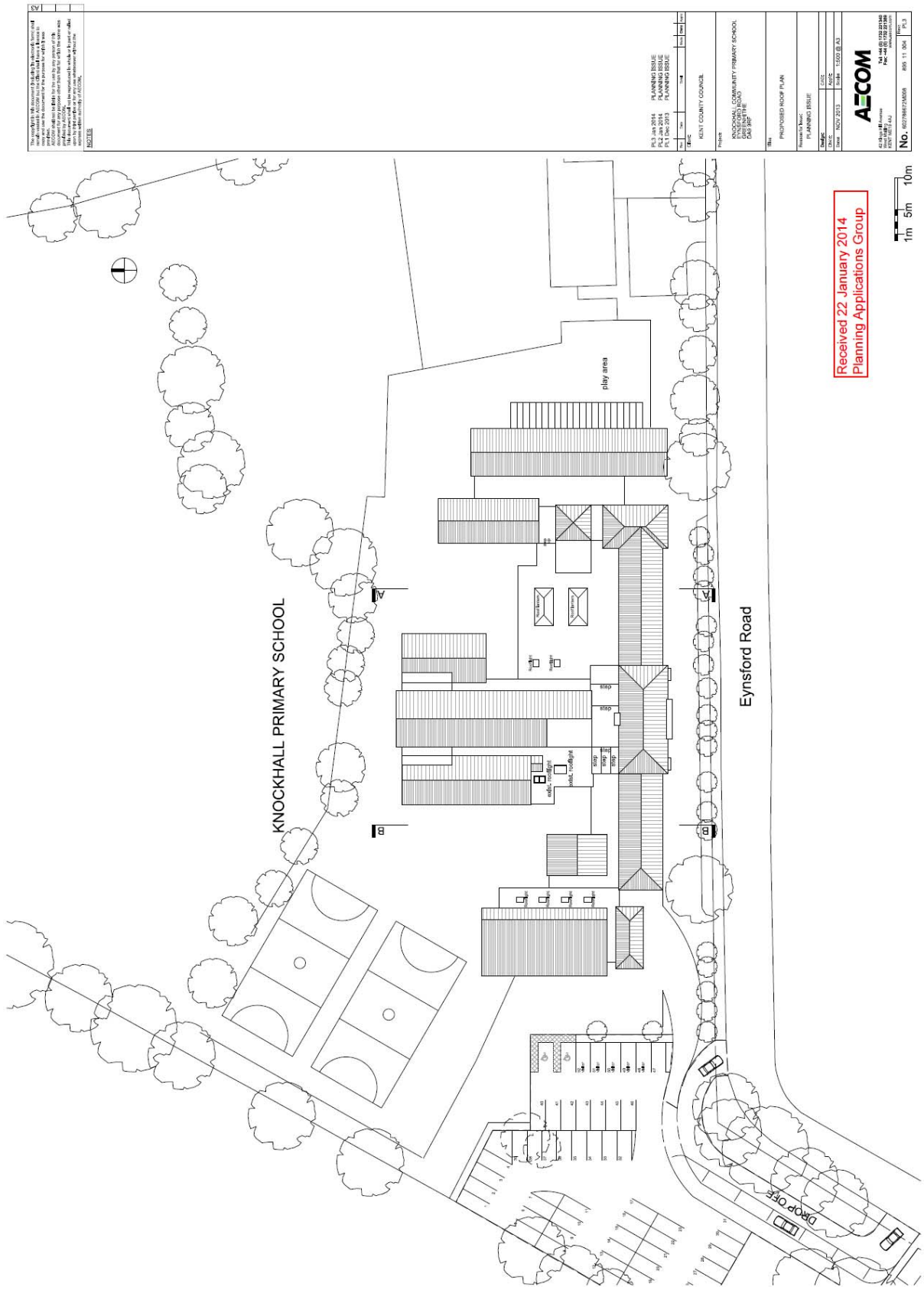
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Proposed First Floor Plan



