

**PLANNING APPLICATIONS COMMITTEE**

**Tuesday, 25th March, 2014**

**10.00 am**

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





## AGENDA

### PLANNING APPLICATIONS COMMITTEE

**Tuesday, 25th March, 2014, at 10.00 am**  
**Council Chamber, Sessions House, County**  
**Hall, Maidstone**

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

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

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

- Conservative (10): Mr J A Davies (Chairman), Mr C P Smith (Vice-Chairman),  
Mr M J Angell, Mr M A C Balfour, Mr T Gates, Mr P J Homewood,  
Mr S C Manion, Mr R J Parry, Mr C Simkins and Mr J N Wedgbury
- UKIP (4) Mr M Baldock, Mr M Heale, Mr T L Shonk and Mr A Terry
- Labour (3) 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. 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 TH/14/0001 (KCC/TH/0384/2013) -Demolition of redundant library building for development of accommodation for individuals with mental health issues at former Newington Library, Ramsgate - KCC Adult Services (Pages 5 - 28)
2. Proposal DO/13/1114 (KCC/DO/0385/2013) - Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover - KCC Adult Services (Pages 29 - 52)

3. Proposal TW/14/0154 (KCC/TW/0018/2014) -extension and internal reconfiguration of existing school buildings providing two classrooms, provision of a stand-alone teaching accommodation block providing four classrooms & associated toilets, removal of existing modular classroom, and car park and access improvements including car parking provision within the village hall car park at Langton Green Primary School, Lampington Row, Langton Green, Tunbridge Wells - KCC Property and Infrastructure (Pages 53 - 84)

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

1. County matter applications (none)
2. County Council developments (Pages 85 - 88)
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

#### **F. OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT**

##### **EXEMPT ITEMS**

*(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)*

Peter Sass  
Head of Democratic Services  
(01622) 694002

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

Monday, 17 March 2014

**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**

**Demolition of redundant library building for development of accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

A report by Head of Planning Applications Group to Planning Applications Committee on 25 March 2014.

Application by Galliford Try Investments Ltd. and Kent County Council, Adult Services for the demolition of a redundant library building to be replaced with a development of 9 flats and support staff facilities to provide accommodation for individuals with mental health issues, at the former Newington Library site, Newington Road, Ramsgate – TH/14/1 (KCC/TH/0384/2013).

Recommendation: permission be granted subject to conditions.

**Local Member:** Mr Trevor Shonk & Mr Martyn Heale

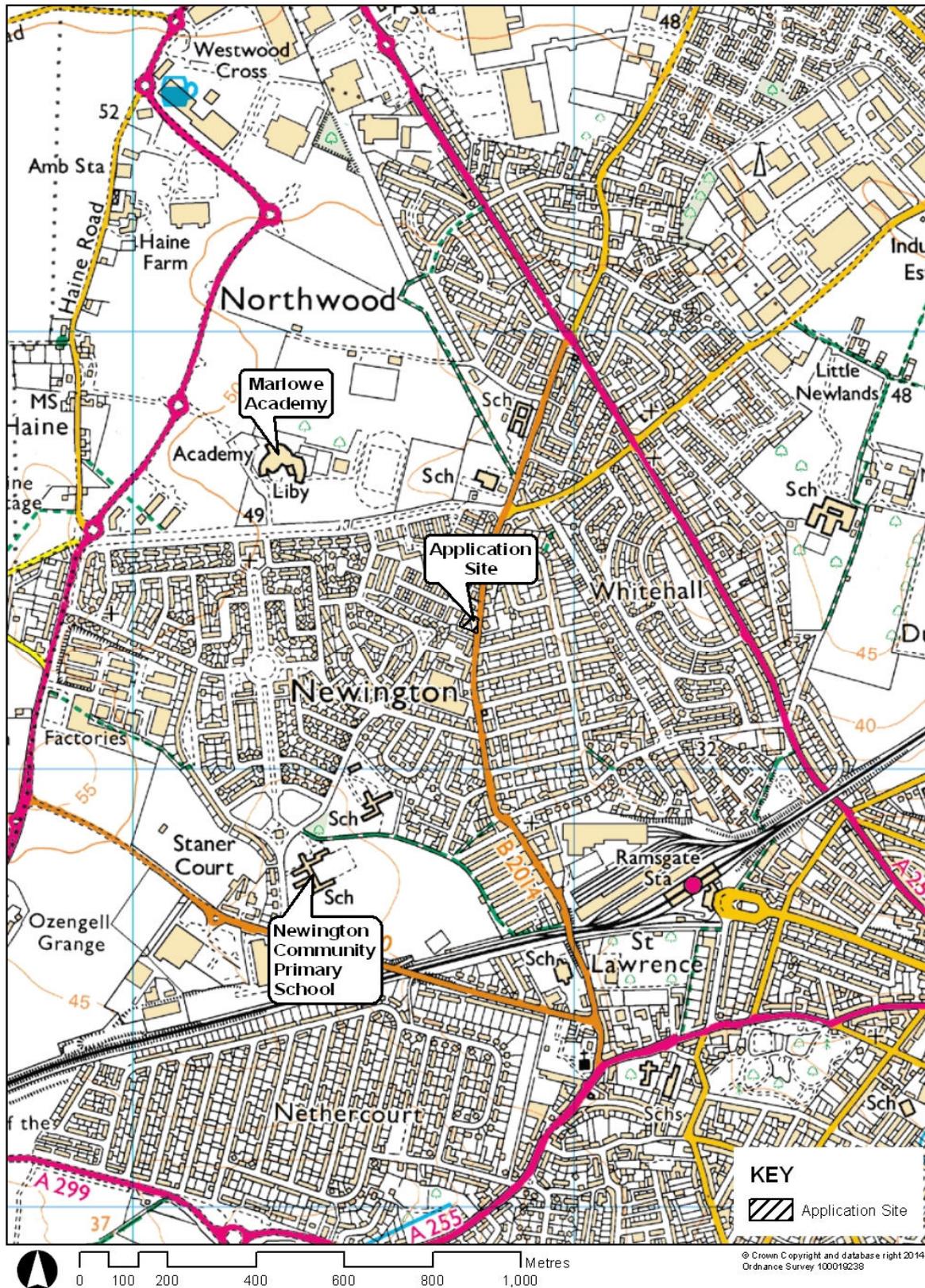
**Classification:** Unrestricted

**Site Description**

1. The former Newington Library site is located on the corner of Newington Road and Chichester Road on the B2014 between Northwood and St Lawrence, approximately 1.9km to the north west of Ramsgate Town Centre. The site is served by public transport with a bus stop located to the east of the site on Newington Road. The site currently comprises a redundant and closed library owned by Kent County Council, located centrally within the site, and hard surfaced areas to the remainder of the 0.13 hectare site. The Newington Library facility was re-located to the site of the Marlowe Academy, to the north-west of the application site and the former Newington Library site has not been used as a library facility for over 4 years. Since then, the building has been leased by Kent County Council for various community uses until recently. A Public Right of Way runs along the southern boundary of the site connecting to Newington Road.
2. The site is set in a residential area with surrounding properties being of two and three storey construction with a recently developed chalet-style dwelling located adjacent to the south west of the proposed application site. The existing library building is a typical 1960's building with a mix of flat and low monopitched roofs with face brick walls with areas of timber cladding. The site shares an access road with a three storey block of flats to the west of the site which is accessed from Chichester 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 (14).

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

**Wider Site Location Plan**

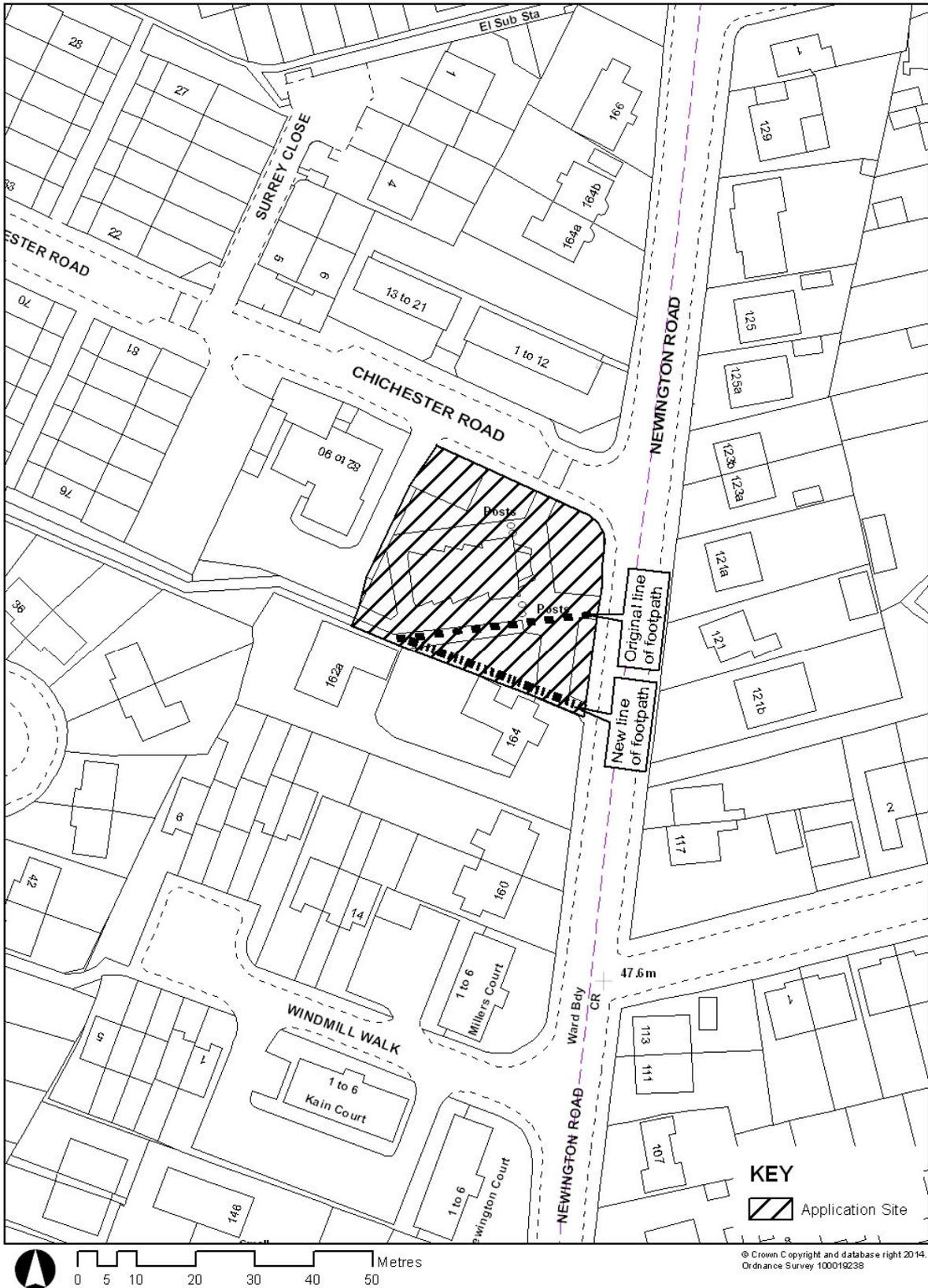


**Accommodation for individuals with mental health issues at former  
Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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**Site Location Plan**

**Item D1**  
**Accommodation for individuals with mental health issues at former**  
**Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**



**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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**Background**

4. The redevelopment of this site is proposed by Kent County Council Adult Services as part of their Excellent Homes for All programme. Kent County Council Adult Services is working in partnership with the Kent District Councils and a private sector partner Galliford Try Investments Ltd. This application is one of seven sites throughout Kent that are proposed to be redeveloped to provide housing for vulnerable people. This site would provide an assisted living facility for individuals with mental health issues. Five of the other sites across Kent would provide residential extra care living facilities for elderly people and one would provide move on accommodation for vulnerable adults.

**Relevant Planning History**

5. The site has an expired outline planning permission (planning reference TH/09/209 which was granted on 9 November 2009). That permission was for the development of 9 one-bed supported living apartments, together with residents' communal facilities and staff facilities. The outline application approved the principle of the demolition of the existing building and development of a part 2 storey, part 3 storey assisted living facility building for individuals with mental health issues.

**Proposal**

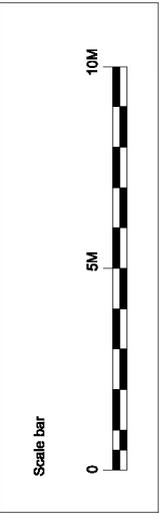
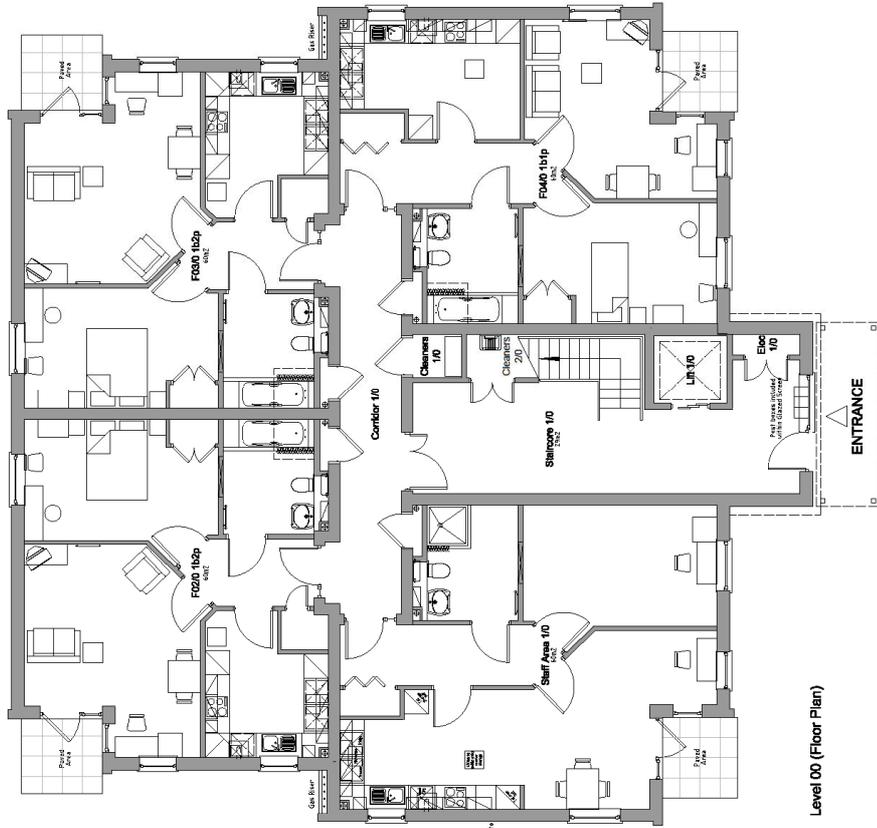
6. This application has been submitted on behalf of Kent County Council Adult Services, and proposes to demolish the existing former library building and create a development of 9 one-bed flats for individuals with mental health issues, including support staff facilities and the creation of new vehicle and pedestrian access arrangements and car parking.
7. The proposed building would be a part two storey, part three storey construction with a flat roof and overall floorspace of 861m<sup>2</sup>. The northern section of the building would be three storeys (9m) in height, reflecting the three storey residential developments to the north and west of the site and the southern section of the building would be two storeys (6m) in height, reflecting the two storey residential property and chalet-style dwelling located adjacent to the south of the site. The main entrance, to the north of the site would be located on Chichester Road.
8. The proposed building is of brickwork construction, with a flat roof, finished in contemporary materials including multi red/brown brickwork, ivory render, natural cedar cladding with white aluminium faced timber windows and aluminium coated canopy. The proposed use of a flat roof reflects the existing former library building which contains a proportion of flat roof. In addition, the flat roof would reduce the overall height of the building with the eaves level of the three storey building being 9.7m in height compared with a ridge height of 11m for two storeys with a pitched roof. The design of the building integrates Juliet balconies to 6 of the apartments and windows which have been located to minimise visual intrusion. The façades featuring the Juliet balconies have been stepped back to help to reduce the perceived scale of the development.

**Proposed Site Plan**



# Item D1 Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)

THIS DRAWING HAS BEEN PROVIDED BY ELECTRONIC MEANS. SHOULD THE LOCAL AUTHORITY REQUIRE A HARD COPY, PLEASE CONTACT THE PROJECT MANAGER. THE LOCAL AUTHORITY WILL BE RESPONSIBLE FOR THE PRODUCTION OF A HARD COPY. THE LOCAL AUTHORITY WILL BE RESPONSIBLE FOR THE PRODUCTION OF A HARD COPY. THE LOCAL AUTHORITY WILL BE RESPONSIBLE FOR THE PRODUCTION OF A HARD COPY.



**caifortseaden** construction & property consultants  
Calligraphy  
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15/08/21 12.01.10  
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K09/0439 (06)201  
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**PLANNING**

1. TO BE SUBMITTED TO THE LOCAL AUTHORITY FOR APPROVAL.  
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A1 SHEET

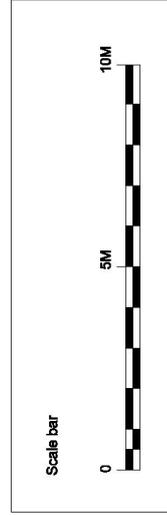
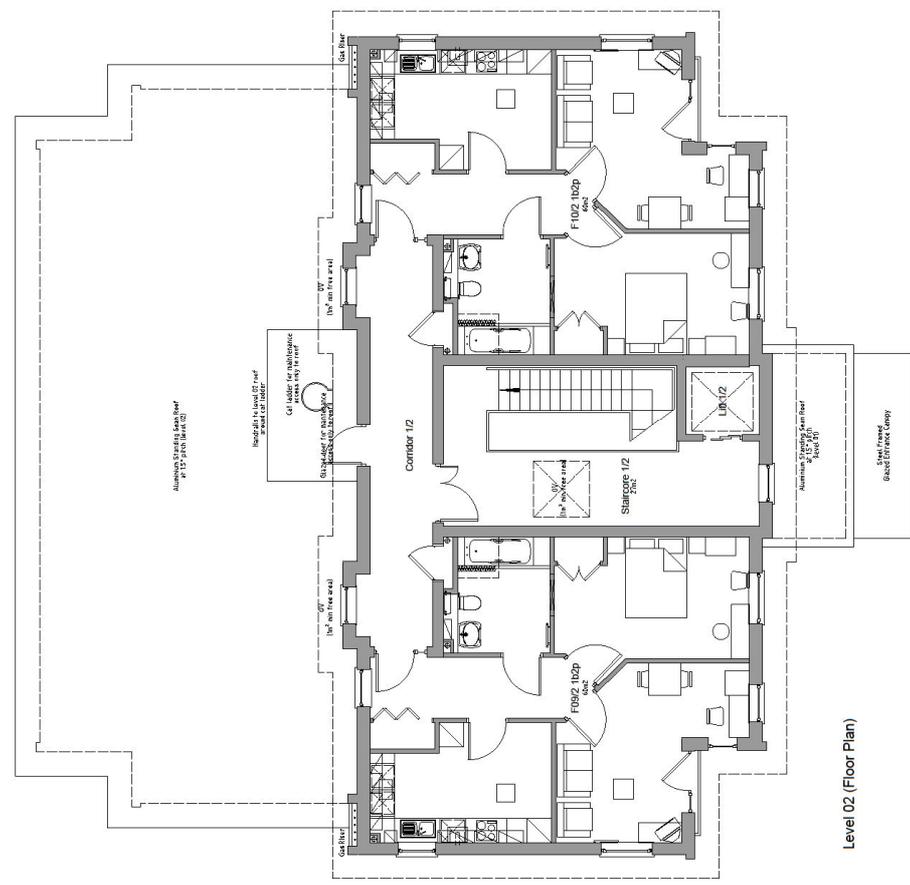


# Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)

## Proposed Second Floor Plan

THESE DRAWINGS HAVE BEEN PRODUCED BY ELECTRONIC MEANS. THE SCALE MEASUREMENTS BE TAKEN BY MEANS OTHER THAN ELECTRONIC (E.G. BY A PRINTED COPY). THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT IMMEDIATELY UPON COMMENCEMENT OF WORK. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS.

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**PLANNING**

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**calfordseaden**  
 construction & property consultants  
 Calfordseaden  
 Newington Library Site, Newington Road,  
 Ramsgate, Kent, TN11 9BA  
 Tel: 01843 811111  
 Email: info@calfordseaden.co.uk  
 www.calfordseaden.co.uk

Project No: K09/0459  
 Date: 05/03/14  
 Drawn by: DC  
 Checked by: CJA  
 Scale: 1:200



# Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)

## Proposed Planting Plan



DRAFT - FOR COMMENT

**calfordseaden**  
 construction property consultants  
 Newington Library  
 Planning Plan  
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 K09/04/39 (05)110  
 www.calfordseaden.co.uk

A1 SHEET

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

**Visual Representation of Proposal**

A3 SHEET

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 2. ENSURE THAT AN ADEQUATE ALLOWANCE (DEPENDANT ON THE STATED SCALE) IS MADE FOR THE INEVITABLE DISTORTIONS INTRODUCED BY PLOTTING/PRINTING AND COPYING PROCESSES.  
 3. MARKED CRITICAL DIMENSIONS ARE TO BE REGARDED AS HAVING PRECEDENCE OVER THE SCALED VALUES.



