

PLANNING APPLICATIONS COMMITTEE

Thursday, 2nd October, 2014

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Thursday, 2nd October, 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 S C Manion,
Mr R J Parry, Mr C Simkins, Mrs P A V Stockell and
Mr J N Wedgbury
- UKIP (4) Mr M Baldock, Mr L Burgess, Mr T L Shonk and Mr A Terry
- Labour (3) Mrs P Brivio, Mr T A Maddison and Mrs E D Rowbotham
- Liberal Democrat (1): Mr I S Chittenden
- Independents (1) Mr P M Harman

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 10 September 2014 (Pages 5 - 12)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposals TW/14/0127 (KCC/TW/0368/2013) and TW/14/0129 (KCC/TW/03702013) (Pages 13 - 30)
- D1 TW/14/0127: Section 73 application to vary Conditions 2, 17 and 18 of Permission TW/12/1442 for the new primary school to secure amendments in the form of a reduced car park area and revised access arrangements at Land south of Rolvenden Road, Benenden; KCC Property and Infrastructure Support; and

TW/14/0129: Extension of existing Village Hall car park including resurfacing, landscaping and relocation of existing equipped play area at Village Hall, The Street, Benenden; KCC Property and Infrastructure Support.

2. Proposal 14/500221 (KCC/SW/0143/2014) - creation of a 2 f.e. primary school, including a two storey building, hard and soft playing pitches, vehicular access way and on-site drop-off area, car parking cycle parking spaces, together with hard and soft landscaping on Land at Thistle Hill, Minster-on-Sea; KCC Property and Infrastructure Support (Pages 31 - 44)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matters dealt with under delegated powers (Pages 45 - 48)
2. County Council developments
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2011
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (None)

F. OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

EXEMPT ITEMS

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

Peter Sass
Head of Democratic Services
(01622) 694002

Wednesday, 24 September 2014

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

KENT COUNTY COUNCIL

PLANNING APPLICATIONS COMMITTEE

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Wednesday, 10 September 2014.

PRESENT: Mr C P Smith (Vice-Chairman, in the Chair), Mr M J Angell, Mr M Baldock, Mr M A C Balfour, Mr R H Bird (Substitute for Mr I S Chittenden), Mrs P Brivio, Mr L Burgess, Mrs M E Crabtree (Substitute for Mr J A Davies), Mr T Gates, Mr P M Harman, Mr T A Maddison, Mr S C Manion, Mr R J Parry, Mrs E D Rowbotham, Mr T L Shonk, Mr C Simkins, Mrs P A V Stockell, Mr A Terry and Mr J N Wedgbury

ALSO PRESENT: Mrs S Howes and Mr N S Thandi

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications Group), Mr M Clifton (Principal Planning Officer - Waste Developments), Mr J Crossley (Principal Planning Officer - County Council Development), Mr A Pigott (Strategic Transport and Development Planner) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS

59. Minutes - 16 July 2014
(Item A3)

RESOLVED that the Minutes of the meeting held on 16 July 2014 are correctly recorded and that they be signed by the Chairman.

60. Site Meetings and Other Meetings
(Item A4)

(1) The Committee noted the arrangements for the site meeting at the proposed Ridge View School in Tonbridge on 22 September 2014. It received confirmation that its next meeting would take place on 2 October 2014 and that there would be a training session on 15 October 2014.

(2) Mr M Baldock requested a site visit in respect of the Application for brickearth excavation at Paradise Farm in Hartlip.

61. Dates of Committee meetings in 2015
(Item A5)

The Committee noted the following dates for Committee meetings in 2015:-

Wednesday, 21 January 2015	Wednesday, 15 July 2015
Wednesday, 11 February 2015	Wednesday, 12 August 2015 (Provisional)
Wednesday, 11 March 2015	Wednesday, 9 September 2015
Wednesday, 8 April 2015	Wednesday, 21 October 2015
Wednesday, 13 May 2015	Wednesday, 18 November 2015

62. Application DA/13/967 (KCC/DA/0201/2013) - Construction of a renewable energy facility using advanced conversion technology with a potential capacity to deliver heat and power at Manor Way Business Park, Swanscombe; Teal Energy Ltd

(Item C1)

(1) Mrs S Howes and Mr N S Thandi were present for this item pursuant to Committee Procedure Rule 2.27 and spoke.