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Proposed Roof Plan

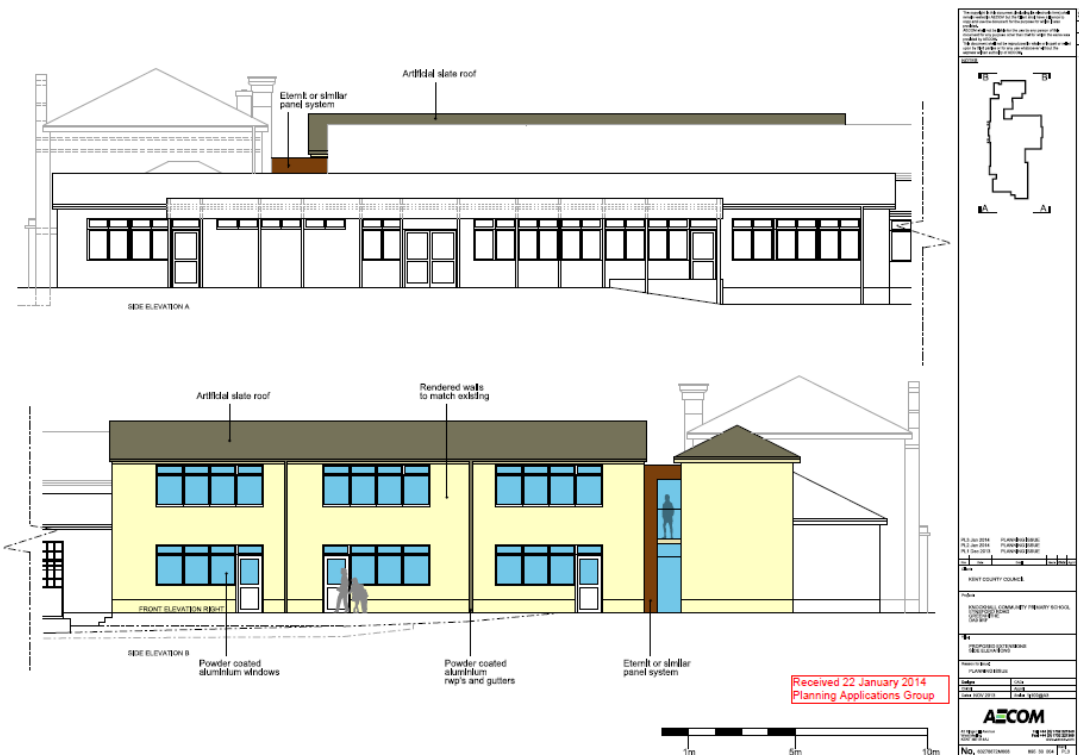


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Proposed Elevations - Front



Proposed Elevations - Side



Planning Policy Context

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

- (i) **National Planning Policy Framework (NPPF)** March 2012 and the **National Planning Policy Guidance (March 2014)** sets out the Government's planning policy guidance for England at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning 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 communities, and that great weight should be given to the need to create, expand or alter schools; and that
- Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education.

(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 adopted 1995 **Dartford Borough Council Local Plan (Saved Policies)**:

Policy B1 Development proposals should be appropriate for the location and should not have a detrimental amenity impact on the local area. A high standard of design should be implemented in proposals with layout, materials, adequate infrastructure, access and parking taken into consideration

Policy B12 Archaeology sites will be preserved and protected.

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- Policy RT15** Development proposals involving the loss of educational open space will not normally be permitted where the open space is important to the environment and amenity of the area in which it is situated, or where the use of the site meets an important local need.
- Policy S6** Development proposals should conserve and improve the existing built environment and a high quality and standard of design shall be achieved in new development.
- Policy T19** Development proposals should be appropriately related to the highway network and not generate volumes of traffic in excess of the capacity of the highway network.
- Policy T23** Development proposals should include adequate off-street parking facilities.
- Policy T27** Development proposals shall make adequate provision for pedestrians.

(iv) **Dartford Borough Core Strategy (2011)**

- Policy CS21** **Community Services:** Ensure the effective provision of community services.
- Policy CS15** **Managing Transport Demand:** Development proposals which generate additional traffic should use measures to encourage sustainable patterns of travel including travel plans and Car Parking Supplementary Planning Document.

- (v) **Dartford Car Parking Supplementary Planning Document (Adopted July 2012)**
Schools should have a parking standard of 1 space per 15 pupils is indicated for employees and 1 space per 2 classes for visitors.

Consultations

18. **Dartford Borough Council** – Raises no objection to the proposals subject to further consultation in due course on a scheme of landscaping to be submitted, the implementation of tree protection measures for trees to be retained on site, the submission of a School Travel Plan and possibility of revising the design and linkage of the buildings. The applicant's architect has commented that the existing school buildings have a mixture of different roof types and the six classroom block extension uses those roof types in its design with the main roof matching the two storey part of the existing school on the front elevation. The Borough Council accepts this response and would not like to comment further. The Borough Council was also consulted on additional ecological and transport information provided by the applicant in support of the application and they raise no objections subject to the County Council's technical advisors being satisfied with the additional information.

Swanscombe & Greenhithe Town Council – Raises concerns and believes that the local road network is not currently able to cope with the traffic associated with the school and consider that the expansion would put additional pressure on local roads. The Town Council raises concern that the site visit observing traffic on local roads, detailed in the Transport Statement, was not undertaken at an appropriate time and does not fully reflect the traffic issues associated with the school. The Town Council believes that there are serious

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highway safety issues which could put children's safety at risk.

Following further consultations with the Town Council regarding the submission of a revised School Travel Plan and a detailed Traffic Survey and accompanying statement, the Town Council has no further observations to make on the proposals.

The Environment Agency – Raises no objections upon receipt of a Preliminary Risk Assessment investigating the risk of contamination to controlled waters. This is subject to the implementation of a planning condition detailing that no infiltration of surface water drainage shall be made into the ground without prior approval from the County Planning Authority. Additionally, the Environment Agency advise that if contamination is found, the developer should address risks to controlled waters from contamination at the site.

Kent County Council Highways and Transportation – Raises no objection to the application. Initially noted that further information from the applicant was required including the School Travel Plan or any details of the robust measures that would be required to address the increase in traffic expected from the expanded school.