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**PLANNING**

**calfordseaden**  
 Client: GallifordTry  
 Project: Newington Library Site, Newington Road.  
 Title: CGI - Aerial View  
 Scale: NTS  
 Date: 24/01/11  
 Drawn By: RAG  
 Checked By: GPB  
 Project No: K09/0439  
 Drawing No: (06)150  
 Revision: A

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**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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9. The site would be accessed from Chichester Road, with a vehicle crossing in the footway to provide vehicular access to the car park. 7 car parking spaces are to be provided as part of the proposal, including a disabled space. The shared access route to the west of the site is to be retained to provide access to parking spaces along the north west of the site and to provide access for refuse and emergency vehicles. A cycle storage area is proposed to the west of the site. Pedestrian access to the site is also gained via Chichester Road.
10. In order for the development to take place, the public right of way running along the south of the site, will be re-aligned immediately along the southern boundary. (See the site location plan). The public right of way diversion order has already been approved by Kent County Council's Countryside Access Service and will come into force once the County Council confirms that the public footpath has been diverted in accordance with the details set out in the Public Footpath Diversion report.
11. The application documents state that the development would aim to achieve Code for Sustainable Homes Level 3 or BREEAM 'good' rating. The applicant has submitted a report assessing the feasibility for providing low carbon and renewable technologies. The use of photovoltaic systems has been deemed to be suitable for the proposed development and as a result, 15 no. photovoltaic panels have been incorporated on the north western side of the flat roof to the three storey element of the building.
12. The development has been designed with elements of Secured by Design in mind and the applicant states that they will apply for Level 1 and 2 Secured by Design accreditation. This incorporates certain standards of security into the design of a development, ensuring a well-designed environment that creates good natural surveillance over car parking areas and a secure and well-maintained access. 1200mm high railings would border the site boundary, creating a secure environment and providing some separation with the public footpath that will run along the south of the site.
13. The proposal includes the felling of one individual tree that is located in an open area to the north west of the site, which encroaches on the footprint of the proposed building. The Tree Survey report submitted by the applicant has classified this tree as having a 'low retention value'. The landscaping scheme that has been submitted as part of the application includes the planting of eight trees across the site as well as an extensive planting scheme incorporating native species and a communal garden space.

**Planning Policy Context**

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

In determining applications the NPPF states that local planning authorities should

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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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:

- the delivery of a wide choice of high quality homes to meet current and future needs of different groups in the community, including older people with provision reflecting local demand in terms of size, type, tenure and range of housing.
- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- development being located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and
- safe and suitable access to the site can be achieved for all people.

**(ii) Development Plan Policies**

The adopted 2006 **Thanet District Council Local Plan (Saved Policies)**:

- |                    |   |
|--------------------|---|
| <b>Policy H1</b>   | Residential development on non-allocated sites will be permitted only on previously developed land within built-up confines, unless specifically permitted by other Local Plan Policies   |
| <b>Policy H4</b>   | Requires all windfall sites to be assessed against set criteria, including location and accessibility, capacity of existing and potential infrastructure, and the physical and environmental constraints.   |
| <b>Policy H11</b>  | In considering proposals for non-self contained residential accommodation account will be taken of the likely effect of the building use on the character and amenity of the locality resulting from noise, disturbance and visual impact together with the adequate provision for car parking and dustbin storage/refuse collection. |
| <b>Policy TR12</b> | In new residential development, facilities for the secure parking and storage of cycles should be provided for.   |
| <b>Policy TR16</b> | Proposals for development will be expected to include satisfactory provision for the parking of vehicles (including service vehicles where appropriate).  |
| <b>Policy D1</b>   | All new development is required to provide high quality and inclusive design, sustainability, layout and materials.   |
| <b>Policy D2</b>   | Landscaping measures should be considered as part of any new development proposals.   |
| <b>Policy HE11</b> | Developers will be required to undertake archaeological assessments where required as part of the determination of new development proposals.   |

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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**Policy CF1** Planning permission will be granted for new community facilities if the proposals are not contrary to other Local Plan Policies and the community use and location are demonstrated as appropriate.

**Consultations**

15. **Thanet District Council** - raises no objection subject to the applicant being able to demonstrate that the proposal is in accordance with Policy CF1 of the Thanet District Local Plan (2006). This policy concerns the change of use of existing community facilities for non-community use and permission will only be granted if it can be demonstrated that there is no longer a sufficient need for facilities at this site for the retention of community use or adequate alternative accommodation can be provided for community use. Further information was provided by the applicant to address this policy and Thanet District Council withdrew its holding objection to this aspect of the proposal. Thanet District Council raises no objections on the design, layout and scale of the building.
16. **Kent County Council Highways and Transportation** - raises no objection to the proposed assisted living facility scheme, subject to the imposition of conditions covering the following aspects:
  - details of construction vehicle loading/unloading and turning facilities to be agreed prior to commencement of the development;
  - details of parking areas for construction vehicles to be agreed prior to commencement of the development;
  - details of wheel cleaning facilities to be approved prior to commencement of development;
  - permanent retention of vehicle parking spaces shown within the application prior to occupation of the building;
  - permanent retention of cycle parking facilities shown within the application prior to occupation of the building;
  - details of measures to prevent the discharge of surface water onto the highway;
  - Completion of the access shown on the submitted plans, including the necessary vehicle crossing in the footway, prior to occupation of the building.
17. **Environment Agency** - raises no objection and offers advice concerning drainage, pollution prevention, water conservation and construction/demolition waste matters
18. **Public Rights of Way** – notes that the Notice of Confirmation of the diversion of public footpath TR34 has been included in the application and state that the new alignment of the path should be carried out in accordance with the details included in the diversion report. General informatives are also required with regard to not obstructing or disturbing the use of the Right of Way and if temporary closure of the Right of Way is required an application should be submitted to the Public Rights of Way and Access Service 6 weeks prior to the required closure date.
19. **County Archaeologist** – raises no objection, subject to the imposition of a condition requiring the applicant to submit details of an archaeological watching brief prior to commencement of the development.

**Local Members**

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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20. The County Council Local Members Mr Trevor Shonk and Mr Martyn Heale were notified of the application on the 23 December 2013.

**Publicity**

21. The application was publicised by the posting of 2 site notices around the application site, a newspaper advertisement and the individual notification of 76 neighbouring properties.

**Representations**

22. I have received 9 letters/emails of representation, including one email of support and 8 letters/emails of objection to the proposal. The main points of objection are summarised as follows:-

Need and Use of the development

- This is the wrong location for the proposed development due to problems of crime and drug dealing in the area.
- The possible negative affect that the development would have on the local property market.
- Disappointment over the closure of the library facility and desire for a new library facility to be built on site.
- Concern regarding the practical and emotional support that the tenants would receive.
- View that the assisted living facility should have been located on the site of the former Newington Primary School in Melbourne Avenue as it would be a 'secure and shielded community' *[Note that the former Newington Primary School site is currently the subject of a planning application submitted by Kent County Council Adult Services for the development of an extra care building containing 49 apartments].*

Design and Scale

- Concern that the building line is set back too close to the footpath and not in keeping with the building line of surrounding properties.
- Development of a three storey building would not enhance the local area. Previous three storey developments have not been in keeping with surrounding development which is made up of two storey and single storey housing.
- The footprint of the proposed development is greater than the current surrounding buildings and the proximity of the development to a 2 storey building and a chalet bungalow immediately to the south of the site.
- The Juliet balconies are not in keeping with surrounding buildings and would appear out of character and be intrusive for neighbouring residents.
- Potential for overlooking resulting in concerns with privacy.

Access, Parking and Highway Safety

- The layout of the parking bays would not be very accessible.
- Visitors to the flats would experience difficulty with on street parking and also cause problems for local residents trying to park their vehicles.
- Concerns with refuse vehicle access/egress from the site.
- Concern with why this site was chosen due to the increasing number of accidents at the

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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Newington Road/Chichester Road junction.

Diverting the Public Right of Way

- Concern with the diversion of the path closer to 164 Newington Road and the potential for increased noise nuisance.
- View that the footpath should be re-routed to the west of the site joining up with Chichester Road rather than to the south of the site immediately adjacent to 164 and 162a Newington Road.

Landscaping and Green Space Issues

- Request that the individual tree to be removed on the site be retained.
- Request that details of landscaping within the boundary of a neighbouring property be omitted from the application documents as these trees are to be removed.
- Concern that the development will be encroaching on land designated as Green Wedge (Thanet Local Plan Policy CC5) [*Note that there is no area of Green Wedge within or close to the development site*].

Noise and Overshadowing

- The proximity of the development to neighbouring properties could lead to noise pollution.
- Light survey should be conducted with the three storey section of the building to the northern elevation of the site.

Crime, Anti-Social Behaviour and Security

- The anti-social behaviour in the surrounding area would not be conducive to providing a suitable environment for recovering mental health patients.
- Crime and social deprivation are relatively high in this area.
- Statistics show that Newington has the highest percentage of residents aged 0-18 with mental health illnesses and the use of this development would add to the concentration of people with mental health issues in the area.
- Lack of Police presence in Newington could be an issue if an incident was to occur with any of the residents living at the facility.
- Concern raised for the security of local residents and safety of the tenants occupying the building.

**Discussion**

Introduction

23. In considering this proposal regard must be had to Development Plan Policies outlined in paragraph 14 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 arising from consultation and publicity. The main issues to consider are whether the design and layout of this development is appropriate in this residential area, residential amenity concerns and the consideration of need.

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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24. This application is being reported for determination by Members of the Planning Applications Committee following the objections of neighbouring residents. In my view the key determining factors concern the need for the development and suitability of the location, including highway and safety considerations plus the impact upon residential amenity in terms of overlooking, noise and visual impact.
25. The Thanet Local Plan (2006) promotes high quality design, new residential development in town centre sites served well by public transport and the provision of appropriate levels of cycle and car parking facilities in Policies D1, H1, TR12 and TR16.
26. There is also a general presumption to encourage the establishment of new community facilities within Policy CF1. The application proposes to demolish a former library building and redevelop the site for residential use. Thanet District Council initially raised concerns that the application documents did not fully address Policy CF1 relating to the change of use of existing community facilities for non-community use. The District Council will only consider that a development is not contrary to Policy CF1 if it can be demonstrated that there is no longer a sufficient need for the facilities to warrant retention for community use or adequate alternative provision for community use can be provided. The applicant has since highlighted the need case for a development of this nature at this site and pointed out that the relocation of the library facility has been relocated to a much improved building nearby on the Marlowe Academy site. The County Council also proposes to provide community facilities at the nearby former Newington Primary School site including café, training rooms, exercise space, therapy room, assisted bathroom and small local shop, located at the proposed extra care facility. It should also be recognised that the proposed development has an element of community use in that it seeks to provide specialist accommodation for a vulnerable sector of the community.
27. As a result of the further information provided by the applicant, Thanet District Council are satisfied that Policy CF1 has been satisfactorily addressed and as a result have withdrawn their holding objection to the proposal. Under the circumstances, I consider that the proposed development is in accordance with general aims of Local Plan Policies.

**Design and Layout Aspects**

28. The proposed development is located in a residential area with three storey developments to the north and west of the application site, a two storey property to the south east of the site and a new chalet-style dwelling to the south west of the site. The building has been designed with a mixed storey element to reflect the scale of surrounding residential developments. The use of a flat roof in the design of the proposed building would help to reduce the overall scale of the three storey element. Concern has been raised by nearby residents who reside in properties to the south of the application site that the scale and mass of the proposed development is not in keeping with the surrounding area and that current three storey developments are out of character with the street scene. The principle of three storey development has been set with examples of three storey developments to the north and west of the application site, as well as the granting of the earlier outline planning consent. In my view, the scale and mass of the proposed development is not out of character with other buildings in the immediate vicinity. The height of the two storey element of the proposed building at 6m and three storey element at 9m would not in my view be overly imposing and the layout of three storey/two storey sections of the building would respect the scale of surrounding residential development.

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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29. Nearby residents have raised concerns about the proximity of the development to the boundary and potential for overshadowing to neighbouring properties. The potential loss of daylight that the three storey section of the building may cause for neighbouring properties to the north and west of the site is an issue of concern with nearby residents. The applicant has stated that the footprint of the building is not sufficiently large to have significant impact on surrounding residential properties. The height of this section would not be overly imposing to cause significant overshadowing impact.
30. The proposed layout and scale of the development should be considered to establish whether the development, as proposed, is acceptable in this location and is in keeping with the existing residential setting. I consider that the scale of the proposed building is acceptable and respects the character of surrounding development. In addition, the stepped back façade incorporated into the design of the building would help to reduce the perceived scale of the development. The footprint of the proposed development is similar to that approved at the outline planning application stage, and whilst that outline permission has now expired and this current planning application needs to be considered on its own planning merits, the earlier consent remains a material consideration.
31. Nearby residents have raised concerns that the use of Juliet balconies as part of the design of the proposed development are not in keeping with the surrounding residential buildings and would look out of character. There is also a concern that these balconies would increase the potential for overlooking. I am satisfied that the location of these balconies, and their inherent restricted access and therefore field of view, would not be overly intrusive upon the visual amenity of neighbouring properties, such as to warrant withholding planning permission. .

Overlooking

32. The proposed building has been designed to minimise the potential for overlooking. The closest properties to the proposed building are located to the south of the application site. Windows to the southern elevation of the proposed building have been kept to a minimum, reducing the opportunities for overlooking to occur from the southern elevation. The application documents show that the two storey section of the building to the south of the site is 12m and 9m in distance from No. 164 Newington Road. The proposed building is 12m from 162A Newington Road. The windows of two habitable rooms look towards the garden of 164 Newington Road but the progressively receding angle of the building would allow oblique views and the single storey element of No. 164 Newington Road does not have windows to the building's northern elevation, reducing possible overlooking impacts. The three storey section of the building to the north of the site is 22.9m in distance from the main entrance to the neighbouring property and 23.8m to the building façade with windows to habitable rooms.
33. Bearing in mind that the general guidelines for protecting privacy between neighbouring properties suggest 21m where the windows of habitable rooms directly face each other, and 11m where such windows face blank walls, I consider that the proposed layout adequately complies with these guidelines and that there is no justification for presuming against the development on privacy issues alone. Moreover, the proposed landscaping scheme would also help to soften and break up views of the development, by filtering direct lines of sight.

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Noise Nuisance

34. Noise nuisance generated from future residents of the proposed building and use of communal garden space is a point of concern for residents who reside in properties to the south of the application site. Windows to the southern elevation of the proposed building have been kept to a minimum and noise levels from open windows would not generate significant noise nuisance. The landscaping scheme and fencing to the boundary of the site would assist in reducing any possible noise impact from outdoor communal areas and the public right of way would provide separation distance from properties located to the south of the site. Nevertheless, there is no reason to assume that the occupants of the proposed development would be any more likely to create undue noise than any other neighbouring residents in this relatively densely settled neighbourhood.
35. The proposed building incorporates a lift for improved accessibility purposes for potential future residents. Concern has been raised that the lift which is located centrally within the building may also have the potential to generate noise nuisance. In my view, it is highly unlikely that the occasional operation of this internal lift would generate substantial noise nuisance over and above background noise levels, including existing road traffic noise.
36. Overall, I do not consider that there is likely to be any significant negative impact to neighbouring properties as a result of visual intrusion, noise disturbance, loss of light or invasion of privacy. The landscaping scheme would also help to mitigate the visual impact the development may have on the surrounding local area and the potential for unacceptable levels of overlooking occurring.

Access and Highway Safety

37. Kent County Council Highways and Transportation has been consulted on the proposal and has raised no objection on highways grounds. Kent Vehicle Parking Standards advise that one parking space per one bedroom dwelling is deemed to be acceptable. With this proposal 7 parking spaces are proposed for 9 flats. The applicant has advised that given the nature of the potential residents they are unlikely to own a car and any vehicle parking arrangements would mostly be used by staff/visitors attending the site. In the light of this information, KCC Highways & Transportation has raised no objection to this level and arrangement of car parking.
38. Local residents have also raised concern regarding the perceived increasing number of accidents at the Newington Road/Chichester Road junction, and the highway safety implications that the proposed development would have through the contribution of additional traffic on the local road network. KCC Highways & Transportation has not raised any objection to the proposal on highway safety grounds and the proposed vehicular access to the site, using a vehicular crossover and shared access road, and has taken existing road and junction capacity, and crash records, into consideration in making such a judgement. In essence, this is a normal suburban road network with quite typical levels of traffic, and there is no reason to presume against the development on road safety grounds alone.
39. Concerns were raised by local residents regarding the refuse removal arrangements on the site, given the fact that the refuse vehicle tracking plan submitted as part of the application documents, indicates that the refuse vehicle would have to make use of a

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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lay-by adjacent to the proposed development site. However, local residents argued that this lay-by is usually used to park their vehicles. KCC Highways & Transportation has stated that *'as the refuse vehicle only makes limited visits to the site and the lay-by is unlikely to be fully parked all the time, there is likely to be sufficient room for the turning manoeuvre. If necessary the refuse vehicle can use the existing turning area at the end of Chichester Road and park on Chichester Road for the likely short period needed to collect the refuse.'* Furthermore, the proposed refuse arrangements do not differ from the existing arrangement for collecting refuse from the existing block of flats to the west of the proposed development site which shares an access route.

40. Taking the professional advice received from KCC Highways & Transportation into account, and subject to the imposition of conditions covering provision of car parking and cycle parking prior to occupation, details of site compound and access arrangements, a management plan for construction traffic, details of surface water discharge prevention measures and vehicle access arrangements, I would consider the proposal acceptable in highway terms.

#### Public Right of Way

41. The applicant has applied to the County Council's Countryside Access Service for the Public Right of Way to be re-aligned in order to accommodate the footprint of the proposed building. Concerns have been raised by nearby residents regarding the diversion of the Public Right of Way on the grounds that it currently attracts individuals who display anti-social behaviour, and the re-alignment of this footpath closer to residential properties, adjacent to the south of the site could possibly increase noise nuisance for nearby residents. Members should note that the PROW diversion order has already been approved by KCC's Countryside Access Service and will come into force once the County Council confirms that the public footpath has been diverted in accordance with the details set out in the Public Footpath Diversion report. The Public Rights of Way Officer has considered that the diversion of the Public Footpath would not have a negative effect on public rights and enjoyment of the highway and the new route would run in close proximity to the existing route, terminating on Newington Road. If planning permission is gained, a condition requiring the footpath diversion to be carried out in accordance with the details included in the Public Right of Way diversion report would be stipulated. Under the circumstances, I do not consider that the impacts of the changes to the Public Right of Way are of material significance in this particular case.

#### Security and Wellbeing

42. Concern has been raised by local residents regarding the security of the site and whether the location is acceptable for housing vulnerable people due to the perceived high crime rates in the local area and the possible threat this may pose to potential future residents. The applicant has advised that security features including video lined door entry, Secure By Design (SBD) approved front entrance doors to the individual flats, SBD fencing which encloses the boundary of the site with 1200mm high railings and vandal resistant materials would be built into the design of the development. In addition, the proposal has been discussed with Kent Police Secured By Design officers who have endorsed the scheme. The applicant intends to apply for Level 1 and 2 Secured By Design accreditation.
43. Furthermore, local residents have raised concerns regarding the potential future residents of the proposed apartments and their potential safety within the community

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due to the perceived high rate of crime and anti-social behaviour in the area. As part of this proposal support staff would be located on-site to provide assistance to any future residents. To address these concerns, the applicant has provided the following statement in response to the concerns raised by local residents regarding the future residents of the proposed apartments:

*'The proposed development will be part of the NHS East Kent Mental Health Redesign process, which will see the development of an additional 33 units of supported accommodation across the East Kent area. These 9 units will be for local people who will be experiencing mental health issues.*

*Individuals living in these units will have their own dedicated support. This will be from professional workers such as Community Psychiatric Nurses, Social Workers, Occupational health therapists as well as support workers who will offer daily input to meet individual need. This support will be an extension of the Thanet Horizons project, which has capacity to support this new service.*

*All the 9 service users will have a vigorous risk assessment to ensure that they do not pose a risk to themselves or others and are capable of living in this type of environment, and are able to participate in local vocational resources. It is anticipated that these service users will be able to fully participate in the local community, which will assist in promoting their recovery.*

*The Thanet District Local Authority Housing Strategy and Homelessness strategy identify the need for additional supported accommodation units for people with mental health problems.'*

44. I am satisfied that the applicant has provided sufficient information to demonstrate that through the design and management of the scheme, the proposal would not pose a significant threat to the safety of future potential residents and the local community.