(2) Mr P M Harman informed the meeting that he was the Local Member for this item. He clarified that he had not pre-determined the planning merits of the application and that he was able to approach its determination with a fresh mind.

(3) The Head of Planning Applications Group reported late representations from the Chairman of LRCH objecting to the application.

(4) Mr B Read (Swanscombe and Greenhithe TC) and Mr C Potts (Savills) addressed the Committee in opposition to the Application. Mr P Sadler (Teal Energy) spoke in reply.

(5) The Head of Planning Applications Group confirmed that, in the event of permission being granted, that any proposed detailed conditions where there were objections on planning grounds would be reported to the Committee.

(6) On being put to the vote, the recommendations of the Head of Planning Applications Group were carried by 13 votes to 4 with 2 abstentions.

(7) Mr M Baldock requested pursuant to Committee Procedure Rule 2.26 (3) that his vote against granting permission be recorded.

(8) RESOLVED that subject to the satisfactory completion of a Legal Agreement to secure the translocation of protected species from the site to an offsite receptor site that permission be granted to the application subject to conditions, including conditions covering the maximum waste throughputs being restricted to 250,000 tonnes per annum and all vehicles having a minimum carrying capacity of 20 tonnes; vehicle movements to and from the site being restricted to between 0700 and 1900 hours on Mondays to Saturdays only with no movements on Sundays or Bank Holidays; the maximum number of vehicle movements per hour being restricted to 9 movements per hour during the peak hours of 0800 to 0930 hours and to a maximum of 4 movements per hour between 1600 and 1800 hours; the submission of a Route Management Plan which avoids vehicles using minor residential roads; the provision of wheel washing facilities; a Land Contamination Risk Assessment; no infiltration of surface water into the ground; details of piling methods; details of a Surface Water Drainage Scheme; details of a Construction Environmental Management Plan; details of Site Construction methods and safeguards during the operation of the site to protect the interests of HS1; details of foul water disposal; details of Dust, Odour, and Noise Management Plans during construction and operation of the

site; details of an Ecological Mitigation Strategy designed to address mitigation for the loss of black redstart habitat; and details of the external finish of buildings.

(9) *Following the meeting, the Department for Communities and Local Government issued a holding direction under the Town and Country Planning (Development Management Procedure) Order 2010. This instructed the County Council not to issue the planning decision and to refer the application to the Secretary of State to enable him to consider whether he should direct the application to himself for determination.*

63. Proposal DA/14/19 (KCC/DA/0326/2013) - Five classroom extension, new hall and provision of drop-off facility at Oakfield Community Primary School, Oakfield Lane, Dartford; KCC Property and Infrastructure Support
(Item D1)

(1) Mrs M E Crabtree advised the Committee that she was the Deputy Cabinet Member for Education and Health Reform. She left the meeting for this item and the remainder of the meeting without taking part in the decision-making process.

(2) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard time limit; the development being carried out in accordance with the permitted details; the submission of details of all materials to be used externally; a scheme of landscaping, including hard surfacing, its implementation and maintenance; measures to protect those trees to be retained; the submission, prior to commencement, of an ecological method statement for the removal of trees with bat roost potential if works to remove trees are to be undertaken between March and October; no tree removal taking place during the bird breeding season; the development according with the recommendations of the ecological survey; the submission of an updated Travel Plan within six months of occupation, with ongoing monitoring and review taking place thereafter. The Travel Plan including measures to promote safer and more considerate parking by parents associated with the school, measures to manage and encourage efficient use of the drop-off facility, further monitoring of school parking on Oakfield Lane, and the School and Nursery working together to investigate the scope for optimum use of the car park on Church Hill; the provision and retention of access, drop-off/pick-up facility, and circulatory routes; the submission of visibility splays at the new exit point onto Oakfield Lane; the provision of signage to enable unrestricted parking on the proposed road markings/zig-zag lines between the hours of 6pm and 7am on Mondays to Fridays and anytime on Saturdays and Sundays; the recording of the former air raid shelters prior to demolition; the submission and approval of further works with regard to contaminated land; the submission and approval of details of a surface water drainage scheme; hours of working during construction and demolition being restricted to between 0800 and 1800 Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; a construction

management strategy, including access, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations; and measures to prevent mud and debris being taken onto the public highway; and

- (b) the applicant be advised by Informative:-
- (i) to register with Kent County Council's Travel Plan Management system 'Jambusters' using the <http://www.jambusterstmps.co.uk> link in respect of the requirement to prepare and submit a revised/amended School Travel Plan. "Jambusters" is a County Wide initiative aiding Schools in the preparation and ongoing monitoring of School Travel Plans; and
 - (ii) that their attention is drawn to the letter from Highways and Transportation in which it is noted that it is the responsibility of the applicant to ensure that all necessary highway approvals and consents are obtained.