A site visit conducted by KCC's Highways and Transportation officer during school closing time indicated that cars and vans lined Eynsford Road on both sides except where there were waiting restrictions. Cars were also parked on yellow zig-zag markings and double yellow lines. Abbey Road and Knockhall Chase were also lined with parked cars, with some partially parked on the footway. It was also noted that during school travel times, parked cars effectively narrow Eynsford Road to become single-track with few passing places, sometimes creating conflicting traffic movements. Additionally, the level of traffic makes Eynsford Road unsuitable for child cyclists.

Following consultation on additional transport information including a Traffic Survey, Transport Note and updated School Travel Plan, KCC Highways and Transportation officer conducted a further site visit to the school, observing the parking conditions along the local roads surrounding the school. It was noted that the School had taken action to discourage drivers from parking on the yellow zig-zag road markings outside the school with only one driver parked here at the time of the visit.

It is noted that the highways issues which are of particular relevance to this site are the narrow footways; parents parking their cars on footways; parents parking their cars on double yellow lines in Knockhall Chase and consideration that smoother traffic flows could be achieved in Eynsford Road if the School could persuade parents to adopt a voluntary one-way system. KCC Highways and Transportation officer recommends that the School should once again make parents aware of parking restrictions along local roads.

KCC Highways and Transportation advisor notes that from the parking layout plan, it appears that many of the proposed parking spaces would be difficult to access because they would be accessed via an aisle width less than the standard 6 metres between the rows of parking spaces. It is noted that there is sufficient space to increase the aisle width to 6 metres and that the plans should be amended to reflect this. It is considered that this could be carried out as part of a planning condition, through the submission of a revised car parking layout plan, should permission of the proposed development be granted.

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KCC Highways and Transportation do not consider that the proposed development would cause any highways issues of sufficient severity to warrant any objection on highways grounds under the National Planning Policy Framework and therefore wish to raise no objection to the application subject to the implementation of conditions including the submission of revised details of car parking and vehicular accesses, showing aisle widths of 6 metres, and showing proposed signage including ENTRANCE on the western access and EXIT on the eastern access; submission of an updated School Travel Plan every year up to and including 2019; submission of a construction management plan including details of wheel washing for construction vehicles, details of parking during construction, and an undertaking that no heavy goods vehicles are to reverse into or out of the site unless under the supervision of a banksman. Additionally, subject to planning permission being granted for the application, informatives encouraging the School to advise parents to utilise a voluntary one-way system north to south along Eynsford Road and that the granting of planning permission does not convey any approval for construction of the new vehicle crossover (i.e. dropped kerb) or any other works in the highway or affecting it.

The County Council's School Travel Plan Advisor – Provides various comments on the content of the School Travel Plan and suggests details that should be included in the Travel Plan. Should planning permission for the proposed development be granted, I would consider it appropriate to request a revision to the School Travel Plan via a planning condition.

The County Council's Biodiversity Officer – Originally commented that insufficient ecological information had been provided and additional information regarding the impact that the proposed development could possibly have on reptiles, confirming presence or likely absence and to inform the need for, and design of an appropriate mitigation strategy. Further survey work relating to bats and Great Crested Newts (GCN) was also requested prior to determination of the application due to the potential habitats present on site.

Further to the submission of a Reptile Survey which indicated that no reptiles were observed using the site and were therefore unlikely to be affected by the proposed development and precautionary approach recommendations during works on site to limit any potential impact, KCC's Biodiversity Officer considers the recommendations detailed within the report satisfactory. The County Council's Biodiversity Officer supports the results of the Bat Survey which has indicated that no roosting bats were recorded on site and as such no restrictions to the demolition of buildings in relation to potential bat impacts are needed. It is considered that there could possibly be indirect impacts if there is disturbance of the tree line along the southern boundary. This mature tree line has been assessed as being used as a bat commuting route. Consequently KCC's Biodiversity Officer advises that if changes to the existing lighting are proposed, lighting is designed to be sensitive to bat use of the site. This could be secured via a planning condition should permission for the proposed development be granted.

KCC's Biodiversity Officer considers that the findings of the GCN survey, which indicated no presence of GCN within the on-site pond, are satisfactory and therefore no specific mitigation strategies are required.

The ecological information provided by the applicant suggests a number of recommendations to minimise the potential for adverse ecological impacts. KCC's Biodiversity Officer comments that these precautionary approach measures should be delivered through the submission of a Construction Environmental Management Plan as a planning condition.

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It is noted that the ecological reports recommend the creation of habitat for wildlife that would mitigate for the habitat loss. The County Council's Biodiversity officer also considers that landscaping of the site should include measures to provide opportunities for wildlife given the overall loss of biodiversity through the development proposals. These ecological enhancement recommendations could be delivered through the submission of an Ecological Design Strategy as a planning condition should the planning application gain approval.

Subject to the following planning conditions being imposed on any permission, KCC's Biodiversity Officer raises no objections to the development proposals.

The County Council's Landscape Officer – Raises no objection, however notes that not all the trees on site appear to have been considered in the Tree Survey. The County Council's Landscape officer supports the retention of many of the trees on site but requires further information in order to assess the impacts of the proposal on the trees on site, in particular, the trees to be retained and Root Protection Zones shown on the proposed layout plan. Subsequently the Landscape officer has requested that an Arboricultural Method Statement explaining how the construction would be carried out with regard to the retained trees and a Tree Protection Plan be submitted as part of conditions subject to the grant of planning permission.