#### Landscaping

45. As part of the proposals, one tree is to be felled within the grounds of the development site. As previously stated, this tree is classified as being of 'low retention value'. A local resident has expressed concern that the tree would be removed as part of the proposal. The removal of the tree is required as it encroaches on the footprint of the proposed development. Additional tree planting on the site is proposed as part of the landscaping scheme which indicates the provision of 8 trees of native species to be planted around the site.
46. The residents of 162A Newington Road have indicated that they intend to remove the belt of trees, immediately to the south west of the site, within the grounds of their property as they have been damaged by inclement weather. Although the removal of these damaged trees would open up views towards the apartments, the proposed planting scheme submitted by the applicant indicates, in my view, sufficient levels of planting to reduce the potential impact to visual amenity.
47. I consider that the submitted landscape scheme would provide sufficient replacement tree and shrub planting to mitigate the loss of the tree which is to be removed. The landscape scheme would help to screen the proposed apartments with planting of trees and shrubs to the southern and western boundaries of the site which are adjacent to residential properties.

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Archaeology

48. The County Archaeologist has suggested that previous archaeological investigation at the site indicated a moderate to high level of archaeological activity. Therefore it is possible that proposed development works may disturb archaeological remains. Consequently, a condition requesting an archaeological watching brief should be imposed on any planning permission. In my view, this approach is appropriate and proportionate to the development being proposed and is also in accordance with Policy HE11 of the adopted Local Plan.

Need

49. Consideration must be given to the need for the proposed development due to the material planning objections that have been raised. Additional information has been provided by the applicant to address the need for the development (see paragraph 40 above). In particular, the development is required to improve the County Council's provision of assisted living accommodation for people with mental health issues in the local area.

**Conclusion**

50. Concerns have been raised regarding the impact of the proposed development on various aspects as set out above including residential amenity, design aspects and parking 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, including those that seek to protect the landscape and the local amenity. In addition, the development is in accordance with the principles of the National Planning Policy Framework and is in my view sustainable 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**

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

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- a programme of archaeological work;
- no tree removal to take place during the bird breeding season;
- 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;
- details of construction vehicle loading/unloading and turning facilities to be agreed prior to commencement of the development;
- details of parking areas for construction vehicles to be agreed prior to commencement of the development;
- details of measures to be taken to prevent the deposit of mud and debris on the

**Accommodation for individuals with mental health issues at former Newington Library, Ramsgate – TH/14/1 (KCC/TH/0384/2013)**

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- public highway to be approved prior to commencement of the development;
- permanent retention of vehicle parking spaces shown within the application prior to occupation of the building;
- permanent retention of cycle parking facilities shown within the application prior to occupation of the building;
- details of measures to prevent the discharge of surface water onto the highway;
- completion of the access shown on the submitted plans, including the necessary vehicle crossing in the footway, prior to occupation of the building.
- details of materials

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

- the recommendation that the weatherboarding present at the back of the former library building be dismantled by hand prior to the full demolition of the building due to the (limited) potential for roosting bats.
- the advice offered by the Environment Agency concerning drainage, pollution prevention measures, water conservation and construction and demolition waste disposal.
- the applicant's attention is drawn to the letter from Public Rights of Way which contains general informatives with regard to works adjacent to and/or on a Public Right of Way. It is also advised that 'the granting of planning permission confers on the developer no other permission or consent or right to close or divert any Public Right of Way at any time without the express permission of the Highways Authority'.

Case officer – Hardeep Hunjan
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Background documents - See section heading
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**Item D2****Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – DO/13/1114 (KCC/DO/0385/2013)**

A report by Head of Planning Applications Group to Planning Applications Committee on 25 March 2014.

Outline planning application by Kent Adult Social Services for demolition of existing building and the construction of an extra care building of 1, 2 and 3 storeys, containing 40 flats and associated communal and community facilities at Cornfields Residential Care Centre, Cranleigh Drive, Whitfield, Dover – (Ref: DO/13/1114 and KCC/DO/0385/2013).

Recommendation: Permission be granted subject to conditions.

Local Member(s): Mr. G. Lymer

Classification: Unrestricted

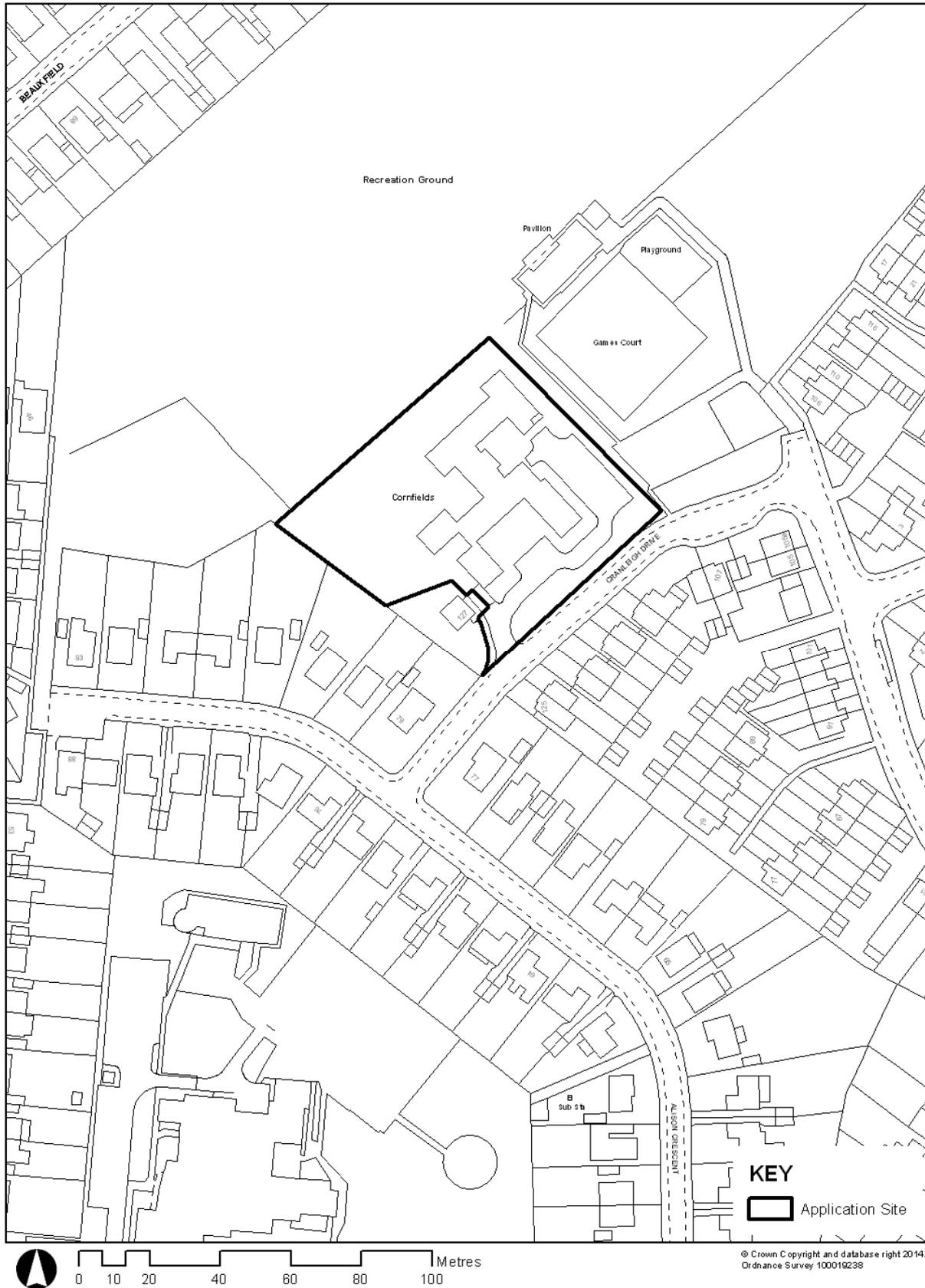
**Site**

1. The application site known as Cornfields is an existing residential care home located off Cranleigh Drive in Whitfield, approximately 3 miles north of the centre of Dover. The site is located in a predominantly residential area to the south east (Cranleigh Drive) and south west (Alison Crescent) and open fields to the north east and north west. The residential developments around are generally two storey private houses but there are some bungalows immediately to the south west of the site. There is a two storey house at the site entrance (No 127 Cranleigh Drive), which previously belonged to the site but is now in private ownership, and which shares the existing vehicular access facilities. The site is currently unoccupied and therefore the building is vacant but when the residential care home was open it was registered to provide care for 28 older persons. The vacant building is a single storey at the front and the remaining section of the building being two storeys in height with a pitched roof. The area of the site is approximately 0.49 of a hectare.
2. The site is flat and generally open with a substantial belt of trees to the perimeter, predominantly to the north west. These trees are to remain unaffected in the development. The current vehicular entrance is off Cranleigh Drive. This shared access leads to a parking and delivery area, located in front of the existing building. The site has good access to public transport. Cranleigh Drive is a bus route and a bus stop is located immediately outside the entrance to the site. Services to the centre of Whitfield, Deal and Dover can be accessed from this location.

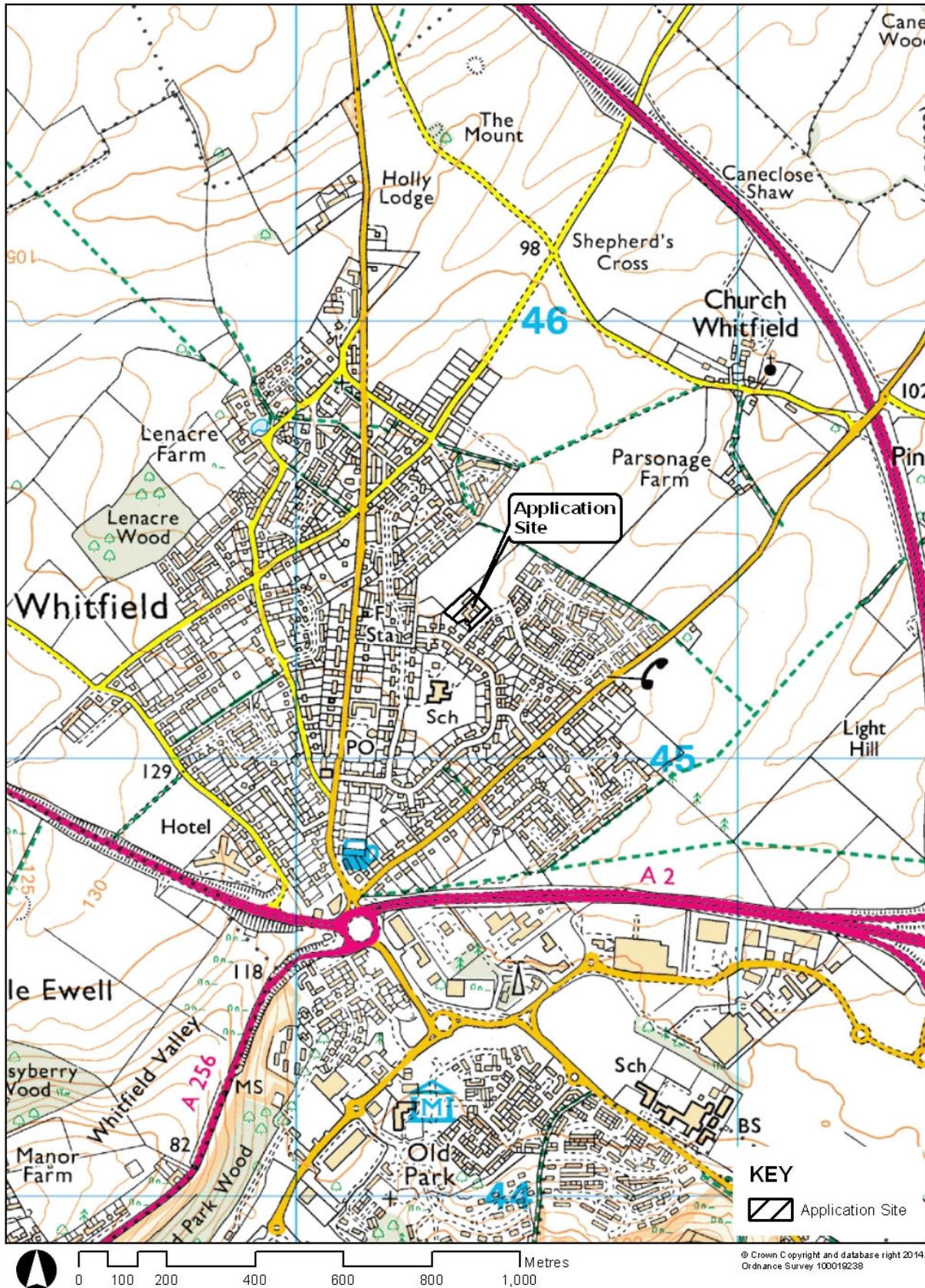
**Background/Relevant Planning History**

3. The redevelopment of the site is proposed by Kent County Council as part of their Excellent Homes For All programme, for which they are working with partners to provide supported housing. The Council's partners are Ashford Borough Council, Dartford Borough Council, Dover District Council, Thanet District Council and Tunbridge Wells Borough Council. This site, Cornfields, is one of seven sites throughout Kent to provide adequate housing which have been identified as a priority both within local Housing and Social Services Strategies. Kent County Council Adult Services submitted seven planning applications for the redevelopment of the various sites to the County Planning Authority at the end of 2013.

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**



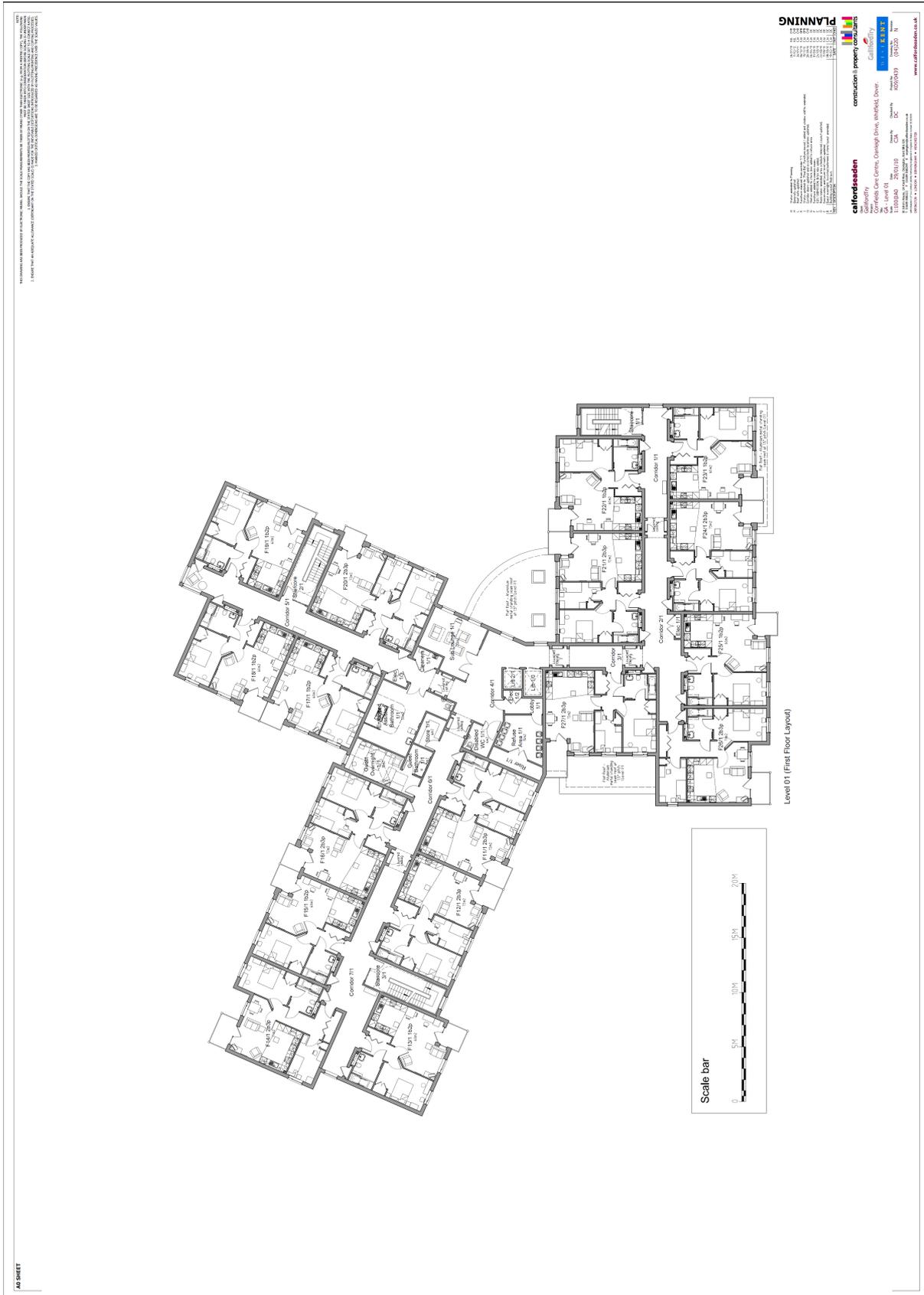
Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114





**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

**First floor**









**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

**A1 SHEET**

**PLANNING**

**calfordseaden**  
 Construction Property Consultants  
 Callfordseaden  
 Cornfields Care Centre, Cranleigh Drive, Whitfield, Dover  
 Proposed Site Sections  
 1:200 @ A1 14/02/14 PCP  
 Checked By: GPB  
 Drawn By: K130871  
 (09)1102  
 www.callfordseaden.co.uk

**Ariel view**

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D2.9

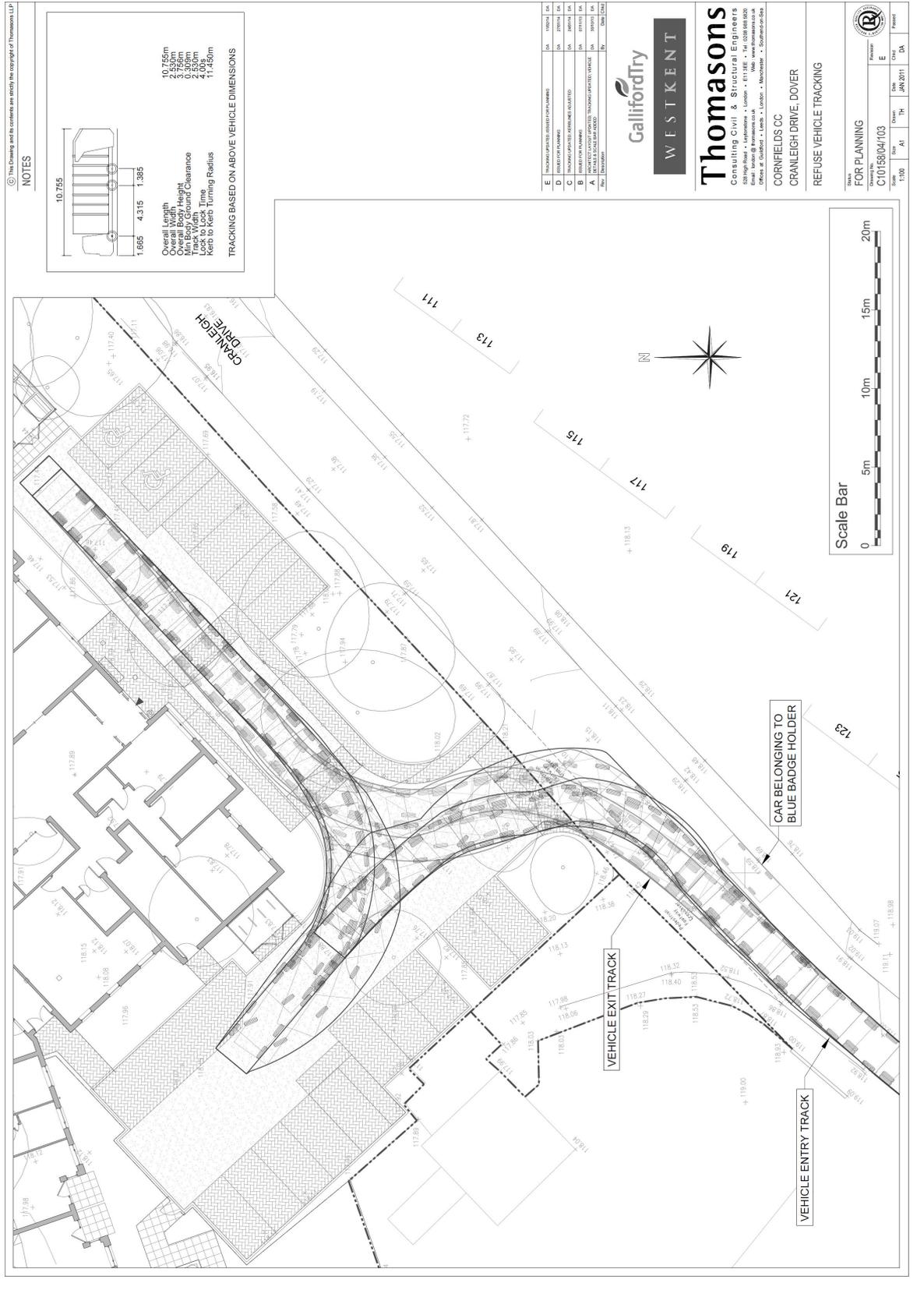
**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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**Refuse vehicle tracing**

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**



**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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4. A previous outline planning application for the redevelopment of the Cornfields site for this proposed use was submitted in 2009. This application also proposed 40 apartments with a mixture of 20 one-bed and 20 two-bed apartments. That outline application was also part of a County wide Extra care Housing scheme and six of the applications referred to above are on sites which were the subject to previous outline applications. The outline planning application for Cornfields (DO/09/477 and KCC/08/TEMP/0060) was considered by Members at the Planning Applications Committee on 11 May 2010, and outline planning permission was subsequently granted. That permission expired in May 2013, but remains a material consideration for subsequent applications. Whilst the site is currently unoccupied, the principle of the use of the site is already established and not an issue for consideration.
5. The previous outline planning application reserved out full details of appearance, scale and landscaping for later consideration, but approved the principle of replacing the existing accommodation on site with a two and three storey building containing 40 apartments and communal spaces. Although the previous application was an outline application, the proposed layout of the site was submitted for consideration and subsequently approved. The application before us today, however is not a reserved matter related to the outline consent (expired), but is a full detailed planning application to be considered afresh, although the existence of the earlier outline consent remains a material consideration. Moreover, the current applicant has proposed a building with a broadly similar footprint to that previously approved.