64. Proposal DA/14/0811 (KCC/DA/0197/2014) - Temporary two classroom modular building at Oakfield Community Primary School, Oakfield Lane, Dartford; KCC Property and Infrastructure Support
(Item D2)

RESOLVED that:-

- (a) temporary permission be granted to the proposal subject to conditions, including conditions covering the removal of the units from the site by the end of July 2015 and the site being satisfactorily restored thereafter; the development being carried out in accordance with submitted details; a restriction of construction hours to between 0800 and 1800 on Mondays to Fridays, 0900 and 1300 on Saturdays with no operations on Sundays and Bank Holidays; a restriction on construction vehicles delivering materials between the hours of 0800 to 0900 and 1445 to 1545 on Mondays to Fridays; and
- (b) the School and the Nursery be recommended to work together to ensure the optimum use of the Nursery car park accessed off Church Hill.

65. Proposal SW/14/0614 (KCC/SW/0135/2014) - Single storey extension for 2 additional classrooms and 2 temporary classrooms at Ospringe CEP School, Water Lane, Ospringe; KCC Property and Infrastructure Support
(Item D3)

(1) Mr T Gates informed the Committee that he was a Member of Faversham Town Council. He had not taken part in any discussion of the proposal in that forum. Although many of the objectors were familiar to him as his constituents, he did not have a close personal relationship with any of them and was able to approach the determination of the proposal with a fresh mind.

(2) The Head of Planning Applications Group reported correspondence from Swale BC objecting to the Proposal.

(3) During discussion of this item, it was agreed that the proposed School Travel Plan condition would be strengthened by the inclusion of an exploration of alternative access options to reduce the impact on Water Lane.

(4) On being put to the vote, the recommendations of the Head of Planning Applications Group (as amended in (2) above) were agreed by 14 votes to 2 with 2 abstentions.

(5) Mr M Baldock requested pursuant to Committee Procedure Rule 2.26 (3) that his vote against granting permission be recorded.

(6) RESOLVED that:-

(a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission and approval of details of all construction materials to be used externally; the submission of an updated School Travel Plan, including an exploration of alternative access options to reduce the impact on Water Lane, and its ongoing review; the parking being laid out as approved and thereafter being maintained and used for no other purpose; the measures to be taken to prevent mud and debris being deposited on the public highway; hours of working during construction being restricted to between the hours of 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays or Bank Holidays; the submission of a Construction Management Plan, providing details of access, parking and circulation within the site for contractors, site personnel and other operatives and management of the site access to avoid peak school times; the development being carried out in accordance with the precautionary measures, recommendations, and mitigation works detailed in the submitted Ecological Appraisal; the submission of tree protection details during construction; the submission of details of replacement tree planting, and timing for their planting; the submission of details, and written approval, of any external lighting; and the removal of the 2 temporary classrooms within 1 month of completion of the construction works; and

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

(i) the School travel Plan should be registered with Kent County Council through the "Jambusters" website following the link <http://www.jambusterstpms.co.uk>

(ii) all necessary highway approvals and consents must be obtained; and

(iii) a statutory licence must be obtained for the construction of the required vehicular crossover.

66. Proposal AS/14/606 (KCC/AS/0162/2014) - Proposed expansion of Furley Park Primary School, Reed Crescent, Park Farm, Ashford; KCC Property and Infrastructure Support
(Item D4)

(1) Mr M J Angell informed the Committee that he was the Local Member for this application and that he had chosen to speak on this item in that capacity. Having done so, he took no part in the decision-making.

(2) Mr J N Wedgbury informed the Committee that he was a Local Authority Governor at the School and that he had chosen to speak on this item in that capacity. Having done so, he took no part in the decision-making.