The County Archaeologist – raises no objection, subject to the imposition of a condition requiring the applicant to submit details of a programme of archaeological work prior to commencement of the development. This is due to the application site being located in an area of potential archaeological interest. Therefore it is possible that proposed development works may disturb archaeological remains.

Local Member

18. The County Council Local Member Mr Peter Harman was notified of the application on 13 February 2014 and re-notified on 9 July 2014 following the submission of additional highways and transport information.

Publicity

19. The application was publicised by the posting of a site notice at the main school entrance located on Eynsford Road. The individual notification of 52 neighbouring properties was carried out as part of the application.

Representations

20. I have received 4 letters/emails of objection to the proposal to date. The main points of objection are summarised as follows:-

Access, Parking and Highway Safety

- Concerns regarding the accuracy of the Transport Statement (*Note that further traffic survey work has been undertaken by the applicant to support the Transport Statement*)
- Concern that part time staff would appear to park on Eynsford Road
- Suggestion that all staff should be issued with a key to access the school car park to discourage parking on local roads
- Concerns regarding the current levels of traffic along surrounding roads and the safety implications that this currently creates and the belief that the school expansion would exacerbate the problem

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- Vehicles park-on 'School Keep Clear' yellow markings which is dangerous for pupils and parents
- School parents park in local roads and blocking driveways which is a nuisance to local residents
- Concern that drivers ignore the 20 mph speed limit in force in the vicinity of the school
- Recognise the improved parking facilities and drop off/pick up would be beneficial but believe more needs to be done as the school expands
- Suggestion that Eynsford Road could be made one-way enabling a freer flow of traffic
- Consider that the proposed increase in car parking spaces is not sufficient for the number of proposed staff
- Consider that the provision of the drop-off facility is inadequate as current parent behaviour has shown that parents arrive in advance of school pick up or drop off times and park on local roads to ensure they have a parking space
- Concerns regarding lack of access for emergency service vehicles

Drainage Issues

- Concern regarding the regular flooding of the storm drains close to the proposed location of the drop-off facility (*Note: detailed design of a Sustainable Urban Drainage System to resolve this issue could be requested as a planning condition should permission for the proposed development be granted*).

Discussion

Introduction

21. The application seeks planning permission for the demolition of the existing dining hall and kitchen with the erection of a new two storey, six classroom block with associated ancillary accommodation; the erection of a new single storey dining hall and kitchen and provision of 33 additional car parking spaces and new access with drop-off facility from Eynsford Road. The application is being reported to the Planning Applications Committee as a result of the objections received from Swanscombe & Greenhithe Town Council and local residents.
22. In considering this proposal regard must be had to Development Plan policies outlined in paragraph 17 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, the proposal needs to be considered in the context of Development Plan Policies, Government Guidance and other material planning considerations including those arising from consultation and publicity. The other aspects to consider are issues to do with the design, layout and scale of the development, residential amenity concerns and the implications of the proposal on the local road network and highway safety considerations.

Need

23. The strong policy support for the development of schools should also be considered 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

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Framework and reflected in the Policy Statement for Schools. Planning authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use 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, Layout and Scale of Development Issues

24. The layout of the proposed development aims to provide the most feasible option for providing more teaching and ancillary accommodation to allow for the proposed expansion of pupil numbers at the school. The application documents show other layout options for the proposed development which were investigated by the applicant's architect including proposals investigating a two-storey extension to the existing dining hall however these were dismissed as being unfeasible due to the impact on the school during construction and effects on the external playing fields and hard play areas. Consequently, the chosen design comprises the demolition of the existing dining hall and kitchen adjacent to the car park and erection of a two-storey classroom extension. A new dining hall and kitchen extension would be located at the heart of the school. In my view the proposed layout of the development is acceptable in design and layout terms and provides the most coherent option considered by the applicant's architect.
25. The proposed development has been designed to match the existing school buildings and is reflected in the choice of external materials and colour scheme chosen. The proposed classroom extension would be a rendered masonry construction with feature glazing units to the main circulation areas. The windows and doors would be matching polyester powder coated aluminium framed units to reflect the external materials of the existing school building. A shallow pitched roof is proposed to the classroom extension with overhanging eaves. The dining hall roof would be a flat roof with individual glazed rooflights with glazing to the northern elevation, overlooking the playing fields. Subject to permission being granted, a planning condition requiring the submission of details of external materials prior to the construction of the development could be stipulated.
26. Dartford Borough Council has requested that the applicant consider the possibility of revising the design and linkage of the proposed classroom block extension as the Borough Council consider that it does not relate to the existing school buildings with different roof heights and styles. The applicant's architect notes that the existing school buildings have a mixture of different roof types and the six classroom block extension uses those roof types in its design with the main roof matching the two storey part of the existing school on the front elevation. The Borough Council accepts this response and would not like to comment further on this issue. I consider that the link provides an acceptable solution to connect the single storey element of the existing main school building and two storey classroom block.
27. The proposed classroom block extension would be two storeys, and the main school building does have a two storey element. The height of the two storey classroom block is 7m (23 feet) and the scale of the classroom block would be reduced through the shallow pitch design of the roof. The proposed dining hall extension would be single storey with flat roof, reducing the scale of the extension. In my opinion, the scale and massing of the proposed development is acceptable and in keeping with the existing school buildings.