**Proposal**

6. This application has been submitted by Kent County Council Adult Services and seeks full planning permission for the demolition of the existing one and two storey care home with pitched roof, and the construction of an extra care building of one, two and three storeys, containing 40 flats and associated communal and community facilities. The applicant advises that the new accommodation is required in response to changing needs. The aim for The Excellent Homes for All Programme is to provide elderly people with extra care, as their needs require, whilst allowing independent living in apartments providing a mix of living accommodation with full facilities. Apartments would be self-contained and designed to avoid an institutional appearance, given that the new development would differ from the previous development in that it would be a collection of individual living units, with some communal facilities, rather than the traditional model of rows of bedrooms along institutional corridors.
7. A total of 40 apartments are proposed, including 20 one bedroom and 20 two bedroom, in addition to communal facilities such as a lounge, dining room, kitchen, cinema room, activities room, exercise/therapy room, hairdresser/treatment room, laundry, some accommodation for overnight staff, residents' communal areas and staff facilities. The proposed accommodation would be spread across an irregular shaped building, with part of it being one and two storeys in height but most of the building being three storeys with a flat roof. The applicant advises that the proposed layout of the building has been informed by the existing trees on the site and the need to retain as many trees as possible to the site boundaries and thereby provide effective screening. In addition the layout of the built form on site is generally in accordance with the 2009 outline planning permission.
8. The previous outline planning permission established areas of three storey development with areas of two storey at the edge of the building, nearest the existing residential

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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properties in Alison Crescent and Cranleigh Drive. This proposal is therefore for a small element of part one storey, some part two storey and the majority of part three storey building, located within the site to reduce the proximity of the building upon the existing neighbouring properties. The combination of one, two and three storey development has the effect of reducing the building footprint and thereby increasing the distance from neighbouring properties and provides a reasonable area of garden space and tree retention around the site boundary. The building would be two storeys in height where flanking properties to the southwest of the site, which is made up of bungalow properties. This is the same principle that was discussed during the previous outline planning application, as a means of reducing the concerns of the residents in Alison Crescent over the scale of the proposed new building. Three storeys have been proposed toward the north west and north east boundaries abutting the recreation ground where it is considered to be less intrusive to the neighbouring properties.

9. In order to contain the building in height restrictions of the previous outline planning permission, a flat roof is proposed to reduce the overall scale. A pitched roof, as agreed in the outline permission, would result in the building scaling 13 metres at its highest point, compared with the proposed flat roof three storey height of 9.7 metres of this planning application. Thereby a flat roof has been proposed to reduce the perceived height and scale of the new development.
10. The applicant advises that the design of the proposed building seeks to use materials which are found in the local area but in a modern way providing the new building with its own identity. The principal elevations promote weather boarding, light coloured render and red brickwork, all common with materials to be found in the village centre. The façade features apartments with private balconies accessed through a door from the main living room. The front façade has been stepped and articulated in height in order to reduce the perceived scale of the development.
11. Retention of the existing trees assists this aim, as well as softening views into and out from the site. Additional tree planting will be part of the proposal, replacing some of the poor quality trees, which would need to be removed for building to take place. Externally the grounds would accommodate amenity space and gardens specifically designed for the user group. Landscaping proposals would include enhancement of the site for the benefit of the residents and the wider context of the area. Spaces around the building provide areas of garden with adequate separation from neighbouring residential properties. The gardens are designed for easy access by residents providing sensory gardens, raised beds, working vegetable gardens with a greenhouse and a variety of seating areas for enjoyment throughout the day.
12. The planning application also proposes to provide a new, separate entrance off Cranleigh Drive rather than continuing with the existing entrance shared with no. 127 Cranleigh Drive. This will prevent confusion and congestion with the vehicle parking of the private resident of this property. 16 car parking spaces are proposed including three disabled parking spaces. A drop off point and turning area (able to accommodate 10.7 metre long refuse vehicle) would be provided adjacent to the building entrance, and there is space within the site for an ambulance/minibus/delivery vehicle to stop and off-load. In addition residents would have access to a buggy store for up to six motorised buggies and their recharging requirements, which is proposed to be located adjacent to the main entrance. Cycle parking is also being provided.
13. The development has been designed to meet Code for Sustainable Homes Level 3. As such the building have been assessed on 9 levels, including energy, water, materials, surface water, waste, pollution and ecology. Building orientation, building envelope,

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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design, insulation, air tightness and low energy lighting and appliances have all been considered and incorporated into the design.

**Planning Policy**

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

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

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

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

- the delivery of a wide choice of high quality homes to meet current and future needs of different groups in the community, including older people with provision reflecting local demand in terms of size, type, tenure and range of housing.
- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- development being located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; and
- safe and suitable access to the site can be achieved for all people.

- (ii) **Dover District Council Core Strategy** (adopted February 2010).

**Policy CP1** Requires for the location and scale of new development to comply with the Settlement Hierarchy.

**Policy CP4** States that the residential developments of 10 dwellings or more, an appropriate housing mix and design in accordance with the Strategic Housing Market Assessment will be required.

**Policy CP5** Requires for new residential developments to meet Code for Sustainable Homes Level 3 or above.

**Policy CP11** Allocates the site to the west, north and east of Whitfield for managed expansion comprising at least 5,700 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices and eating and drinking establishments.

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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**Policy DM1** Promotes development for a range of uses within the urban boundaries of towns and villages within the District.

**Policy DM11** Relates to the provision of new development and subsequent travel requirements. It promotes those developments that are located and designed to maximise

**Policy DM12** States that the access arrangements of the development proposals will be assessed with regard to the highway network set out in the Local Transport Plan for Kent.

**Policy DM13** Requires for the provision of parking to be a design-led process based upon the characteristics of the site, the locality, the nature of the proposed development and its design objectives.

**Policy DM25** Promotes the retention of public open space.

**Consultations****15. Dover District Council – raises no objection.**

**Whitfield Parish Council** – fully **supports** the redevelopment of the site, both as a local authority and neighbour. However, the Council echoes residents' concerns regarding insufficient parking allocation in an area where it is already a challenge to park.

**Kent County Council Highways and Transportation** – raises **no objection** and notes that the proposal is unlikely to generate a significant increase in vehicle movements compared to the existing permitted use as a care home on the site. The amount of car and cycle parking proposed is also acceptable. However the following amendments are required:

- The access and turning areas are needed to accommodate a minimum 10.7 metre long refuse vehicle. In addition the vehicle tracking needs to take into account of the existing on street parking that takes place opposite the site and limits the width of the road available at the access. The layout should be amended accordingly.
- It appears that the proposed access and existing access to no. 127 Cranleigh Drive will be vehicle crossovers rather than the bell mouth arrangement on site at present. This is acceptable but it should be made clear on the drawing that this is the intention and that the existing bell mouth is to be removed.
- End parking spaces abutting soft landscaping or boundary treatment should be widened to 2.7 metres.

Upon receiving the revised drawing showing the revised tracking for a 10.7 metre refuse vehicle and the requirement to avoid the parked vehicles opposite, and especially taking into account a vehicle parked outside no. 123 Cranleigh Drive, the Highways Officer was satisfied with the revised refuse vehicle tracking.

**Kent County Archaeologist** – raises **no objection**, subject to the imposition of a condition requiring the implementation of a programme of archaeological work.

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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**Kent County Landscape Officer** - raises **no objection**, subject to the following conditions;

- Provision of a Method Statement (AMS) explaining how the demolition will be carried out with regard to the retained trees.
- Submission of a scaled Tree Protection Plan (TPP) to be submitted and approved by the County Planning Authority, before any works, including demolition, begin.

**Kent County Ecologist Officer** – raises **no objection**, subject to the imposition of conditions covering a survey of roosting bats to be undertaken between May and August and if required, a detailed mitigation strategy to be submitted for comment, and that the mitigation detailed within the breeding birds Mitigation, Enhancement and Ecology Management Strategy must be implemented accordingly.

**Environment Agency** – raises **no objection**.

**Local Member**

16. The local County Member, Mr Lymer was notified of the application on 23 December 2103.

**Publicity**

17. The application was advertised by the posting of a site notice and the individual notification of 63 neighbouring properties.

**Representations**

18. Representations to the application have been received from the residents of 9 nearby properties. The main planning reasons for objection can be summarised as follows:

Design and Layout

- a. Object to a 3 storey building in an area of 2 storey houses and bungalows.
- b. The development is not going to fit in with the surrounding buildings and will look out of place.
- c. The development is oversized for the site and has not been designed to enhance the area but to maximise profits at the expense of not only the local residents but the end user.
- d. The storeys do seem much higher than what is already there.
- e. Lack of external communal space for residents on the site due to the over development.
- f. The planting schedule does not adequately address privacy issues due to the additional storey.
- g. The external garden area is not sufficient to the ratio of residents, staff, visitors and forces residents off the site.

Residential Amenity

- h. The building will overlook all the other houses in the area, with overlooking from the balconies.

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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- i. The proposed additional level of living accommodation will cause overlooking into residential properties
- j. People occupying the upper floors will not only be able to see into my garden but also be able to see right into my property through the French doors. This is an infringement on our privacy.

**Parking and Access**

- k. There is not adequate parking space being provided, with a distinct lack of spaces available for 40 flats.
- l. The current development has 28 flats and approximately 20 parking spaces.
- m. No consideration has been made in relation to visitors or staff coming to this site.
- n. The shortfall in parking will inevitably push the additional vehicles into the surrounding narrow roads where parking spaces are already a premium, and there is not enough space on the road outside for the oversubscribed cars for the potential residents.
- o. There is a high level of existing parking in the locality
- p. The existing estate roads are narrow and not designed for buses.
- q. Currently in the evenings and weekends these roads are already heavily congested.
- r. Concern that the bus might stop running if it was unable to manoeuvre around the parked cars.
- s. Larger vehicles and buses often have to use the footway as a means of negotiating the road.
- t. The tracking for refuse vehicles shows that it requires both sides of Cranleigh Drive to complete the manoeuvre.
- u. Any large vehicle wishing to access the site will not be able to do so as I have a disabled blue badge and park directly outside my house (no. 123 Cranleigh Drive).
- v. (A Social Worker for no. 123 Cranleigh Drive) has raised concern about one family's need to park out on the road due to their disabled son and concern is that these plans will prevent them from doing so.
- w. The current access to Cornfields is regularly used as a passing place to allow traffic to pass.
- x. Additional vehicle movements in and out of the site will put children's safety at risk, particularly given the development is within 500m metres from the local primary school and is adjacent to the village playing field.
- y. Most of the existing people who live in this road, park outside their own homes, all on one side to allow the buses, etc. to get through.
- z. The current architect's drawing clearly shows double yellow lines along Cranleigh Drive [*Note since corrected*].

**Discussion**

19. In considering this proposal regard must be had to Development Plan Policies outlined in paragraph 14 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 this proposal needs to be considered in the context of Development Plan Policies, Government Guidance,

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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including the National Planning Policy Framework (NPPF) and other material planning considerations arising from consultation and publicity. In summary, the relevant planning policies, as well as strongly supporting provision of high quality homes, promote sustainable development, seek a high standard of design, have regard to local context, the amenity of nearby properties and the surrounding area, seek to protect playing field land and require adequate access and parking.

20. This application has been reported for determination by the Planning Applications Committee following the receipt of objections from local representations. The main issues relating to this application are scale/massing/design, residential amenity, access and car parking provision.

**Scale/Massing/Design**

21. The application proposes the demolition of the existing residential care building which accommodated 28 older people and is planned to be replaced with the new extra care development. The proposed new building is designed to accommodate a total of 40 apartments, 20 one bed and 20 two bed apartments and a range of communal facilities such as a lounge, dining room, kitchen, cinema room, activities room, exercise/therapy room, hairdresser/treatment room, laundry, some accommodation for overnight staff, resident's communal areas and staff facilities. To spread the proposed layout of the new building across the site would have significant implications for visual amenity in the street scene, neighbouring residential amenity and the amenity of the residents themselves because of the lack of outdoor space. The applicant has therefore proposed a combination of one, two and three storey development to reduce the building footprint, increase the distances from neighbouring properties and provide a reasonable area of garden and tree retention around the site borders as well as car parking and turning facilities. Notwithstanding the wider amenity issues discussed further below, I consider the site layout is a satisfactory design solution, given the constraints and surrounding development
22. However the implied height of the proposed building has provoked some objections on the basis of it being out of character with the surroundings and potentially detrimental to neighbouring properties. Some objectors seem to have an aversion in principle to the notion of a three-storey development, primarily on the basis of the visual appearance and potential overlooking. In terms of visual appearance, the houses surrounding the site are currently a mixture of bungalows to the south west and two storey houses to the south east, with a general suburban domestic character. Whilst compatibility with neighbouring properties is an important consideration, it is the comparative height of the building, which largely determines whether a juxtaposition of varying storeys would be acceptable. The principle of having a three storey building was established during the outline planning application stage, although this planning permission has now lapsed.
23. In order to contain the building in height terms a flat roof is proposed to reduce the overall scale. A pitched roof, as agreed by the previous outline permission, would result in a building with a central ridge being greater in height than the flat roof proposed in this planning application. The three storey pitched roof granted at outline permission would have given a building measuring 13 metres, compared with the proposed flat roof three storey height of 9.7 metres. Overall the height of the new building would only be 1 metre higher than the current disused building on this site. Therefore a flat roof is proposed to reduce the perceived height and scale of the new development.
24. This proposal is a mixture of part one, two and three storey building, located in the site to reduce the proximity of existing neighbouring buildings, Thereby removing any

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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negative effect on neighbouring residential amenity both for dwellings and the street scene. The combination of mainly two and three storey development has the effect of reducing the building footprint and thereby increasing the distance from neighbouring properties and provide a reasonable area of garden space and tree retention around the site boundaries.

25. Privacy issues are discussed below, but given that the 3 storey element is physically and visually distanced from neighbouring properties I do not consider that that aspect is unacceptable on design grounds.

**Residential Amenity**

26. This planning application has attracted a number of objections from neighbouring properties concerned about the redevelopment of the site and the potential impacts on their amenity and the wider impacts of the locality. Chief issues for concern in planning terms include a loss of privacy, overlooking and visual intrusion and impacts upon local roads and neighbouring parking arrangements.
27. Members will note that the previous outline planning application for the redevelopment of this site also attracted a number of representations from local residents. The design of the previous outline application building was altered to incorporate the comments of the residents and therefore established areas of three storey development in the furthest corner of the site, with areas of two storey at the edge of the building, nearest the existing residential properties in Alison Crescent and Cranleigh Drive. This planning application still proposes that the south east wing of the building is behind the retained hedge and tree screen to Cranleigh Drive although it is now proposed to be three storeys along this frontage. It is also proposed to be set back from the boundary 15 metres whereas the outline scheme was only 7 metres. The window to window distance between this wing and the nearest property on the other side of Cranleigh Drive would be 28.9 metres. Members will note that the distance approved at the outline permission was 24.4 metres. This distance is quiet generous and it must also be noted that the views between the new building and the properties in Cranleigh Drive will be across the road, which already carries vehicles such as buses and lorries. So there is no loss of view, as it will not be across a private space
28. Furthermore the part of the western wing closest to the boundary with the properties located in Alison Crescent is two storeys high and with a flat roof. The distance from the rear boundaries of these properties and the proposed building is 30 metres. The closest that the three storey element comes to this boundary is 37.8 metres. Windows in this flank elevation have been minimised together with existing trees retained to avoid any potential overlooking. These distances are greater than the standard guideline privacy distance of 21 metres for facing windows to habitable rooms and 11 metres where windows overlook blank flank walls. The nearest window to window overlooking scenario is to no. 127 Cranleigh Drive. Here the nearest window of the two storey element of the proposed building is 17.5 metres from the rear elevation of the single storey extension of this property. This elevation appears to have no windows which are in the west and eastern elevations. From the main two storey element of no.127, the equivalent distance window to window is 21.7 metres. This elevation certainly has windows but the distance is again well within guidelines.
29. Therefore to summarise, all these distances are greater than the standard guideline privacy distances of 21m for facing windows to habitable rooms and 11 metres where widows to blank walls. There is also good existing screening of trees along the border with the houses in Alison Crescent and No 127 Cranleigh Drive, which would also help to

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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create privacy for the existing properties. The applicant is prepared to increase the tree planting along the borders to further increase the level of privacy in the rear gardens of these properties and along Cranleigh Drive. Under the circumstances, I do not consider the proposed layout to be unacceptable in terms of not respecting privacy protection, given that the minimum guideline distances are exceeded, and where there are concerns over three storey vantage points, these views are across public highway and likely to be filtered by trees and hedging.

30. Members will be aware that the protection of private views is not a material planning consideration, and given the distances from neighbouring properties, I do not consider the visual impact of the proposed development would be either intrusive or overbearing in the neighbourhood. Clearly, the redevelopment of the site would involve changes in the appearance of the street scene, and alteration and/or interruption of private views from some individual properties, but these are not in themselves grounds for resisting planning proposals.
31. Under the circumstances, I do not consider that there is likely to be any significant detriment to neighbouring properties as a result of visual intrusion or invasion of privacy, given that the generally accepted standard design guide distances for the spacing of residential properties could still be achieved with the proposed layout.

**Traffic Issues**

32. Concerns have been raised over the proposed provision of parking on the site and whether that would be adequate with the increased numbers of people living at, working at and visiting the site. The current development proposes to provide a total of 16 parking spaces, which includes 3 disabled parking spaces, a drop off point and turning head facilities. Provision would also be made for a buggy store for up to 6 buggies and for cycle storage within the site. The planning application also proposes to separate the current access arrangement into the site, which is currently shared with the private owners of no. 127 Cranleigh Drive. This is proposed by creating a new vehicular access to the site, which will be moved slightly eastwards away from the current location and would now be sited opposite no. 119 Cranleigh Drive, as opposed to no. 123 Cranleigh Drive. Therefore the old access will be altered and become a vehicle crossover and the current bell mouth arrangement will be removed.
33. The Highways and Transportation Manager has been consulted on the proposed provision and has raised no objection to the proposal as it is unlikely to generate a significant increase in vehicle movements compared to the existing permitted use as a care home on the site. Additionally the amount of car and cycle/buggy parking provision is also acceptable. Members will note that the site is currently unoccupied and so there has been no traffic travelling into or out of the site for a period of time. Residents would have got used to this reduction in traffic accessing this site. Any redevelopment of this site would effectively reinstate the previous traffic flow that the site generated originally. Before the old care home shut down a traffic survey was taken in January 2010, which showed the existing traffic flow to the site over a two week period. This survey concluded that there was a constant movement into and out of the site and that the car park was seldom ever full.
34. Further research has been carried out on behalf of the proposed developers for other existing Extra Care accommodation throughout the country. However the results are equally pertinent to this site, since the main element in both cases is a comparison of parking provision at similar schemes which are operating satisfactorily. The research found that on average only around 6% of the residents are car owners. Therefore if this

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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was applied to this site, it would result in a maximum of 4 car owners. Furthermore the delivery of care would be provided by a care team on site so that one carer would be delivering a care service to a number of tenants rather than on a 1 to 1 ratio. The number of parking spaces needed by the care staff should be no more than 4 at any one time, however it is likely that the staff recruited would be local and would be encouraged to walk to work or to use public transport. Whilst local residents may contest this judgement, there is good evidence from the other sites across the County where a similar provision of parking provision demonstrates that at many times of the day there are vacant spaces. In this particular case there is also a good public transport link to the site, with a bus stop located directly outside in Cranleigh Drive. Therefore local resident concerns that more cars would park in Cranleigh Drive, if they cannot find a space within the site, are considered unfounded and unlikely to happen as result of this particular development.