Access, Parking, Traffic and Highway Safety

28. The school currently has provision for the parking of 16 vehicles within the staff car park, and allocation of 2 spaces in front of the school. A further 3 car parking spaces are located

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outside the nursery. Access and egress into the main car park, which is provided with a gated entrance, is served by a vehicle crossover from Eynsford Road. The parking proposals seek to provide an additional parking area adjacent to the existing car park, on land currently associated with the Greenhithe Community Market Garden (although no longer in use). This car park would accommodate a total of 54 vehicles including 2 disabled spaces. Dartford Borough Council's Car Parking Supplementary Planning Document which is part of the Borough Council's Local Development Framework states a parking standard guidance of 1 space per 15 pupils for employees and 1 space per 2 classes for pupils/visitors. At full 3 form entry, the school would be able to accommodate 630 pupils within 16 classes should planning consent be given. This equates to a parking standard of 50 spaces therefore the 54 parking spaces that would be provided as part of the proposals provide a level of parking which is above the recommendations. I consider that the proposed parking provision for staff and visitors is sufficient to accommodate the additional staff numbers associated with the school expansion.

29. A parents' drop off and pick up facility has been proposed as part of the application and would accommodate temporary parking for up to 5 vehicles. This facility is a measure which is supported by Dartford Borough Council's Car Parking Supplementary Planning Document. The facility would be accessed from Eynsford Road and adopt a one-way system and would be monitored by school staff to ensure its efficient use.
30. The Transport Statement submitted as part of the application concludes that the proposed expansion in pupil numbers would generate an additional 40 to 50 vehicle trips by parents of pupils at the start or end of the school day. The applicant considers that the implementation of traffic mitigation measures would help to manage the level of impact that the proposed expansion of pupils numbers would have on the local highway network. A parents' drop off and pick up facility with an additional 33 parking spaces within the school car park have been proposed as part of this application in order to mitigate the traffic and parking impacts that will result from the expansion of the school.
31. Several local residents have raised concerns regarding staff parking on local roads, causing an inconvenience to residents. A local resident also considers that the current access to the existing car park deters part time staff from parking on site, encouraging parking on local roads as a key fob is required to access the staff car park and not all part time staff are in possession of a key. The applicant states that staff parking access would be improved as part of the proposed development through the installation of electronic access gates to the car park, enabling both part time and full time staff to gain access.
32. Following consultation with Swanscombe and Greenhithe Town Council and local residents on the application as originally submitted, concerns were raised regarding the accurate depiction of the levels of traffic on roads surrounding the school from the site visit carried out by the applicant's Transport consultant. Furthermore, Kent County Council Highways and Transportation officer also requested that the applicant demonstrate that the development proposals would not have a significantly detrimental impact on the local road network and specific measures to mitigate the levels of increased traffic in addition to the increased car parking provision and pupil drop off zone. Subsequently, the applicant's transport consultant has submitted further information in response to the transport issues raised by consultees and local residents. The additional information includes a Traffic Survey undertaken between 07:00 and 17:00 hours on two school days, a Transport Note assessing the results of the survey and providing a number of recommendations to reduce traffic and an updated School Travel Plan outlining measures to encourage sustainable methods of travel.

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33. The results of the Traffic Survey indicate that during the survey period the peak demand periods recorded were for short periods at around 08:40 and 15:00 hours. The applicant's transport consultant recognises that some parking/waiting occurred across residents' driveways and on double yellow lines during these periods close to the school. It is also noted that even during peak times, there was spare parking capacity, although very limited, on parts of the surrounding roads closest to the school. On-site staff parking was also fully utilised.
34. Swanscombe and Greenhithe Town Council and local residents have raised concerns that the local highway network already struggles to accommodate traffic associated with the school, and that on-street car parking by parents and staff is dangerous, and an inconvenience to local residents, particularly during peak school times. As with other schools, it is recognised that congestion issues exist on the local highway network before and after the school day. However, the applicant notes that due to the various before and after school activities that take place at the school, including a breakfast club starting at 07:30 and an after school club available until 18:00, arrivals and departures of parents with vehicles are staggered over a longer period, reducing the number of parent vehicles around peak school traffic times. Although traffic generated by the school causes inconvenience and delays to through traffic, this is considered to be a short term impact on local amenity rather than amounting to a wider highway safety concern. Any potential additional traffic on the local road network created by the school's expansion could effectively be managed by the various traffic mitigation measures that are being proposed as part of this application.
35. The applicant is supportive of any general initiatives that the County Council would wish to introduce to reduce parking in areas where restrictions apply and reduce levels of congestion including additional parking enforcement or one-way routes along surrounding roads. Local residents, who have made representation on the proposals, have also supported the use of a one-way system for vehicles travelling along Eynsford Road. KCC Highways and Transportation officer considers that the introduction of a voluntary one-way system for parents along Eynsford Road would enable freer flows of traffic and suggests that the School investigate the implementation of this measure. In particular, this suggestion has been successfully introduced elsewhere and being informal it does not inconvenience neighbouring residents in the way that a formally adopted one-way system might.
36. The applicant's transport consultant considers that car based trips to the school could be reduced through the implementation of an updated School Travel Plan. Various measures have been proposed as part of the School Travel Plan including the setting up of a Walking Bus to encourage pupils to walk to school, and investigating the possible use of the Royal British Legion car park located on London Road, to the north of the railway line as a school drop-off/pick-point with associated walking buses as a short term measure until the new drop-off facility has been constructed and promotion of sustainable modes of transport. Annual monitoring and review of the School Travel Plan to ensure that the objectives of the Travel Plan are being met could be addressed via a planning condition. KCC's Highways and Transportation consider that annual monitoring of the Travel Plan up to and including 2019 would be appropriate. The comments and advice provided by KCC's School Travel Plan advisor should be taken into consideration in the updated School Travel Plan.
37. Recognition needs to be made when considering this proposal that all schools generate traffic movements and often involve some parking on the public highway, but unless that constitutes a severe risk to road safety then that is not a reason to withhold planning consent. In particular, the public highway is there to be used as such, and that use is not reserved for any one type of user, be they residents, visitors or employees. Moreover, I consider that the proposed drop off facility, provision of an additional 33 parking spaces and measures in the

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School Travel Plan would provide sufficient mitigation to accommodate the increase in vehicles associated with the expansion of the school. The updating and annual review of the School Travel Plan would assist in mitigating the potential impacts the proposed expansion in pupil numbers may have. Kent County Council Highways and Transportation are satisfied that this proposal would not have an overly detrimental impact on the local highway network sufficient to warrant refusing planning permission, and raise no objection on that basis.

38. Taking the professional advice received from KCC Highways & Transportation into account, I would consider the proposal acceptable in highway terms subject to the imposition of conditions covering details of a construction management plan to be submitted prior to commencement of works on site including methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times and details of any construction accesses and an undertaking that no heavy goods vehicles are to reverse into or out of the site unless under the supervision of a banksman and updating of the School Travel Plan within 6 months of occupation of the classroom block. The submission and implementation of a Construction Management Plan would help to minimise disruption to the day-to-day functioning of the school and minimise disruption to local residents.

Construction

38. The applicant intends that the demolition and construction work would be phased with the construction of the new dining hall and kitchen and subsequent demolition and construction of the classroom block extension. This would minimise disruption to the daily running of the school. Given that the school is located in a predominantly residential area, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays.
39. In addition, I consider it appropriate that details of a Construction Management Strategy be submitted for approval prior to the commencement of development should permission be granted. The strategy should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times and details of any construction accesses and an undertaking that no heavy goods vehicles are to reverse into or out of the site unless under the supervision of a banksman. I consider that the submission of details relating to the management of construction on site would ensure that residential amenity is protected as well as the safe management of construction on site.

Biodiversity

40. Further protected species survey work relating to reptiles, bats and great crested newts (GCN) was submitted by the applicant further to additional information being requested by KCC's Biodiversity Officer concerning the potential impact the proposed development could possibly have on these species due to the potential habitats present on site. The Reptile Survey indicated a lack of presence of reptiles, recommending precautionary approach methods to be undertaken during works on site to limit any potential impact. The Bat Survey recorded no roosting bats on site and therefore no restrictions are necessary for the demolition of buildings in relation to potential bat impacts. The Biodiversity Officer recommends that any changes to the existing lighting proposed should be sensitively

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designed so as to have minimum impact on bats. The results of the GCN Survey indicated no presence of GCN within the on-site pond and consequently no mitigation measures are required. The ecological information provided by the applicant suggests a number of recommendations to minimise the potential for adverse ecological impacts. The Biodiversity Officer comments that these precautionary approach measures should be delivered through the submission of a Construction Environmental Management Plan as a planning condition. The NPPF encourages opportunities to incorporate biodiversity in and around developments, subsequently management recommendations to enhance the nature area for biodiversity should be investigated. As the proposed car park extension would cause the loss of some biodiversity on site, the applicant has suggested a number of ecological enhancement measures which the Biodiversity Officer considers could be implemented through the submission of an Ecological Design Strategy as a planning condition should permission be granted. Subject to planning permission being granted, I would consider it appropriate to impose planning conditions requiring any changes to the existing lighting to be sensitively designed and the submission of a Construction Management Plan and Ecological Design Strategy.

Landscaping

41. The application is accompanied by a Tree Survey which has assessed a total of 22 trees as being a category C (low amenity value due to age, class and arboricultural impairments). The implementation of the proposed car park and parents' drop-off facility would necessitate the removal of at least 7 trees within the footprint of the car park extension and partial removal of trees located within the vicinity of the parents' drop-off facility. KCC's Landscape Officer supports the retention of many of the trees on site but requests further information as part of a planning condition showing trees to be retained on site and Root Protection Zones on a Tree Protection Plan and an Arboricultural Method Statement, explaining how the construction works would be carried out with regard to the retained trees. Therefore I would consider it appropriate to impose conditions covering the submission of these details and a scheme of landscaping subject to the grant of planning permission.