35. The impact upon the local road network and the ability of the surrounding roads to be able to accommodate any increased parking upon neighbouring roads as a result of this development, is a matter for consideration by the Highways and Transportation Manager, who takes into account the existing traffic conditions when assessing the introduction of new development or as in this case, the redevelopment of the existing site. The Highways and Transportation Manager has not raised any concerns about the local road network being unable to cope with any potential increase in traffic to the site nor about any overflow parking that may take place out on the public highway. Compared to more conventional forms of housing development, the impacts on the local road network of Extra Care housing are arguably negligible, given the low level of car ownership and use amongst people in care.
36. Cranleigh Drive is an estate road which measures 5 metres in width and as already stated it is a bus route. There is already some on street parking taking place in the area of the care home, as residents directly opposite the care home have off-road parking to the rear of their properties, whilst residents in Alison Crescent have off-road parking to the front of their properties. There is no evidence to suggest that any current on-street parking affects the bus service. Concerns that Cranleigh Drive is only just wide enough for a bus and parked car to get passed each other, and that any additional overflow parking in Cranleigh Drive may affect the ability for vehicles to be able to pass each other safely, have been raised since many residents feel that there is not enough parking provided on site and that the new apartments would generate additional traffic. However the level of parking provision is above the required standard and there is no evidence to suggest that the traffic levels would increase above what currently happens. It should be noted that the existing houses in Cranleigh Drive are not solely reliant on on-street parking, since many they have off-road parking to the rear but presumably choose not to use it. Whilst there may well be existing tensions and competition for on-street parking space, that is not a matter that should presume against this current proposal, which would provide what parking space it needs within its own site.
37. Concern has also been raised by the resident living opposite the entrance, who has a blue badge and parks in Cranleigh Drive (directly outside their property), that this would cause a problem for any large vehicle trying to enter or leave the application site. However it is proposed to relocate the existing access further eastwards along the site frontage and so the access would no longer be located opposite that resident. The existing access opposite would just become a vehicular crossover. The applicant has been made aware of these comments and a new vehicle tracking drawing showing a 10.7 metre long refuse vehicle has been plotted turning into and out of the new access, and even with a vehicle parked outside the property in question, a refuse vehicle would still be able to make this manoeuvre.

**Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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38. Concern was also raised by a number of residents that on an aerial view drawing of the proposal, double yellow lines were shown on both sides of Cranleigh Drive. This was actually a mistake, and no double yellow lines, or any other form of waiting restrictions are proposed a part of this planning application.
39. Under the circumstances, I do not consider that there is likely to be any significant detriment to neighbouring properties as a result of the car parking provision for the redevelopment, nor there to be any increase in traffic levels to the site. I am also satisfied that there will be no other implications upon the existing traffic arrangements around the site.

**Conclusion**

40. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the development is in accordance with the principles of the National Planning Policy Framework. Subject to the imposition of the conditions, 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**

41. RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT to conditions, including conditions covering:
- The standard time limit for commencing the proposed development;
  - The development to be carried out in accordance with the permitted details;
  - The submission of details of all construction materials to be used externally;
  - The submission of a scheme of landscaping, including details of species, source, location of saplings to be planted as well as mitigation and visual impact information be provided, and hard surfacing, its implementation and maintenance;
  - A Tree Protection Plan and an Arboricultural Method Statement to be submitted;
  - Planting replacement trees for the ones lost as a result of the development;
  - A programme of additional vegetation planting along Cranleigh Drive where there is a gap in the screening and to the rear of properties in Alison Crescent;
  - The submission of measures to protect those trees that are to be retained;
  - The submission of a survey of roosting bats is undertaken and mitigation measures for potentially roosting, foraging and commuting bats;
  - External lighting to be designed to have minimal impact on any bats;
  - The implementation of mitigation measures for breeding birds as detailed in the Mitigation, Enhancement and Ecology Management Strategy;
  - No tree removal to take place during the bird breeding season;
  - The implementation of a programme of archaeological works;
  - Parking and turning provision to be provided as shown on the submitted drawings;

## Item D2

### **Extra care housing containing 40 flats at Cornfields Residential Care Centre, Whitfield, Dover – D0/13/1114**

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- Hours of working during construction to be restricted to 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;
- Measures to be taken to prevent mud and debris being taken onto the public highway;
- The submission of a Construction Management Plan, including access, parking and circulation within the site for contractors and other vehicles related to construction operations;
- The bell mouth outside property no. 123 Cranleigh Drive is removed and replaced with a vehicle crossover;
- The end parking spaces to be widened to 2.7 metres in width.

Case officer – Lidia Cook
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Background documents - See section heading
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## **Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

A report by Head of Planning Applications Group to Planning Applications Committee on 25 March 2014.

Application by Kent County Council Property & Infrastructure Support for the extension and internal reconfiguration of existing school buildings providing two classrooms, provision of a stand-alone teaching accommodation block providing four classrooms & associated toilets, removal of existing modular classroom, and car park and access improvements including car parking provision within the village hall car park at Langton Green Primary School, Lampington Row, Langton Green, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014).

Recommendation: Permission be granted subject to conditions.

**Local Member:** Mr John Davies

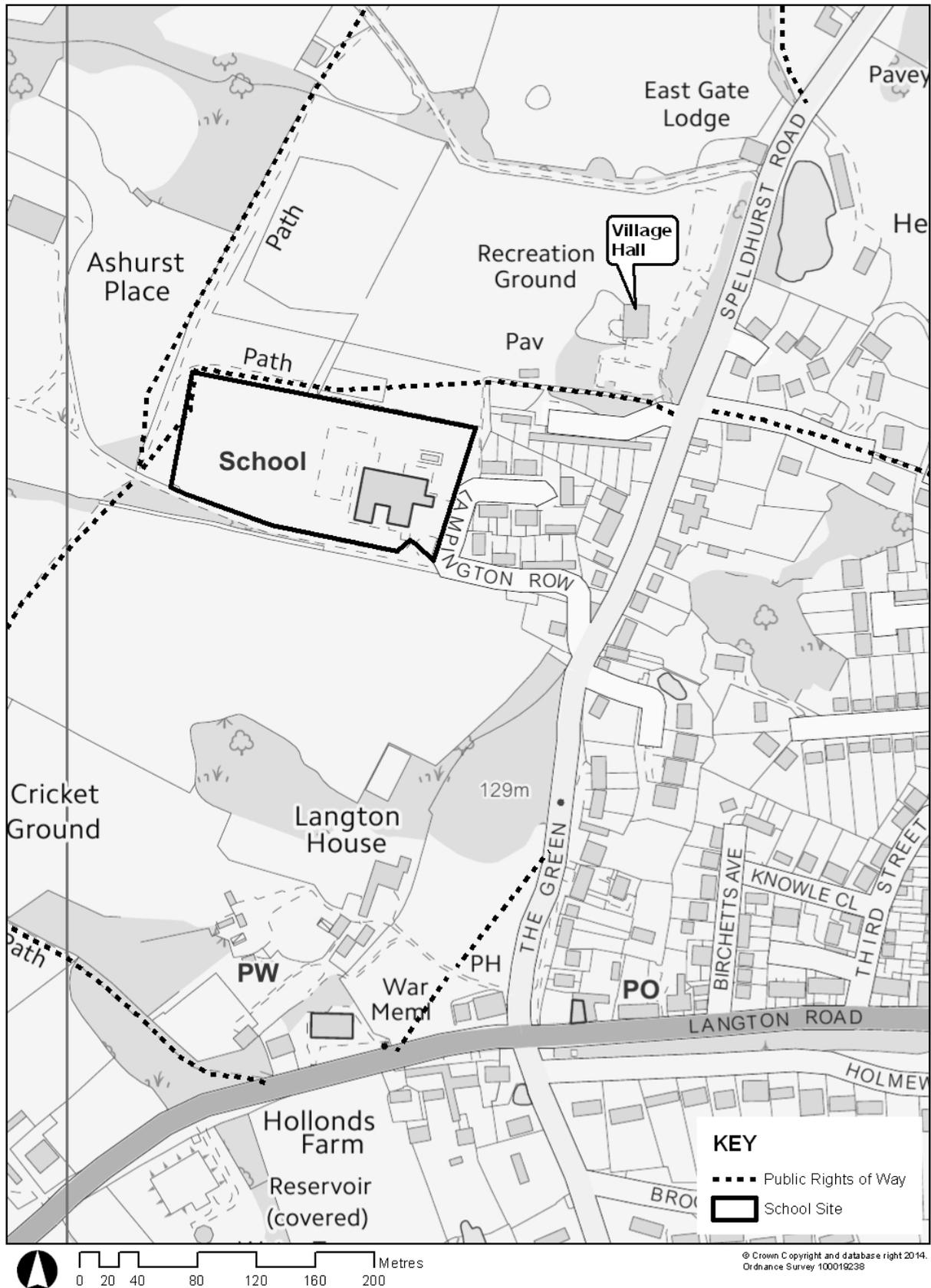
**Classification:** Unrestricted

### **Site/Relevant Planning History**

1. The village of Langton Green is located approximately three miles to the west of Tunbridge Wells town centre, with the village lying predominately to the north of the A264 (Langton Road). The Primary School is located to the north west of the village, accessed via Lampington Row, a residential cul-de-sac which is accessed from Speldhurst Road. The school buildings are located in the eastern half of the site, adjacent to the built development of the village. The western half of the site, which is school playing field/open space, and land to the north of the existing school building is designated as being within the Metropolitan Green Belt and the High Weald Area of Outstanding Natural Beauty (AONB).
2. To the north of the school site lies the Village Recreation Ground and Village Hall. A Public Right of Way runs across the south of this site, joining with a footpath adjacent to the school's eastern boundary, which links Lampington Row (and the wider village) to the recreation ground beyond. The Village Recreation Ground, also within the Green Belt and AONB, is accessed in the main (all vehicular access) via Speldhurst Road/Winstone Scott Avenue, with the Village Hall and associated hard surfaced and grasscrete overflow car parking located to the east of the area. To the east of the access to the Recreation Ground lies the boundary of a Conservation Area.
3. The existing school building is single storey, with the main access to the building located on the southern elevation, and pedestrian and vehicular access to the school site located to the south eastern corner of site, accessed via Lampington Row. The main school building is in an average condition, with some elements requiring maintenance and modernisation. Planning permission was granted in June 2011 for the provision of one three bay cedar clad modular classroom at the site, located to the immediate south west of the main school building (TW/11/855). That application was considered by Members of the Planning Applications Committee on the 14 June 2011. Apart from that, development at the site has been limited in recent years, with applications for a canopy and a small front extension approved in 2009 under delegated powers. The internal and external circulation around the school is less than ideal and does not contribute to the easy movement of pupils around the school, and also restricts natural surveillance.
4. In light of the site's Green Belt designation, this application has been advertised as a Departure from the Development Plan. *A site location plan is attached.*

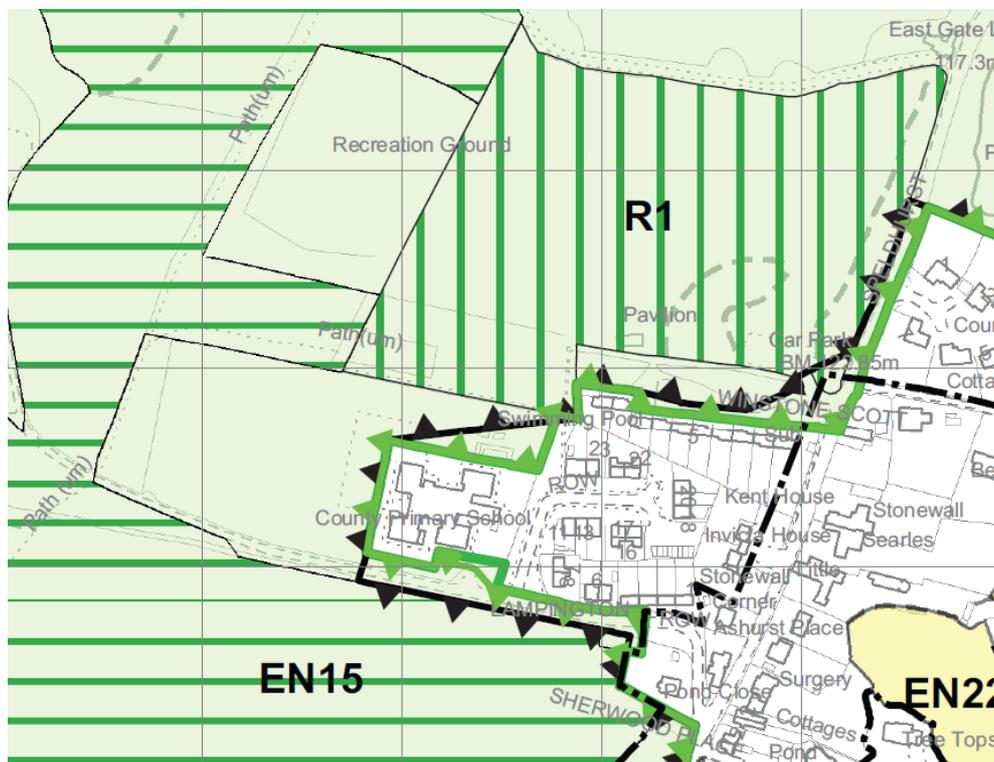
# Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)

Site location plan



**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

**Policy designations**



**Extract from Tunbridge Wells Local Plan Inset 7- Langton Green**  
 Metropolitan Green Belt - Denoted by shading edged by lighter triangles  
 Area of Outstanding Natural Beauty - Denoted by black triangles  
 Conservation Area boundary – Denoted by dot and dashed line

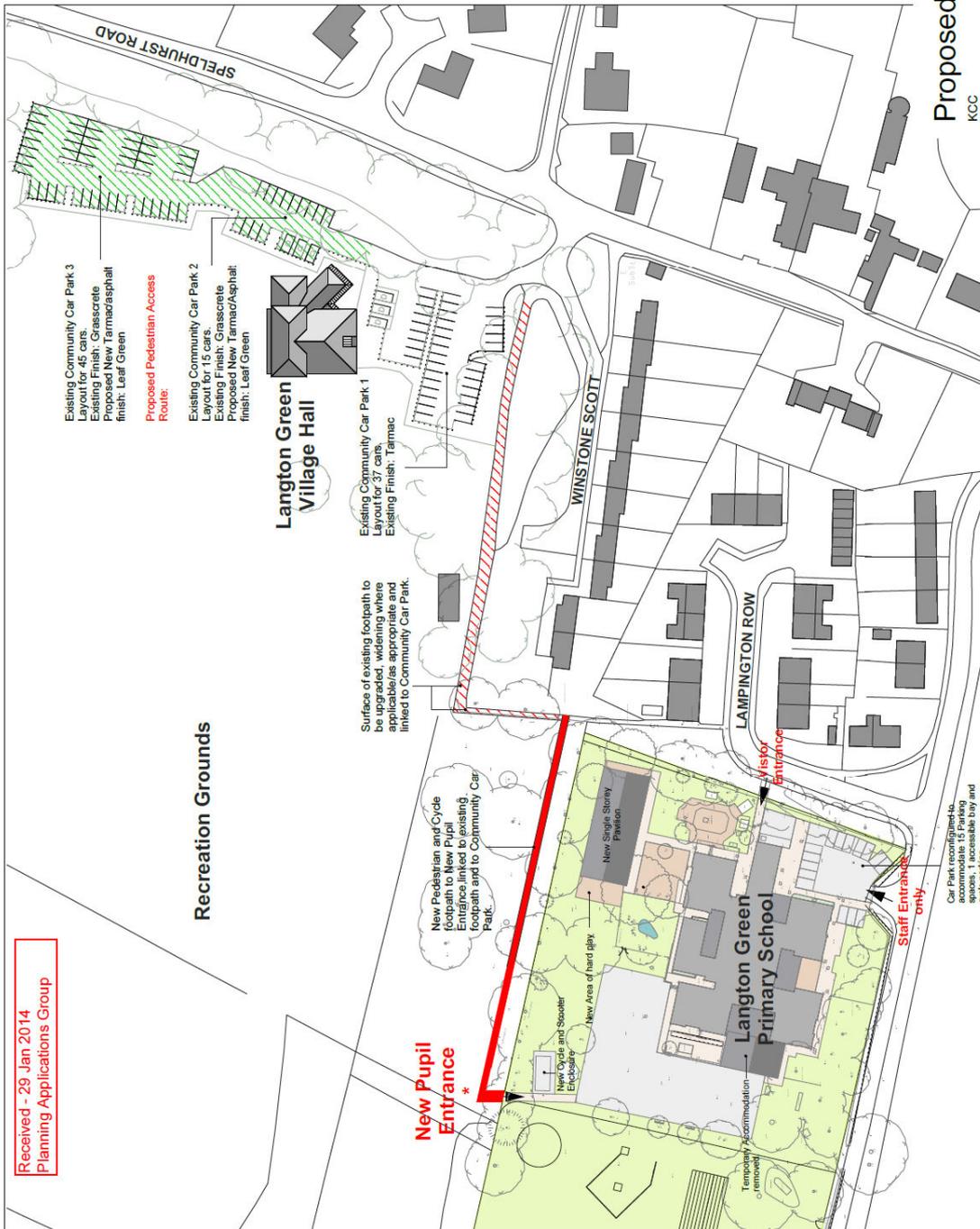
**Background and Proposal**

5. This application has been submitted by Kent County Council Property and Infrastructure Support and is part of the countywide Basic Needs Programme. The application proposes the extension and internal reconfiguration of the existing school buildings providing two classrooms, an extended school hall and improved internal staff and teaching facilities, and the provision of a stand alone teaching ‘pavilion’ providing four classrooms and associated toilet and ancillary facilities. The modular classroom on site, referred to above, would be removed, replaced by the two classrooms in the school extension. The proposals would provide the accommodation required to expand the school from 1 form of entry to 2 forms of entry (FE).
6. The internal reconfiguration of the school, and extensions to provide two classrooms and enlarge the existing hall, would simplify the internal layout, and enable classes to be grouped according to year. The two new classrooms would be located to the south west of the existing school building, upon part of the footprint of the modular building to be removed. Unlike the modular building, however, the two classrooms would be linked to the main school building. The single storey classroom extension would be clad in western red cedar, as the existing modular classroom is, and would have a flat roof and fenestration similar to that of the existing school building. The hall extension, to the north of the school building, within an internal courtyard, would also be clad in cedar, with high level glazing to provide natural lighting to the hall. Two further infill extensions to the existing school are proposed, one to the southern elevation, which would extend