Drainage and land contamination

42. Several local residents have commented on the flooding of the storm drains close to the proposed location of the drop-off facility and hope that this would be resolved as part of the proposals. The application is accompanied by a Flood Risk Assessment which has noted no historic records of flooding to Knockhall Community Primary School and recommends the incorporation of Sustainable Urban Drainage Systems (SuDS) in the development to reduce the probability of sewer surcharging in the local area during a storm event due to run-off from the site. These measures include the use of green roofs and rainwater harvesting. Additionally a number of low-flow devices have been recommended within the newly proposed kitchen and toilet facilities to reduce the potential impacts to the foul discharge to sewers. Furthermore, the Environment Agency raises no objection to the proposal, subject to a condition to control the infiltration of surface water drainage. I would consider it appropriate to impose conditions covering the submission of details of SuDS measures within the vicinity of the drop-off zone and no infiltration of surface water drainage.

Archaeology

43. The County Archaeologist has indicated that the school grounds close to a possible Iron Age settlement which consequently may have archaeological potential. Therefore it is possible that proposed development works may disturb archaeological remains. Consequently, a condition requesting a programme of archaeological work should be imposed on any

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planning permission. In my view, this approach is appropriate and proportionate to the development being proposed and is also in accordance with Policy B12 of the adopted Local Plan.

Conclusion

44. Concerns have been raised regarding the impact of the proposed development on various aspects including residential amenity, design aspects and traffic and highway safety issues. Having assessed each of these areas of concern, in my view, the development would not give rise to any significant material harm sufficient to warrant withholding planning consent. The proposed development is in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the development is sustainable and in accordance with the principles of the National Planning Policy Framework and the Policy Statement on Planning for School Development. I consider that, subject to the imposition of appropriate planning conditions, this proposal would not have a significantly detrimental impact on residential amenity, design and layout aspects and traffic/parking issues.

Recommendation

45. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering:

- the standard 5 year time limit;
- the development to be carried out in accordance with the permitted details;
- the submission and approval of details of all materials to be used externally;
- the submission and approval of revised details of car parking and vehicular accesses, showing aisle widths of 6 metres, and showing proposed signage including ENTRANCE on the western access and EXIT on the eastern access;
- the provision and retention of the vehicle parking spaces;
- the submission and approval of an updated School Travel Plan within 6 months of occupation of the classroom block, implementation and on-going annual review;
- a programme of archaeological work to be submitted and approved;
- if any changes to the existing lighting are proposed, these shall be designed to be sensitive to bat use of the site;
- the development to be undertaken in accordance with the recommendations of the Ecological Survey and protected species surveys;
- no vegetation clearance to take place during the bird breeding season;
- the submission and approval of a Construction Environmental Management Plan;
- the submission and approval of an Ecological Design Strategy;
- the submission and approval of a scheme of landscaping;
- the submission and approval of a Tree Protection Plan and the development to be undertaken in accordance with the recommendations of the Tree Survey;
- the submission and approval of an Arboricultural Method Statement explaining how the construction would be carried out with regard to the retained trees;
- the inclusion of tree protection measures;
- the submission and approval of a detailed design for a Sustainable Urban Drainage System scheme to improve drainage in the vicinity of the parents' drop-off facility;
- no infiltration of surface water drainage;
- the submission and approval of a Construction Management Strategy, including methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing

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facilities, details of how the site access would be managed to avoid peak school times and details of any construction accesses and an undertaking that no heavy goods vehicles are to reverse into or out of the site unless under the supervision of a banksman;

- measures to prevent mud and debris being deposited onto the public highway;
- 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.

I FURTHER RECOMMEND that the applicant be advised by informative of:

- The School to advise parents to use a voluntary one-way system north to south along Eynsford Road.
- The granting of planning permission does not convey any approval for construction of the new vehicle crossover (i.e. dropped kerb) or any other works in the highway or affecting it. A licence must be obtained for such works. The Applicant should contact Kent County Council Highways and Transportation (web: http://www.kent.gov.uk/roads_and_transport/highway_improvements/parking/dropped_kerbs.aspx telephone: 0300 418181) in order to obtain the necessary Application Pack. Please allow at least eight weeks notice.
- If contamination is found the developer should address risks to controlled waters from contamination at the site, following the requirements of NPPF and the Environment Agency's (EA) Guiding Principles for Land Contamination.
The EA recommends that developers should:
 - a) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - b) Refer to the EA's Guiding Principles for land contamination for the type of information that they require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
 - c) Refer to the Environment Agency's website at <https://www.gov.uk/government/organisations/environment-agency> for more information.

Case officer – Hardeep Hunjan	03000 413397
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Background documents - See section heading
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E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS - MEMBERS' INFORMATION

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

Background Documents - The deposited documents.