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

Proposed site plan showing school and village hall

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Proposed Site Plan

KCC  
Langton Green Primary School  
20 November 2013 15:34 - LGR-SBR-TP-002\_01  
SCALE: 1:50 @ A1: 1:100 @ A0  
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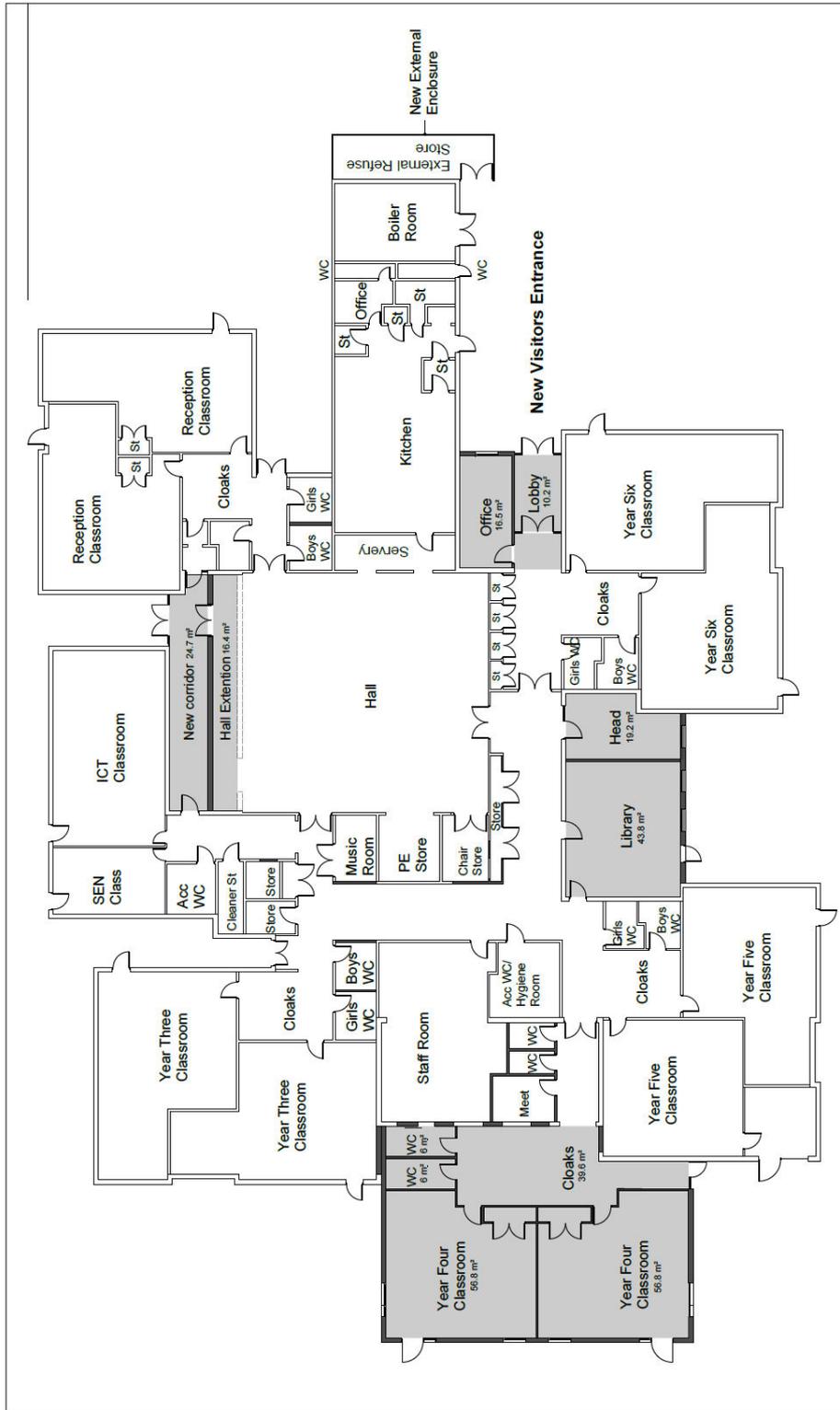
01  
TP-002

**Item D3**  
**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

Proposed floor plan showing extensions and alterations to the existing building

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 Planning Applications Group



Proposed Floor Plans  
 KCC  
 Langton Green Primary School  
 30 November 2013 15394 - LGS-SRP-TP-100  
 SCALE: 1:100 @ A1:1:200@A3  
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Ground Floor Plan

01  
 TP-100

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

Proposed elevations showing extensions and alterations to the existing building

Received - 10 January 2014  
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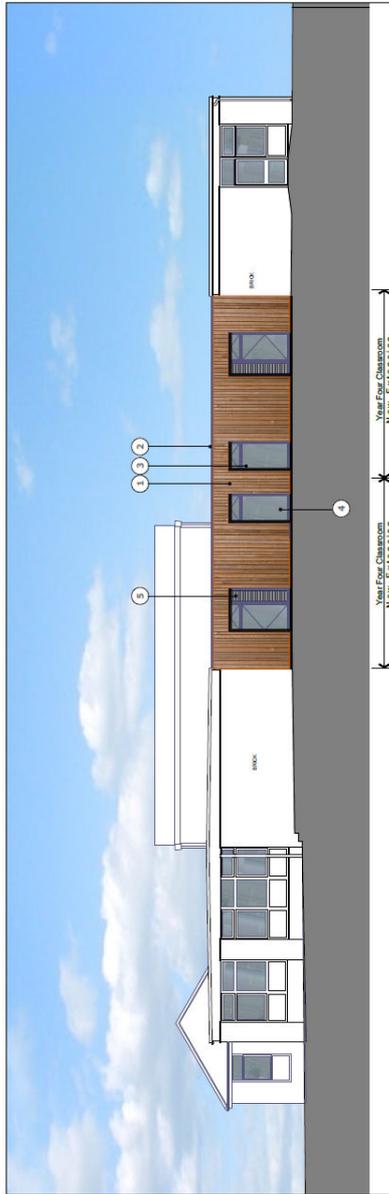
North Elevation

01  
TP-301

- 1 Western Red Cedar timber rainscreen cladding  
BCL Timber Cladding Systems
- 2 PVC Aluminium cladding and RWPs  
RAL 7016 - Anthracite grey
- 3 PVC Aluminium window and door system  
Kawneer or similar
- 4 Strong Brighton Suncoot 7040  
Ridgeway Glass
- 5 PVC Aluminium Louvre system  
Kawneer or similar
- 6 Western Red Cedar timber cladding  
Coated with UV Resistant Lacquer - in a  
flat and miss pattern
- 7 Etexico Resincoat Cladding panels:  
Olive/Oriental Green  
Marley Element
- 8 Single Ply Roofing Membrane

Materials Key

00  
TP-301



West Elevation

02  
TP-301

**Proposed Elevations  
Materials**

KCC  
Langton Green Primary School  
20 November 2013 1334 - LGR-SBC-TP-301  
0 5 10 15m SCALE 1:100 @A1  
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**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

Proposed elevations showing extensions and alterations to the existing building

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South Elevation

01  
TP-300

- 1 Western Red Cedar timber rainscreen cladding  
BCL Timber Cladding System - vertical finish
- 2 PVC Aluclad cladding and RWP's  
RAL 7016 - Anthracite grey
- 3 PVC Aluminium window and door system  
Kawneer or similar
- 4 Slating Jirlington Suncood 75x120  
Plunged Gable
- 5 PVC Aluminium Louvre system  
Kawneer or similar
- 6 Western Red Cedar timber fence  
Coated with UV Resistant Lacquer - in a  
tile and mesh pattern
- 7 Etchless Aluminium Cladding panels:  
Oxeno/Oxental Green  
Merley Blatt
- 8 Single Ply Roofing Membrane

Materials Key

00  
TP-300

**Proposed Elevations  
Materials**

KCC  
Langton Green Primary School  
20 November 2013 1534 - LGR-SBC-TP-300  
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East Elevation

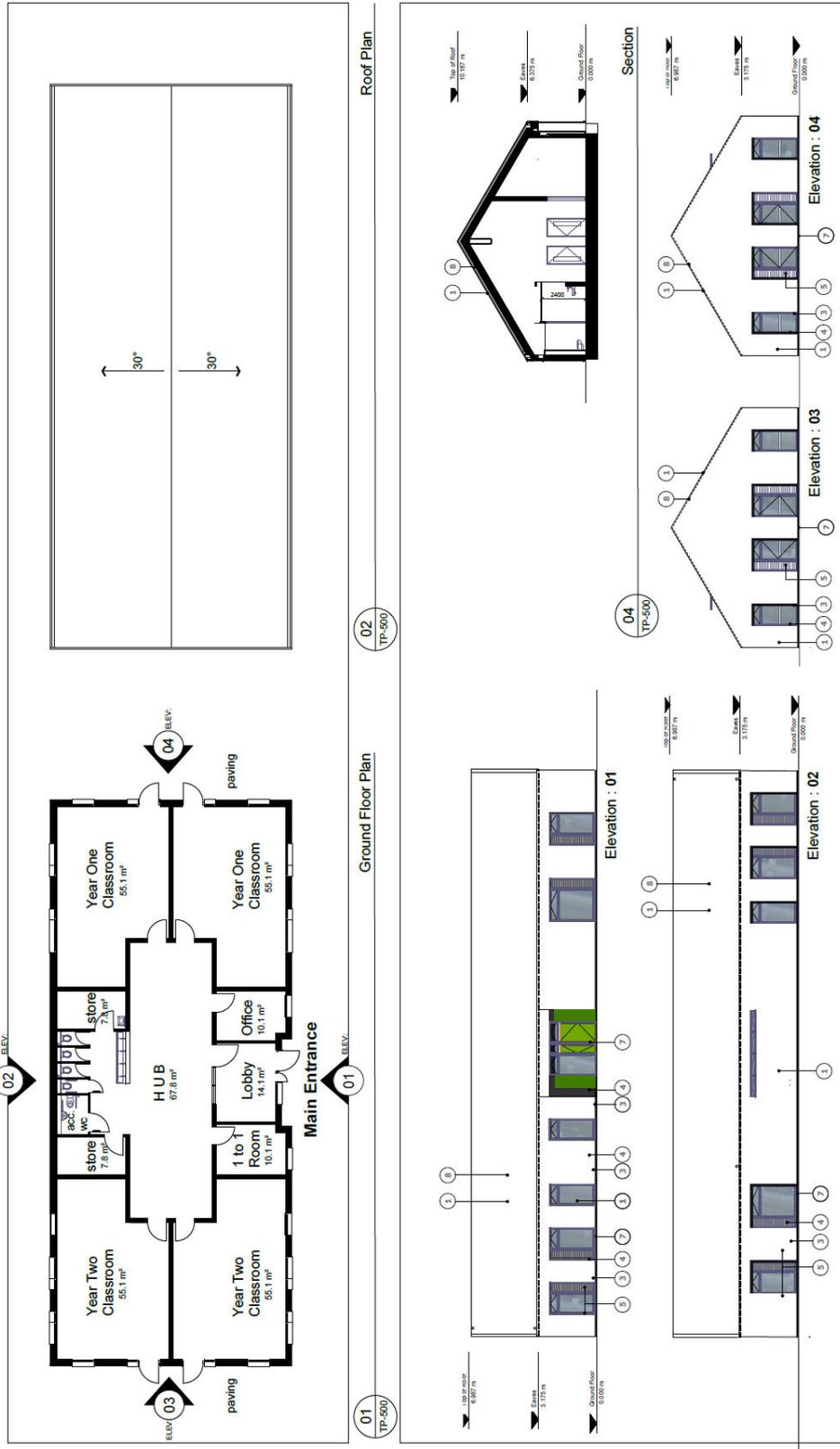
02  
TP-300

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

**Proposed floor plan and elevations of new pavilion**

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BROWNRIGG

Received - 10 February 2014  
Planning Applications Group



- Elevations**
- 1 Western Red Cedar timber rainscreen cladding - fitted with Resistant Lagger - vertically fixed
  - 2 PVC Aluminium coping and RWFs
  - 3 PVC Aluminium window and door system - RAL 7016 - Anthracite grey. Coated with UV Resistant Lagger - in a flat and matt pattern.
  - 4 Glazing Pilkington Suncool 70/40; Pilkington Glas.
  - 5 PVC Aluminium Louvre system - RAL 7016 - Anthracite grey. Kawneer or similar.
  - 6 Western Red Cedar timber fence - fitted and matt pattern.
  - 7 Equitone Rainscreen Cladding panels; Olive/Oriental Green; Marley (Eternit).
  - 8 Single Ply Roofing Membrane.

**Proposed Pavilion**

KCC  
Langton Green Primary School  
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and convert the existing entrance area to provide a library and office space, and a further small infill extension to the east, creating a new entrance lobby and office. An existing pedestrian access in the eastern site boundary (currently used by Reception pupils only) would be opened to provide a new visitor access, which would link with the proposed new entrance to the school.

7. The stand alone teaching accommodation, referred to by the applicant as the 'pavilion', would be a single storey structure located to the north east of the school site, to the north of the existing school building, on an area of informal grass play space. The building would provide four classrooms, in addition to a central hub space, toilet facilities, storage rooms and office space. The main entrance to the building would be on the southern elevation, facing into the school site, and would link with the existing school via proposed hard play areas and footpath links. The single storey 'pavilion' would have a pitched roof finished with a single ply waterproof membrane covered with cedar rainscreen cladding, and would be approximately 7 metres at ridge height. The walls of the building would be red cedar clad, to match the proposed extensions to the existing building, with grey aluminium framed windows and doors. A small area of hard play is proposed at each end of the building, with direct access from all of the four classrooms.
8. The applicant advises that during the initial study it became apparent that the expansion of the school, and the consequent increase in staff and pupil numbers, needed to be addressed. The applicant advises that Langton Green Primary School currently has 273 pupils on the school roll, with an anticipated increase over the next 5 years to 420 pupils in September 2019. The staff levels, I am advised, would increase accordingly, from 9 full time and 29 part time, to 19 full time and 29 part time. The applicant considers that the only way to alleviate the congestion currently experienced in Lampington Row is to 'radically address the access to the school'. With many existing parents already parking in the Village Hall car park and using the Public Right of Way to then walk to the school entrance on Lampington Row, the applicant considered it a logical progression to promote this route and refocus the pedestrian access to the school away from Lampington Row.
9. The existing school main access for staff, pupils and visitors is from Lampington Row, for both vehicles and pedestrians, with a side pedestrian access gate for reception pupils only. It is proposed that the existing main access be maintained, but restricted to access to the staff car park only. The staff car park would be extended, reconfigured and resurfaced as part of this proposal to provide 14 formally marked out car parking spaces. No access would be available for parents to drop off and/or collect pupils, with the main entrance for pupils being relocated to the northern site boundary, approximately half way along the boundary, adjacent to the schools existing main playground. An existing gazebo and the playground would provide parents waiting space, and new cycle and scooter parking is proposed. The existing pedestrian access on the eastern boundary, currently used by reception pupils only, would be retained as a visitor's pedestrian access only.
10. To facilitate use of the new pupil access point, a new footpath would be provided within the Recreation Ground, running parallel to the school's northern site boundary, and linking with the existing footpaths that run between the Village Hall car park and Lampington Row. The existing footpaths would also be widened and resurfaced as part of this proposal, providing a safe traffic free route from the Village Hall car park to the schools new pupil entrance. The applicant has agreed with Speldhurst Parish Council that the School can use the Village Hall car park for parking associated with the school, including 14 spaces for staff parking, and the applicant has agreed to surface the

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existing grasscrete overspill car parking areas to provide additional year round parking that can be used in all weathers. The existing grasscrete car parks are often unavailable for use due to inclement weather and muddy conditions.

11. The Village Hall car park currently has 37 marked car parking spaces that are hard surfaced. In addition, two overspill car parks, which are finished in grasscrete, offer an additional 63 spaces, although only 18 of those are regularly available, with the remaining 45 often being cordoned off to prevent use due to the poor quality of the surface. It is proposed to surface the two overspill car parks with a green tarmac. This would ensure that the additional 63 spaces would always be available for use, bringing the total capacity of the village hall car park to 100 hard surfaced car parking spaces.
12. Trees on site and those adjacent to the Village Hall car park and footpath link to the school have been surveyed. I am advised that the development would not result in the removal of any trees on the school site and, that as a result of the car park resurfacing and pedestrian links, 4 saplings would be relocated, and one tree removed as recommended (due to it being classified as dying/dead). With regard to the ecological implications of this application, the applicant has undertaken the appropriate surveys which have identified the presence of Great Crested Newts in the pond habitat adjacent to the existing school and the proposed 'pavilion' building. The applicant has advised that they are fully aware of the requirement to apply for a protected species licence with regard working in proximity of Great Crested Newts, but due to legislation, that licence cannot be applied for until the planning process is complete.

*The application is accompanied by a Design and Access Statement, Green Belt Statement, Transport Assessment, School Travel Plan, Ecological Report, Bat Survey Report, Great Crested Newt Survey Report, Tree Survey of the Village Hall Car Park, and Langton Green Primary School Tree Survey. .*

**Planning Policy**

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

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

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

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

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- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
  - the great importance the Government attached to Green Belts, with the fundamental aim of Green Belt Policy being to prevent urban sprawl by keeping land permanently open. Great weight should be given to conserving landscape and scenic beauty in (amongst other designated areas) Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.
  - the great importance that the Government attaches to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand or alter schools; and
- (ii) **Policy Statement – Planning for Schools Development** (15 August 2011) which sets out the Government’s commitment to support the development of state-funded schools and their delivery through the planning system.

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

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

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

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

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

**Core Policy 2** – There will be a general presumption against inappropriate development that would not preserve the openness of the Green Belt, or which would conflict with the purpose of including land within it. Any new development should accord with the national planning provisions of the NPPF.

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

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**Core Policy 4** – The Borough Council's built and natural environments (including its biodiversity interests) will be conserved and enhanced, including the High Weald Area of Outstanding Natural Beauty.

**Core Policy 5** – The Borough Council will apply and encourage sustainable design and construction principles and best practice. Developments should also be of high quality design, creating safe, accessible, and adaptable environments, whilst conserving and enhancing the public realm.

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

**Core Policy 9** – Development must conserve and enhance the landscape, heritage and biodiversity assets of Royal Tunbridge Wells, including the surrounding Area of Outstanding Natural Beauty, to secure its special character in the long term.

**Core Policy 14** – The countryside will be protected for its own sake and a policy of constraint will operate in order to maintain the landscape character and quality of the countryside.

**Consultations**

**14. Tunbridge Wells Borough Council** comments as follows:

“No objection is raised to the proposed new buildings subject to KCC consideration and appraisal of the documents submitted, in particular those relating to ecology, transport assessment and representations received.

The Borough Council does not consider that the application should be determined until an application has been submitted and approved by the Borough Council to vary condition 7 of TW/06/00789 to allow the parking area shown as Community Car park 1 to be used as part of the school.”

**Speldhurst Parish Council** recommends approval of the application, provided planning consent is granted to tarmac the additional car parking areas, and subject to Speldhurst Parish Council being involved with the School in the development, maintenance and ongoing revision of the School Travel Plan.

**Kent County Council Highways and Transportation** raises no objection and comment as follows:

“Staff Parking

From September 2019 when the school is fully occupied, the number of staff will increase from 38 to a total of 48 (19 full time and 29 part-time). The staff parking provision will total 28 spaces. In addition to the 14 on-site spaces, the applicant states that it has been agreed with Speldhurst Parish Council that at least 14 parking spaces will be available in the community centre car park for Langton Green Primary School staff to park during term time. KCC parking standards set out in Supplementary Planning Guidance (SPG4), advises for primary schools, a maximum of one space per member of staff with an additional 10% for visitors. It

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is assumed visitors will use the community centre car park and will generally visit outside school pick up and drop off periods. This should be included in the School Travel Plan. The School has confirmed that one staff regularly cycles, 5 staff walk and a few staff car share. A figure should be established for the number of staff car sharing and potential for more staff to car share should also be addressed in the travel plan. Assuming 4 staff car share, a total of 10 Staff will not be driving to school. This means that currently 28 of the 38 staff drive to work with 14 able to park on-site leaving 14 staff potentially parking on public highway. In 2019 38 of the 48 staff will drive to work with at least 28 staff parking spaces provided, this leaves a maximum of 10 vehicles parking on public highway which is an improvement on the current situation.

**Pick up/drop off arrangements**

From 2019 the number of children attending the school will increase from 273 to 420. From the current pupil roll of 273, there are 195 families which equates to 1.4 pupils per family. In 2019 there will be 300 families, an increase of 105. The percentage of children that come to school by car is 45%, so 195 and 300 families would generate 88 and 135 vehicles to school respectively. The number of vehicles to school will therefore increase by 53% in 2019. The current parking provision at the community centre totals 53 marked spaces, in 2019 this will increase to 98 spaces. It can be reasonably deduced that development proposals will reduce impact on the highway in terms of on-street parking. This is further supported by the proposal to locate the pupil and visitor entrance so it is accessible via the footpath from the community centre parking areas. Travel plan targets to increase the number of pupils walking to school from 72 to 114 by 2015 and to reduce the number of children being driven to school alone from 127 to 82 would further reduce the number of children travelling to school by car.

**On-street parking**

Moving the pupil and visitor entrance should make the community centre car parking area the easiest location for picking up and dropping off children as opposed to Lampington Row and other residential roads. However, perceived delay getting in and out of the car park would mean some parents will continue to park on street. Parking on Lampington Road will be further reduced by the provision of at least 14 additional staff parking spaces in the community centre car park.

**Travel Plan targets**

There is a risk and concern that the targets set in the Travel Plan will not be met. Meeting the targets will heavily depend on engagement and determination of the staff, Governors and parents. The monitoring and review process for the Travel Plan lacks detail but is nonetheless welcome.

**Recommendation**

Whilst there are some concerns, including about the additional traffic generated by the development proposals, there is no reasonable basis to deem the development impact severe and therefore an objection is not warranted.”

**The County Council’s Biodiversity Officer comments as follows:**

**“Great Crested Newts (GCN)**

Low numbers of GCN were recorded within the school pond and as works will be impacting GCN habitat within 50m of the pond there will be a need for mitigation

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to be carried out prior to works starting to ensure no GCN are injured or killed by the proposed works.

A map has been submitted providing the following information:

- The habitat which will be retained and undisturbed during the proposed development works
- The which will be enhanced as a result of the proposed development
- Confirmation that the fish will be removed from the pond and it will be managed as wildlife pond.

As there is only a low population within the site we are satisfied that sufficient information has been provided to ensure the GCN population will be maintained. If planning permission is granted we recommend that as a condition a detailed mitigation strategy is submitted for comments prior to works starting on site.

#### Bats

No bats were recorded roosting within the site but low numbers of bats were recorded foraging and commuting within the site. As such we recommend that any additional lighting proposed for the school is designed to minimise the impact on foraging/commuting bats.

#### Breeding Birds

There is suitable habitat within the site for breeding birds and all nesting birds and their young are legally protected under the Wildlife and Countryside Act (1981). We recommend it is removed outside of the bird breeding season (March – August inclusive). If that is not possible an ecologist must examine the site prior to works starting and if any nesting birds are recorded all work must cease until all the young have fledged.

#### Enhancements

The ecological scoping report has made recommendations for ecological enhancements to be incorporated in to the site. Details of what enhancements will be incorporated in to the site and where must provided as a condition of planning permission.”

**The County Council’s Landscape Officer** is satisfied with the submitted Tree Surveys and their findings, but states that the survey for the car parking area is missing a topographical survey and does not, therefore, comply with the British Standard. However, provided the footprint of the car parking to be resurfaced is the same as the existing grasscrete area, and that all the measures/conclusions outlined within the Tree Reports are followed, no objection is raised. However, concerns are raised over the proposed green colour finish of the car park. It is suggested that this should be reviewed.

**The High Weald AONB Unit** states that the development does not appear to directly affect the components of natural beauty identified by the High Weald AONB Management Plan. While there are some local visual impacts, particularly the additional car parking at the village hall, the Unit do not consider these to be significant or to have major impacts on the AONB.

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

**Public Rights of Way** no comments received to date.

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**Environment Agency** no comments received to date.

**The County Council's School Travel Plan Advisor** makes a number of comments on the submitted Travel Plan, including a need to place more emphasis on how the school would encourage use of the Village Hall car park, and the need to list issues the school may face as a result of expansion, and outline how they plan to deal with those issues. A revised School Travel Plan should be submitted within 6 months of the date of the planning decision to address these matters, amongst others.

**Local Member**

15. The local County Member, Mr John Davies, was notified of the application on the 17 January 2014.

**Publicity**

16. The application was publicised by the posting of 3 site notices, advertisement in a local newspaper, and the individual notification of 54 neighbouring properties.

**Representations**

17. To date, I have received 6 individual letters of representation from local residents. I have also received a letter of representation from the 'residents of Winstone Scott Avenue and Lampington Row, with attached petition signed by 34 residents. A copy of that letter and petition is appended to this report

A summary of the main issues raised/points of objection is set out below:

Highways/Access

- Parents drive dangerously and park inconsiderately in local roads, which is a nuisance to residents, blocks driveways, and is very dangerous;
- The expansion would attract more cars onto the local roads around the school, especially as pupils would be coming from a wider catchment area and from outside the village;
- Lampington Row is a narrow residential cul-de-sac, which teachers also park in all day, in addition to chaos at peak school times;
- Winstone Scott Avenue is used by parents, meaning grass verges are churned up, access is blocked, and residents can not park near their homes;
- Parents currently park in Lampington Row, Winstone Scott Avenue and the Village Hall car park. These roads and the car park are already at full capacity;
- Local roads cannot accommodate additional traffic, many are single lane width, or already congested and double parked;
- It is noted that the pedestrian access to the school would be relocated to encourage people to use the Village Hall car park. Whilst in agreement with this, residents strongly suggest this is already being done (to capacity) and its is because there is no space within the Village Hall car park that parents overspill in Lampington Row and Winstone Scott Avenue;
- Although tarmacing the overspill car park would provide additional spaces in the Village Hall car park, alleviating the current situation, the number of cars will only increase if the expansion gets approved;

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- Increased use of the Village Hall car park could result in queuing back onto Speldhurst Road, as the access is narrow (for safety reasons). Consideration should be given to making the existing access an 'entry only' and creating a new 'exit' point onto Speldhurst Road from the rear of the car park;
- With the Village Hall car park, Lampington Road and Winstone Scott Avenue at full capacity, parents will park on Speldhurst Road, creating further access and safety issues;
- Local roads will also have to cater for increased staff parking;
- Parents should be prohibited from parking in Lampington Row, and parking at the Village Hall would need to be enforced. Traffic/Community Wardens should direct parents and challenge inconsiderate parking. Prohibitive signage should also be provided;
- It is understood that additional parking is proposed as part of this application. However, there will never be enough to cater for all the parents, and they will continue to park in local roads;
- There is no safe crossing area near the Village Hall car park entrance, which is where the majority of children who walk to school cross. There is a crossing patrol at the end of Lampington Row, but there is no pavement between the Village Hall car park and the crossing;
- The Village Hall car park can barely cope now, yet alone with additional use. The car park also caters for the Village Hall users and the pre-school;

**General Matters**

- The pond area near the proposed development has a colony of Great Crested Newts. By law a licence must be obtained to work on the site;
- There are many schools in Tunbridge Wells that have capacity to accommodate additional pupils, but parents choose schools in other areas of the town;
- The Transport Assessment states that the school would primarily serve local residents. This is incorrect, many pupils do not live in Langton Green, and this would be made worse by an expansion;
- There are many other good schools in the area that need more support from local government to raise standards and improve reputation. Why waste money building new classrooms in an already congested location, when that money could be spent at other schools;
- Infrastructure wise, the school hall is already too small to support lunch/assemblies;
- Noise and pollution from parents cars means residents can not open windows or go into their gardens;
- Noise from the school is already unbearable; these plans would only increase the chaos.

**I have also received a letter of representation from the Langton Green Charitable Trust.**

A summary of the main issues raised/points of objection is set out below:

- The provision of 20 spaces for school staff vehicles in the Village Hall car park is excessive and would prevent public parking. The School should provide adequate parking within their grounds;
- Concerned about the safety aspects of an increased mix of pedestrians, push chairs and vehicles, especially at peak school times.
- Would emergency vehicles have adequate access at peak school times;
- Hall bookings would be affected by a lack of available parking, with a subsequent loss of bookings.

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**Discussion**

18. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 13 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance, including the new National Planning Policy Framework (NPPF), and other material planning considerations arising from consultation and publicity. Issues of particular relevance include impact upon the Metropolitan Green Belt and wider landscape, highway implications and access, and whether the development is sustainable in light of the NPPF.
19. In this case the key determining factors, in my view, are the impact upon the local highway network, the local protected landscape and the Green Belt, and the policy support for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on amenity and other material considerations. In the Government's view the creation and development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework and reflected in the Policy Statement for Schools. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use 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.
20. Policy EN1 of the Tunbridge Wells Borough Local Plan, and Core Strategy Policies SP2 and SP4, seek to conserve and enhance the environment and require development to be well designed and respect its setting. This is particularly relevant to this development site which is identified within the Tunbridge Wells Borough Local Plan as being within the Metropolitan Green Belt. The application site is also within the High Weald Area of Outstanding Natural Beauty (AONB). Core Policy 2 of the Tunbridge Wells Core Strategy seeks to resist inappropriate development within the Green Belt, unless justified by exceptional circumstances. Core Policy 4 also states that the distinctive character of the AONB and its setting will be conserved and enhanced. Reference is made within Core Policy 2 to the NPPF. The NPPF states "as with previous Green Belt Policy, inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances". The NPPF does not explain in any detail what 'very special circumstances' means, but does go on to state "very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and other harm, is clearly outweighed by other considerations". Any built development within the Metropolitan Green Belt could affect the openness of it and would be contrary to planning policies. On this basis the development proposed must be considered as a departure from the Development Plan, and has been advertised as such. The need, or otherwise, to refer the application to the Secretary of State for determination will be considered and assessed in the following section of this report

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Green Belt and wider landscape considerations

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

The NPPF goes on to state (paragraph 89), that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt, but lists a number of exceptions to this assumption. One such exception is the extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building. Although the proposed extensions and stand alone 'pavilion' are of a similar scale and massing to that of the original building, in terms of being single storey, the provision of an additional 6 classrooms, and associated amenity spaces, cannot be considered to be a proportionate addition in this regard. The development is therefore, in my mind inappropriate and needs to be considered accordingly.

22. Inappropriate development is, by definition, harmful to the Green Belt and it is for the applicant to demonstrate why permission should be granted. Such development should not be approved, except in very special circumstances. It is, therefore, necessary to consider the impact of the development on the openness of the Green Belt and whether or not there are very special circumstances that would warrant setting aside the general presumption against inappropriate development. Although it should be noted that no objections have been raised to this application on Green Belt or AONB/wider landscape grounds, the appropriateness of the development must be considered. The applicants have accepted that the development is, by definition, inappropriate and have, therefore, set out the planning policies relevant to the development and have provided what they consider to be a case of very special circumstances.
23. First, it should be noted that the 2 classroom extension, hall extension and two smaller infill extensions to the front of the school building are all outside of the Green Belt and AONB. The standalone four classroom 'pavilion' building, and the car parking resurfacing works with associated footpath links, are the elements of this application that are within the defined boundaries of the Green Belt and the AONB and it is, therefore, these aspects of the proposal that will be considered in this section of the report.
24. The applicant states that extensions to the school are necessary to provide adequate educational facilities to meet the demand of the locality. The publication of the Commissioning Plan for Education Provision in Kent 2012-2017 provided forecasting that clearly indicated that demand in the Langton Green designated area was exceeding the number of places available, with an additional 30 spaces per year group required. Permanent extensions in Pupil Admission Numbers (PAN) were therefore considered necessary. I am advised by the applicant that in considering options for locating the additional places, it is firmly of the view that school places should be provided local to the demand. Although some local residents have objected to the application on the ground that pupils come from outside of the village, the applicant has advised that that is inaccurate as the primary reason for the increase in school capacity is to provide accommodation for residents of Langton Green. In recent years, the school has not been able to accommodate all pupils from within Langton Green and, although

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there would be space for pupils from outside of the village, the majority would continue to be from within the village catchment area.

25. The prospect of a reversal of demand has also been considered by the applicant but, as the future pupils already live within the area, the applicant considers that any such change would have to relate to a sudden out migration of young families. There is no evidence that this is likely to occur, or that the demand for new residential development is to decline. The applicant states that there is a basic demand from the population for Primary School education. There is a duty on the Education Authority to meet that demand and it is reasonable, in the case of state funded primary provision, that this be located fairly close to the homes of the pupils where that is practicable. The applicant considers this need to be a very special circumstance, which they consider should override the presumption against inappropriate development within the Green Belt.
26. In addition to the need outlined by the applicant above, it should be noted that the NPPF and the Policy Statement 'Planning for Schools Development' (August 2011), fully support the creation and development of state funded schools. The Statement requires Local Authorities to apply a presumption in favour of the development of state funded schools, and states that the Secretary of State will attach significant weight to the need to establish and develop state funded school when determining applications that come before him. This strong Policy support further expands on the case provided by the applicant, and in my view constitutes part of the case of very special circumstances to be considered in the determination of this application. However, other matters must also be considered, such as the siting of the development and its impact on the openness of the Green Belt, and the impact of the development of the functioning of the Green Belt.
27. The proposed expansion of Langton Green Primary School would be contained within the existing grounds of the school, with no expansion of the boundaries required to accommodate the space requirements associated with a 2 form of entry school. In order to minimise the impact of the development on the functioning and openness of the Green Belt, the 4 classroom 'pavilion' building proposed would be sited in an underused area of the site to the north east of the existing school building. The development would be as close as practicable to the edge of the built confines of Langton Green, which also marks the boundary of the Green Belt. The proposed development would not extend beyond the existing building line, and would not encroach into the open areas of the site, resulting in a compact grouping of buildings. The low ridge height of the single storey four classroom 'pavilion', with its cedar covered pitched roof, would also aid in reducing the impact of the development on the openness and functioning of the Green Belt, and the character and appearance of the wider landscape beyond.
28. In considering the proposal, it is also important to note that the Village Hall car park is within the Green Belt and AONB. The car parking is, however, already in situ, and due to its one dimensional nature, the resurfacing of the car parking would not, in my view, impact on the functioning of the Green Belt. However, with regard to the AONB, the tree belt adjacent to the car park is a feature which contributes to the character and appearance of the AONB. It is essential that that tree belt is retained, and the County Council's Landscape Advisor has confirmed that provided the resurfaced car park follows the exact footprint of the existing grasscrete surface, and that the recommendations within the submitted Tree Surveys are adhered to, no objection is raised as the tree belt would not be adversely affected. However, the Landscape Advisor does not consider the green tarmac proposed would be appropriate in this AONB location, and that a black surface would be preferable, or an alternative to tarmac. However, as consultation has been carried out proposing a green finish, and no

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objections from other consultees have been raised on that basis, it would not be appropriate to propose an alternative finish without consultation with the Parish Council as landowners, and other key consultees. I therefore consider that, should permission be granted, details of the surfacing material and colour finish should be submitted pursuant to condition to enable further consultation and consideration to be given to this matter. Subject to the conditions outlined above, I do not consider that the resurfacing of the car park would have a detrimental impact on the landscape character of the AONB, the physical openness Green Belt, or the wider landscape in general.

29. Overall, I accept the applicant's assessment and application of Green Belt Policy as set out in the submitted documentation, and I have considered this in the context of the amended policy following publication of the NPPF. The development is inappropriate development for the purposes of Green Belt consideration and is, therefore, by definition potentially harmful. Nevertheless, in my view, the considerations summarised above are sufficient collectively to constitute very special circumstances capable of outweighing harm, in this particular case. Furthermore, I accept that the particular siting and design of the proposals has been carefully considered to help mitigate and minimise the impact of the development on the functioning and openness of the Green Belt. The proposed layout represents the option which strikes the best balance between minimising physical intrusion into the Green Belt and providing sufficient accommodation and facilities to enable the School to deliver its educational requirements and operate successfully. Accordingly, I do not consider that an objection on Green Belt grounds would be warranted in this particular case. In addition, I also do not consider that the development as proposed would separately adversely affect the character and appearance of the AONB either.
30. The Town and County Planning (Consultation) (England) Direction 2009 states that inappropriate developments within the Green Belt should be referred to the Secretary of State for determination if the floor space to be created is 1000 square metres or more, or if the development, by reason of its scale or nature or location, would have a significant impact on the openness of the Green Belt. In considering this application, and taking into account the matters discussed and addressed above, I do not consider that the scale, nature or location of this development would have a significant impact on the openness of the Green Belt. In addition, the development is under the 1000 square metre threshold. For these reasons, I do not consider that this application needs to be referred to the Secretary of State for determination in this instance.

#### Siting and Design

31. Having accepted the siting of the proposed facilities in Green Belt terms, the siting must also be considered in terms of residential and local amenity. It should be noted that I have not received any objections to the siting or design of the development as proposed. The design of the proposed 2 classroom extension, hall extension and infill extensions to the front of the school are appropriate for the site, and would be visually unobtrusive due to the location and choice of materials to match the existing. With regard to the 4 classroom 'pavilion', the building would be single storey, with a timber clad pitched roof, finished in cedar weatherboarding to tie in with the materials proposed for the smaller extensions around the school site. The development would be of a scale and height appropriate for the location, and would be located in an area of the school site which is both logical in terms of school management and appropriate in terms of landscape and visual amenity matters. However, in order to ensure that the materials palette does not vary from that as submitted I consider it appropriate, should permission be granted, to impose a condition requiring the materials to accord with the details

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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provided within the planning documentation and shown on the application drawings. Subject to that, I consider the design of the proposed development to be acceptable.

32. The 'pavilion' building would be approximately 16 metres at the closest point from the side elevation of the closest residential property. The main access to the new classroom building would be from the south, facing existing school buildings, minimising potential disturbance from those accessing the building. The side elevation of the 'pavilion' would incorporate areas of glazing, and doors leading to the external hard surfaced play area. However, due to the single storey nature of the building, existing boundary fencing and planting, and the fact that local properties are side onto this area of the site, I do not consider that the amenity of neighbouring residents would be adversely affected in terms of overlooking and loss of privacy.
33. A local resident has expressed concern over noise resulting from the expansion of the school, with regard to noise associated with traffic and parents parking (to be discussed later in this report), and noise from the school itself. With regard to the pavilion building proposed, this would be sited on an area used for outdoor play at the moment, albeit informal play on grass. However, the building itself is designed to be fully compliant with Building Bulletin 93 acoustic requirements, which ensure stringent noise breakout performance. Use of the building would therefore not, in my view, result in a loss of amenity with regard to noise. However, a small area of hard play is proposed to each end of the pavilion building, although the area of hard surfacing at the eastern end of the building is more of an access/pathway, and would not, in my view, be sufficient enough in size to be used for informal play. It would, I suggest perhaps be used occasionally for some outdoor teaching, but informal play during break times would be on areas of existing playground in the school site, and on the proposed hard play to the west of the 'pavilion'. It should be noted that outside play is only for short periods throughout the day, on weekdays only, and for limited months of the year, and is not therefore a constant source of noise. In addition, the number of pupils at the school would increase incrementally year on year, and would not double in one go. The annual increase in pupils, and the noise associated with that would, in my view, not be detectable over and above the existing. In light of this, I do not consider that the proposals would generate additional noise sufficient enough to have a detrimental impact of the amenity of local residents. I therefore see no reason to refuse this application on the grounds of the building materials proposed, siting and/or design.

#### Landscaping and Biodiversity

34. As detailed in paragraph 12 of this report, tree surveys have been undertaken and submitted with this application, one covering the Primary School site, and the other the trees adjacent to the Village Hall car park and proposed pedestrian route additions and upgrades. The reports confirm that the proposed development would not result in the removal of any trees within the school site, and would not adversely affect the tree belt adjacent to the Village Hall car park (discussed earlier in this report). However, one tree to the west of the car park would be removed in accordance with the report recommendation (diseased/dying/dead), and 4 saplings would require relocation to accommodate a pedestrian route to the west of the resurfaced car park. The County Council's Landscape Advisor is satisfied with the proposals as submitted, and I consider that the applicant has taken all reasonable steps to minimise the impact of the proposals on trees in the vicinity, many of which are impact to the character of the AONB. Should permission be granted, I consider that it would be appropriate to require the development to be undertaken in accordance with the conclusions and recommendations of the submitted Tree Surveys to ensure the adequate protection of trees to be retained.

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35. With regard to ecology, an Ecological Survey Report, Bat Survey Report and Great Crested Newt Survey Report have been submitted in support of this application. Low numbers of Great Crested Newts were recorded within the school pond, which is adjacent to the proposed four classroom 'pavilion'. The applicant is aware of the protected status of the Great Crested Newts, and has sought professional advice. However, it is not intended to affect their environment long term, so the applicant is only required to manage and protect the species throughout the duration of construction. Outline mitigation proposals have been submitted for consideration, and the County Council's Biodiversity Officer is satisfied with the level of information provided at this stage. However, should permission be granted, a detailed mitigation strategy would be required pursuant to condition, to be submitted and approved prior to the commencement of any works on site. In addition, the applicant is aware of the requirement to apply for a Protected Species Licence, and an application to Natural England has been prepared and will be submitted upon the determination of this application.
36. With regard to other ecological matters, the County Council's Biodiversity Officer is satisfied with the information provided. However, should permission be granted, conditions of consent should be imposed requiring that the development is undertaken in accordance with the recommendations and precautionary measures as detailed within the submitted Ecological Survey Report. Biodiversity enhancement measures are also recommended, and I consider that details of what enhancements would be incorporated in to the site, and where, should be provided pursuant to condition, should permission be granted. Subject to the conditions above, I am satisfied that the development would not have an adverse impact on Protected Species and wider ecological matters.

Access, parking and highway issues

37. Having accepted the proposed development in terms of siting, design, and impact on the Green Belt, the AONB, and wider landscape, it is now important to consider the implications of the expansion of the school in terms of impact on the local highway network. Local residents, including the Langton Green Charitable Trust, have raised objection to this application on the basis that the proposals would exacerbate current highway and parking issues associated with the school, impacting upon the amenity of local residents in the surrounding area.
37. As outlined in paragraph 5 of this report, this application is part of the county wide Educational Basic Needs Programme, and is proposing to provide sufficient accommodation on site to accommodate a full 2 form of entry (2FE). At present the total number of pupils at Langton Green Primary School is 273, with pupils at the school aged from 4 – 11 years old. The current total number of staff employed at the school is 38, 9 full time and 29 part time. This application seeks to expand the existing primary school from 1FE to 2 FE, which would increase pupil numbers from the current 273 to approximately 420. However, such growth would be incremental year on year with overall pupil numbers at this school predicted to rise by 30 per year until reaching 420 by 2019. To accompany the pupil increase, it is proposed that a total of 48 staff would be employed, and increase of 10 full time staff over the existing.
38. This application has met with local objection on the basis 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, inconvenient, and causes chaos at peak school times. However, in this instance the applicant accepts that the existing access

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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arrangements are not acceptable and has proposed access changes and mitigation which should not only address and improve the existing situation, but accommodate the incremental increase in pupil numbers over the coming years.