- | | |
|-----------------|---|
| DA/14/1126 | Renewal and replacement of waste recycling and transfer station equipment.
Pinden Quarry, Green Street, Green Road, Dartford |
| SW/14/502218 | Proposed additional storage for Waste Electronic Equipment Material in connection with waste electrical and electronic equipment recycling activities.
SWEEEP Kuusakoski Ltd, Gas Road, Sittingbourne |
| TM/00/1599/R26A | Request to extend the period for the cessation of operations until 31 October 2016 pursuant to condition (26) of planning permission TM/00/1599.
Stonecastle Farm Quarry, Whetsted Road, Five Oak Green, Tonbridge |

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.

- | | |
|---------------|--|
| CA/14/1929 | Installation of a small modular 'QUBE' building at the rear of Grosvenor House to provide a one-2-one and small group teaching space.
Grosvenor House, 30 Victoria Park, Herne Bay |
| DA/13/1701/R5 | Details of landscaping pursuant to condition 5 of planning permission DA/13/1701.
Manorbrooke Residential Home, Bevis Close, Dartford |
| DA/14/670 | New car park consisting of 42 parking bays within the existing brownfield scrubland. The surface is to be permeable paving as the site is within a zone 3 flood risk area. The car park use will need to be controlled via access barriers, either fobbed or manually locked.
Land within The Bridge Primary School, Marsh Street, Dartford |

DO/13/855/R3	Details of external materials pursuant to condition 3 of planning permission DO/13/855. Dover Christ Church Academy, Melbourne Avenue, Whitfield, Dover
DO/13/1114/R22	Details of photovoltaic panels pursuant to condition (22) of planning consent DO/13/1114. Cornfields, Cranleigh Drive, Whitfield, Dover
SW/14/153/R6	Details of landscaping pursuant to condition (6) of planning permission SW/14/153. Land at Tunstall Road, Tunstall, Sittingbourne
SW/14/153/R9	Details of tree protection plan pursuant to condition (9) of planning permission SW/14/153. Land at Tunstall Road, Tunstall, Sittingbourne
SW/14/153/R17 (partial discharge)	Details of the archaeological watching brief pursuant to condition (17) of planning permission SW/14/153. Land at Tunstall Road, Tunstall, Sittingbourne
SW/14/153/R19	Details of the Construction Management Plan pursuant to condition (19) of planning permission SW/14/153. Land at Tunstall Road, Tunstall, Sittingbourne
TH/13/1014/R6,20,21	Details of fencing, cycle store and refuse store pursuant to conditions (6), (20) and (21) of planning permission TH/13/1014. Former Newington Primary school, Melbourne Avenue, Ramsgate
TH/13/1014/R24&R25	Details pursuant to condition (24) – Details of photovoltaic panels and condition (25) – Details of the access of planning permission TH/13/1014. Former Newington Primary School, Melbourne Avenue, Ramsgate
TH/14/1/R19	Details of photovoltaic panels pursuant to condition (19) of planning permission TH/14/1. Newington Library, Newington Road, Ramsgate
TM/13/3575/R3,8&9	Details of landscaping, surface water drainage scheme and fencing pursuant to conditions (3), (8) and (9) of planning permission ref. TM/13/3575. Cage Green Primary School, Cage Green Road, Tonbridge
TM/14/1929	Demolition of existing KCC commercial services building (see application reference 13/01535/OAEA and 14/01174/DEN); Construction of new access road between Gibson Drive and spur off Tower View (approved under KCC/TM/0386/2013); Construction of new two-storey, three-form entry primary school and associated vehicle and pedestrian access, car park and landscaping. Land at Gibson Drive, 30 Gibson Drive, Kings Hill, West Malling

TW/14/2527	Erection of two canopies to the children's play area. Stocks Green Primary School, Leigh Road, Hildenborough, Tonbridge
TW/13/3828/RVAR	Submission of details of external lighting (condition 5), visibility splays (condition 14) and photovoltaic panels and roof plan (condition 16). Bowles Lodge, All Saints Road, Hawkhurst, Cranbrook
TW/13/3828/R7	Submission of landscape details (condition 7), of planning permission TW/13/3828. Bowles Lodge, All Saints Road, Hawkhurst, Cranbrook
TW/14/500759	Creation of a two form entry (2FE) primary school, including erection of a two storey school building, provision of hard play space and an all weather sports pitch, vehicular access way and a remote site drop off area, provision of car parking and cycle parking spaces, together with hard and soft landscaping on land at Knights Park, Tunbridge Wells. Land at Home Farm Lane, Tunbridge Wells
TW/14/502704	Provision of a temporary mobile classroom unit including ramped access for a maximum period of 18 months duration. Broomhill Bank School, Broomhill Road, Tunbridge Wells

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/DA/0343/2014 - Variation of planning application DA/13/1491 (Temporary consent (5 years) for the operation of a construction and recycling facility for concrete and road/base planings and ancillary plant storage areas, reception weighbridge office and parking) to amend conditions 2 (development to be built in accordance with approved details), 4 (Hours of operation), 5 (increase in maximum throughput per annum) and 6 (increase in maximum HGV movements) at Eastern Quarry, Watling Street, Swanscombe, Dartford

KCC/TM/0341/2014 - The demolition of existing mobile classroom and the erection of a two storey pitched roof extension comprising of two no classrooms, WC facilities and storage at Ightham Primary School, Oldbury Lane, Ightham, Sevenoaks

- (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