39. First, and most importantly, the applicant is proposing to completely change the pupil access point from being via Lampington Row to being via a new gated access in the school's northern boundary, accessed from a new footway link in the recreation ground. Lampington Row is a narrow residential cul-de-sac, which cannot reasonably accommodate an increase in traffic associated with the school. The existing situation is already verging on unacceptable due to the school staff parking on-street, in addition to local residents, and the volume of traffic associated with school pick up and drop off. Therefore, the applicant is proposing to change the school's access arrangements, making increased use of the existing (and proposed to be improved) Village Hall car park.
40. It is proposed that the existing main access on Lampington Row be maintained, but restricted to access to the staff car park only. The staff car park would be extended, reconfigured and resurfaced as part of this proposal to provide 14 formally marked out car parking spaces. The existing pedestrian access on the eastern boundary, currently used by reception pupils only, would be retained as a visitor's pedestrian access only. No access would be available at this side of the school site for parents to drop off and/or collect pupils. All pupil access would be via the proposed new entrance in the northern site boundary, and an existing gazebo and the playground would provide parents' waiting space, and new cycle and scooter parking is proposed here.
41. To facilitate use of the new pupil access point, a new footpath would be provided within the Recreation Ground, running parallel to the school's northern site boundary, and linking with the existing footpaths that run between the Village Hall car park and Lampington Row. The existing footpaths would also be widened and resurfaced as part of this proposal, providing a safe traffic free route from the Village Hall car park to the schools new pupil entrance. The applicant and Speldhurst Parish Council have entered into an agreement whereby the School can use the Village Hall car park for pupil pick up/drop off, parent parking, and 14 staff car parking spaces, provided the County Council resurface the existing grasscrete overspill car parks with an all weather surface, The Village Hall car park currently has 37 marked car parking spaces that are hard surfaced and an additional two overspill car parks which offer an additional 63 spaces, although only 18 of those are regularly available, with the remaining 45 often being cordoned off to prevent use due to the poor quality of the surface. It is proposed to resurface the two overspill car parks with a green tarmac, although final details of the finish would be required pursuant to planning condition to address the concerns of the County Council's Landscape Advisor (see paragraph 28). However, regardless of colour finish to the surfacing, the car park would be surfaced in an all weather finish should permission be granted, as required by Speldhurst Parish Council. A condition of consent would require the car parking to be surfaced prior to occupation of the new accommodation on the school site. This would ensure that the additional 63 spaces would always be available for use, bringing the total capacity of the village hall car park to 100 hard surfaced car parking spaces.
42. First, with regard to staff car parking, the applicant has agreed with Speldhurst Parish Council that at least 14 parking bays would be available for staff of Langton Green Primary School within the Village Hall car park. Added to the 14 staff parking spaces within the onsite car park, a total of 28 car parking spaces would be provided. Currently, staff do park on Lampington Row, and other local roads, as there is insufficient parking on site. This exacerbates issues with traffic at peak school times. However, as noted by

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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Kent County Council Highways and Transportation, the School has confirmed that currently one staff member regularly cycles, 5 staff walk and a few staff car share. Assuming 4 staff car share, a total of 10 staff do not drive to school at this time. This means that currently 28 of the 38 staff drive to work with 14 able to park on-site leaving 14 staff potentially parking on the public highway. In 2019, assuming the same travel patterns, 38 of the 48 staff would drive to work. With at least 28 staff parking spaces provided, this would leave a maximum of 10 vehicles parking on public highway which, as noted by the Highways and Transportation advisor, is an improvement over the existing situation. In addition, the 14 spaces within the Village Hall car park is a minimum, and it could be that additional spaces are provided over time. In addition, School Travel Plan targets would also encourage staff to use more sustainable modes of transport, including car sharing, with the potential that by 2019 fewer staff than the 38 predicated above would actually drive. However, the increase in staff numbers would be incremental, and initially all staff would be able to park either on site or within the Village Hall car park, which is a vast improvement over the current situation.

43. With regard to parents parking in local roads, and the ability of the local highway network to accommodate an increase in traffic associated with the expansion of the school, the comments made by Kent County Council Highways and Transportation should be given due consideration. It is proposed that the number of children attending the school will increase from 273 to 420 by September 2019. Highways and Transportation confirm that from the current pupil roll of 273, there are 195 families which equates to 1.4 pupils per family. In 2019 there would be 300 families, an increase of 105. The percentage of children that come to school by car is currently 45%, so 195 (existing) and 300 (proposed) families would generate 88 and 135 vehicles to school respectively. The number of vehicles to school would therefore increase by 53% in total by 2019, although this would be an incremental increase year on year. The current parking provision at the Village Hall totals 37 marked hard surfaces spaces, with additional overspill. Should permission be granted, that overspill parking would be resurfaced to provide a total of 100 marked hard surfaced spaces. Highways and Transportation confirm that it can, therefore, be reasonably deduced that the development proposals would reduce impact on the highway in terms of reducing on-street parking. School Travel plan targets to increase the number of pupils walking to school from 72 to 114 by 2015 and to reduce the number of children being driven to school alone from 127 to 82 would further reduce the number of children travelling to school by car.
44. A reduction in on street car parking is further supported by the proposal to locate the pupil and visitor entrance so it is accessible via the existing and proposed footpath links from the Village Hall car park. Moving the pupil and visitor entrance should make the Village Hall car parking area the easiest location for picking up and dropping off children as opposed to Lampington Row and other residential roads. However, perceived delay getting in and out of the car park could mean that some parents would continue to park on street. However, there would be no staff parking on Lampington Row as a result of the application, and on street car parking by parents would be significantly reduced. This would improve the current situation, and should reduce the amount of noise, disturbance, inconvenience etc. experienced by local residents, even with an expansion of the school.
45. It has been suggested that an additional 'exit' point be provided from the Village Hall car park onto Speldhurst Road, and that the access into the car park is not sufficient to accommodate the increased number of vehicles that would be using it. However, the number of car parking spaces at the Village Hall is not increasing, the applicant is merely resurfacing the existing. Tunbridge Wells Borough Council and the Highway

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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Authority would therefore have assessed the suitability of this access at the time of approving that application and, in addition, Kent County Council Highways and Transportation have no concerns over the capacity of the entrance/exit point. With regard to the provision of a new exit point, the applicant advises, and I agree, that due to ecological, arboricultural, AONB and highway constraints this has not been proposed. In addition, Kent County Council Highways and Transportation do not consider an additional exit point to be necessary. I therefore consider the existing access to the Village Hall car park to be acceptable, and see no reason to refuse the application on this ground.

46. Safety around the Village Hall car park access has also been raised with regard to crossing Speldhurst Road. However, the School have confirmed that the recently employed Traffic Crossing Officer would be relocated to the entrance of the Village Hall car park/recreation ground to tie in with the local footpath network, and to further encourage parents/pupils to not access the school via Lampington Way but to use the new footpath links to the pupil access point. I therefore consider that this matter has been adequately addressed by the applicant.
45. Speldhurst Parish Council have raised no objection to this application, subject to the resurfacing of the car parking (discussed above) and subject to being involved with the School in the development, maintenance and ongoing revision of the School Travel Plan. The County Council's School Travel Plan Advisor has commented on the submitted Travel Plan and considers that the Plan needs to place more emphasis on how the School would encourage use of the Village Hall car park, and needs to list issues the school may face as a result of expansion, and outline how they plan to deal with those issues. Therefore, should permission be granted I consider that a revised School Travel Plan should be submitted within 6 months of the date of the planning decision to address the matters raised above, prepared in negotiation and conjunction with Speldhurst Parish Council.
46. Kent County Council Highways and Transportation conclude that whilst there are some concerns about the additional traffic generated by the development proposals, there is no reasonable basis to deem the development impact severe and therefore an objection is not warranted. In particular, it needs to be borne in mind that all schools generate traffic and often 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. I consider that the applicant has provided more than adequate mitigation in terms of parking provision and access changes to accommodate the increase in vehicles associated with the expansion of the school. In my view, the development as proposed would significantly improve the existing situation with regard to on-street car parking, in addition to addressing the implication of the expansion. Kent County Council Highways and Transportation are satisfied that this proposal would not have a detrimental impact on the local highway network, and raise no objection on that basis. I therefore see no reason to refuse this application on this ground, subject to the imposition of conditions requiring the Village Hall car park to be resurfaced prior to occupation of the new accommodation on the school site, and the submission and implementation of a revised/updated School Travel Plan within 6 months of the date of the permission.
47. Lastly, you will note from paragraph 14 and the views of Tunbridge Wells Borough Council that they consider an application should be submitted to the Borough Council to vary a condition of consent on the approval notice for the Village Hall (TW/06/00789) to enable the car parking to be used by the school. However, this application is essentially covering such a submission, as it is seeking approval for the Village Hall car park to be

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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used by the school. The car park would still be available for use by other users of the village hall and the recreation ground, and the Parish Council are satisfied with this arrangement. In addition, it should be borne in mind that the school only operate from Monday to Friday, and in term time only, and that none of the Village Hall car park would be for exclusive use by the school only. Use by the Village Hall users would not, therefore, be precluded.

**Construction matters**

48. Given that there are neighbouring residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also good practice on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day. I consider it appropriate that details of how the site access would be managed to avoid peak school times should also be included within the Construction Management Strategy.
49. I consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times and details of any construction accesses. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.
50. 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**

51. This proposal has given rise to a variety of issues, including the need for very special circumstances to justify inappropriate development in the Green Belt and the impact of the proposed development on the openness of the Green Belt. However, I consider that very special circumstances have been demonstrated in this particular case for overriding Green Belt policy constraints in terms of the education need for additional school accommodation to cater for pupils resident in Langton Green, and the design and siting of the development with regard to minimising the visual impact on this part of the Green Belt, and its functioning. Nor do I consider that the proposed development would have any significant impact on the landscape character of the AONB. In addition, subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network or residential amenity, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions

**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

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**Recommendation**

52. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering:
- the standard time limit;
  - the development to be carried out in accordance with the permitted details;
  - external materials to match those specified within the application documentation;
  - details of the surfacing and colour finish to the Village Hall car park;
  - Village Hall car parking to be resurfaced prior to the occupation of the new accommodation on the school site;
  - tree protection measures and the development to be undertaken in accordance with the recommendations of the Tree Surveys;
  - the development to be undertaken in accordance with the recommendations of the Ecological Scoping Survey;
  - submission of a detailed mitigation strategy for Great Crested Newts prior to the commencement of the development;
  - submission of details of ecological enhancements;
  - submission of a revised School Travel Plan within 6 months of the date of this permission, its implementation and ongoing review. This document is to be prepared in liaison with Speldhurst Parish Council, and should include mechanisms for ongoing liaison in the future;
  - 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 the location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, and details of any construction accesses & management of the site access to avoid peak school times;
  - measures to prevent mud and debris being taken onto the public highway.

Case officer – Mary Green	01622 221066
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Background documents - See section heading
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**Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)**

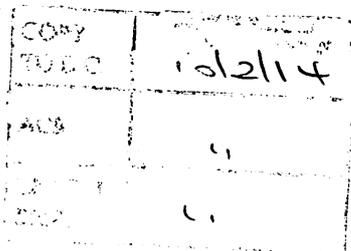
Appendix 1

Petition received 10 February 2014 with 34 signatories from occupiers of Winstone Scott Avenue and Lampington Row.



Planning Applications Group  
First Floor, Invicta House  
County Hall  
Maidstone  
Kent  
ME14 1XX

From residents of Winstone Scott Avenue and Lampington Row  
Langton Green  
Tunbridge Wells  
Kent  
TN3



9 February 2014

Dear Sirs

**Planning Application No. KCC/TW/0018/2014**

We thank you for your recent letter dated 22 January, whereby you notified us of the planning application regarding the extension of Langton Green Primary School.

We have looked at the proposed application and wish to make the following comments for your consideration in respect of this planning application.

We understand that there is a great need for additional school places in Kent and as a result consideration is being given to increasing the intake of pupils at a number of schools in the area. Whilst we note there may be a need for additional school places in Langton Green, we query whether proper thought has been given to the on-going parking / traffic issues that will undoubtedly be exacerbated by such an expansion of the school.

As local residents, we encounter personally on a daily basis (during term time) the current issues that there are with school traffic.

At the moment, parents use the recreational ground car park, Lampington Row and Winstone Scott Avenue when dropping off and collecting their children.

We understand that there are 34 marked spaces in the recreational ground car park, with an additional 61 spaces in an overspill car park.

## Proposed expansion of Langton Green Primary School, Tunbridge Wells – TW/14/154 (KCC/TW/0018/2014)

### Appendix 1

Petition received 10 February 2014 with 34 signatories from occupiers of Winstone Scott Avenue and Lampington Row.



At the current time the first part of the overspill car park is fully utilized by parents (with the other overspill car park being closed off). Lampington Row and Winstone Scott Avenue are also used to full capacity. We note from the Transport Assessment Report dated 9 December 2013 that upon carrying out a study of the parking in the Recreational car park they found *'a maximum of 65 cars... [parking]... within the village car park area; 12 vehicles more than the marked spaces with 5 more than the 16 spaces in the overspill car park and 7 more than the 37 spaces in the tarmac car park'*. This highlights that there is already a parking issue on the basis that Winstone Scott Avenue and Lampington Row are already being used to capacity.

Due to the inadequate number of parking spaces available, it currently results in:

- parents parking where they should not perhaps park (whether in the car park or on grass verges on the residential roads surrounding the school and, blocking drives etc.);
- difficulty for local residents trying to park near their property; and
- grass verges being churned up and looking unsightly.

It is the former of these points that we believe often results in children being put in danger and creating difficulty for other motorists. Several averted incidents involving cars and children have been witnessed by local residents.

We note that one of the main reasons being put forward for the relocation of the main entrance of the school is to encourage people to use the recreational car park. Whilst we are in agreement with this, we would strongly suggest that this is already being done (to capacity) and it is principally because there is inadequate parking that there is such a large overspill into Lampington Row and Winstone Scott Avenue.

Whilst it is noted that this parking problem would be alleviated now by the additional spaces that will become available were the additional overspill car park to be tarmacked (creating an additional 45 spaces), the number of parents and therefore cars wanting to park will only increase if the expansion gets approved and where will these parents park? The roads will also have to cater for an increase in the number of staff at the school. The survey that was carried out and is referred to in the Transport Assessment Report notes that there were 112 cars on the Thursday morning drop off and 121 cars when pupils were collected from the school. This number of cars exceeds the number of spaces in the Recreational car park (with both overspill car parks being

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Appendix 1

Petition received 10 February 2014 with 34 signatories from occupiers of Winstone Scott Avenue and Lampington Row.

taken into account at 98) and this is before the expansion has taken place! It should also be borne in mind that the car park also caters for those using the village hall and the pre-school, again adding to the number of car parking spaces required.

The proposal that there is no access directly into the school from Lampington Row, when parents are dropping off and collecting children, will not stop parents from parking there as it is still so close to the school and there is a public footpath from Lampington Row which leads round the side of the school and will join (we assume) the new proposed footpath to the new main entrance.

So where will parents park when the recreation ground car park, Winstone Scott Avenue and Lampington Row have been exhausted? The only obvious place is down the Speldhurst Road? This will in turn, we believe,

- create problems with traffic on the Speldhurst Road as the road is not wide enough to accommodate this and have cars being able to pass in both directions;
- cause there to be difficulty accessing the recreational ground car park;
- cause safety issues for parents trying to get their children into and out of their cars on the Speldhurst Road; and
- cause safety issues for those parents and children seeking to make use of the public footpath that runs across Speldhurst Road (between Winstone Scott Avenue and the private road opposite it's entrance) when walking to school, as visibility will be reduced.

Another issue we would like to highlight is regarding the use of the larger overspill car park. At the current time there is not a backup of cars on the Speldhurst Road, but this could very well occur with an increased number of vehicles trying to make use of the car park. The Transport Assessment Report has highlighted that the recreational ground car park access point is only wide enough for one vehicle to pass through at a time. We believe this should continue as it reduces the speed of the cars and therefore increases the safety of the children. However this could lead to long delays and tail backs if there are at least another 45 cars involved. We would strongly suggest that consideration be given to making the access point into the Recreational car park an 'entry' only and have an 'exit' point onto the Speldhurst Road from the rear of the car park. This would not only hopefully improve the flow of cars in and out of the car park, but make it safer for the children as they would know which way cars were likely to approach from when crossing the car park and using the footpath

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Appendix 1

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which leads in front of the entrance to the car park. It would also help residents and other users of Winstone Scott Avenue as there are often problems with users of the recreational ground car park ignoring the fact that there is a yield marking on the road when leaving the car park.

Whilst it is a good idea to have a school travel plan to encourage children to get to school by other means than being driven by a parent, we would suggest that due to work commitments and after school clubs there will always be a large proportion of parents who will drive. We would also point out that whilst there is a suggestion in the Transport Assessment Report that a Walking Bus from the Recreational car park to the school would *'enable parents to drop-off/collect children and leave the car park quickly to ensure parking space turn around occurs than if they [were to] take/collect their children to/from the school gates direct and occupy the spaces for much longer'* this is not a reality. A lot of parents would want to see their children safely into the school gates and spend time chatting with other parents.

Finally, there is already traffic congestion on the Langton Road. This will only increase with the number of cars turning onto The Green from Langton Road to reach the school. Due to the residents parking on the road and parking for the small business which are very near this junction, it will only cause greater problems in the future.

Yours faithfully

(please see pages 5 & 6)

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**E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS - MEMBERS' INFORMATION**

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

**Background Documents** - The deposited documents.

None

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

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

**Background Documents** – The deposited documents.

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|--------------|---|
| AS/13/1453   | The demolition of a redundant Ashford Day Opportunities Service building to be replaced with a development of 11 flats and staff facilities to provide move on accommodation for individuals.<br>Kemsley Paper Mill, Kemsley, Sittingbourne   |
| CA/14/174    | An extension to existing sports facilities at Simon Langton Grammar School for Boys including development of an existing natural turf rugby and football pitch into an Artificial Turf Pitch (ATP) with floodlighting and fencing and the refurbishment of an existing Multi Use Games Area (MUGA) to include an artificial turf pitch, fencing and floodlighting.<br>Simon Langton Grammar School for Boys, Langton Lane, Canterbury |
| DO/11/956/R6 | Details of school travel plan – proposed new single storey pre-school building.<br>St Richards Catholic Primary School, Castle Avenue, Dover  |
| GR/13/146/R4 | Details of external lighting pursuant to condition (4) of planning permission reference GR/13/146 - Two storey building to accommodate eight classrooms, inclusive of welfare facilities and 11 additional staff car parking spaces and parents drop off area next to the school's main entrance.<br>St Botolph's CE Primary School, Dover Road, Northfleet, Gravesend  |

- GR/13/146/R15 Details of access and parking pursuant to condition (15) of planning permission reference GR/13/146 - Two storey building to accommodate eight classrooms, inclusive of welfare facilities and 11 additional staff car parking spaces and parents drop off area next to the school's main entrance.  
St Botolph's CE Primary School, Dover Road, Northfleet, Gravesend
- GR/13/146/R19 Details of construction management strategy pursuant to condition (19) of planning permission reference GR/13/146 - Two storey building to accommodate eight classrooms, inclusive of welfare facilities and 11 additional staff car parking spaces and parents drop off area next to the school's main entrance.  
St Botolph's CE Primary School, Dover Road, Northfleet, Gravesend
- MA/13/1296/R3 Details pursuant to condition 3 (Materials) – Two class extension and ancillary spaces including two planning preparation and assessment rooms, toilets and storage areas including 4 additional car parking spaces.  
Harrietsham Primary School, West Street, Harrietsham, Maidstone.

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

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**Background Documents –**

- *The deposited documents.*
  - *Town and Country Planning (Environmental Impact Assessment) Regulations 2011.*
  - *DETR Circular 02/99 – Environmental Impact Assessment.*
- (a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-
- KCC/GR/0064/2014 - New sports, arts and cultural centre at Ifield Foundation Special School, Cedar Avenue, Gravesend
- KCC/TW/0048/2014 - Two single storey extensions to the existing school buildings including carpark layout adjustments and expansion at Oakley School, Pembury Road, Royal Tunbridge Wells

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

None

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

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

**Background Documents -**

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

None

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