(3) RESOLVED that:-

(a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission and approval of details of all materials to be used externally; the submission of the specifications of the fencing and gates proposed to be erected; the submission of details of external lighting to the building and car parking; a programme of archaeological work being submitted and approved; the development being undertaken in accordance with the recommendations of the Ecological Survey; no vegetation clearance taking place during the bird breeding season; the submission of a biodiversity enhancement scheme for the nature area; the scheme of landscaping being implemented as approved; the submission of a tree protection plan and the development being undertaken in accordance with the recommendations of the Tree Survey; the submission of a detailed Phase II Geo environmental ground investigation report and remediation scheme; hours of working during construction and demolition being restricted to between 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; the submission of a Construction Management Strategy, including the location of site compounds and operative/visitor parking, provision to accommodate operatives' and construction vehicles loading/ off-loading and turning on site, details of site security and safety measures, lorry waiting and wheel washing facilities, and details of any construction accesses and management of the site access to avoid peak school times; the submission of an updated School Travel Plan prior to occupation, its implementation and on-going review; the provision and retention of the vehicle parking spaces and turning space; the Sustainable Urban Drainage Scheme being implemented as approved; the provision and retention of the cycle parking facilities prior to occupation of the new building; and measures to prevent mud and debris being deposited onto the public highway; and

(b) the applicant be advised by informative :-

- (i) of the letter from 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; and
- (ii) that the School Travel Plan should be registered on-line with Kent County Council's School Travel Plan site 'Jambusters' by accessing the following link www.jambusterstpms.co.uk to assist with the updating, monitoring and future review of the Travel Plan.

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

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

- (a) County matter applications;
- (b) County Council developments;
- (c) Screening opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011; and
- (d) Scoping opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

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SECTION D
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

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

Item D1

Section 73 application to vary conditions 2, 17 & 18 of planning permission TW/12/1442 for the new Benenden Primary School at - Land south of Rolvenden Road, Benenden TN17 4DN – TW/14/00127

Extension of existing Village Hall Car Park at - Village Hall, The Street, Benenden TN17 4DE – TW/14/00129

A report by Head of Planning Applications Group to Planning Applications Committee on 02 October 2014. Application by KCC Property & Infrastructure Support for:

1. TW/14/00127 (KCC/TW/0368/2013): Section 73 application to vary conditions 2, 17 & 18 of planning permission TW/12/1442 for the new primary school to secure amendments in the form of a reduced car park area and revised access arrangements - at Land south of Rolvenden Road, Benenden TN17 4DN
2. TW/14/00129 (KCC/TW/0370/2013): Extension of existing Village Hall car park including resurfacing, landscaping and relocation of existing equipped play area – at Village Hall, The Street, Benenden TN17 4DE

Recommendation: Permission be granted subject to conditions.

Local Member: Mr. Sean Holden

Classification: Unrestricted

Site

1. This report presents two separate planning applications for consideration which together form a proposed scheme for amended parking arrangements at the new Benenden Primary School. The application sites are central to the village of Benenden, located on the south side of Rolvenden Road (B0268) that runs through the village forming the main route between Cranbrook to the north-west and Tenterden to the east, within the Tunbridge Wells district.
2. The land granted planning permission for the new primary school in January 2013 is an area of 2.12 hectares (ha) (5.24 acres), presently comprised of open green pasture. The adjacent land to the south is open agricultural land, to the west is the Glebe field and recreation ground and to the north is the village sports field, which is to become the new school playing field. The site boundaries are defined by the existing native hedgerow and tree cover. The front of the site, to be located north of the school building and east of the playing field, will be occupied by the school access onto Rolvenden Road and landscaped parking area; this aspect of the approved development is the subject of the Section 73 application. The existing Benenden Village Hall car park is a part loosely stoned, part asphalt surfaced area with no marked bays, situated immediately east of the Village Hall with an existing access onto Rolvenden Road. The Village Hall land is located between the western boundary of the playing field and the Benenden Village

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

Green. Within the application area there is also an enclosed, equipped children's play area on the field to the south of the car park. See the *Existing Site Location Plan*.

3. The application sites are entirely within the High Weald Area of Outstanding Natural Beauty (AONB) and a Special Landscape Area (SLA). The Village Hall and land immediately to the south lie within the Benenden Conservation Area, whilst the playing field and Village Hall car park are designated as Recreational Open Space in the Tunbridge Wells Local Plan (2006). There are a substantial number of Listed Buildings within the village, the closest being Tudor Cottage (Grade II), fronting Rolvenden Road on the north side of the playing field. The permitted school site is crossed by three Public Rights of Way (PROW) (WC326, WC327 and WC325), which are to be diverted as part of the approved scheme.

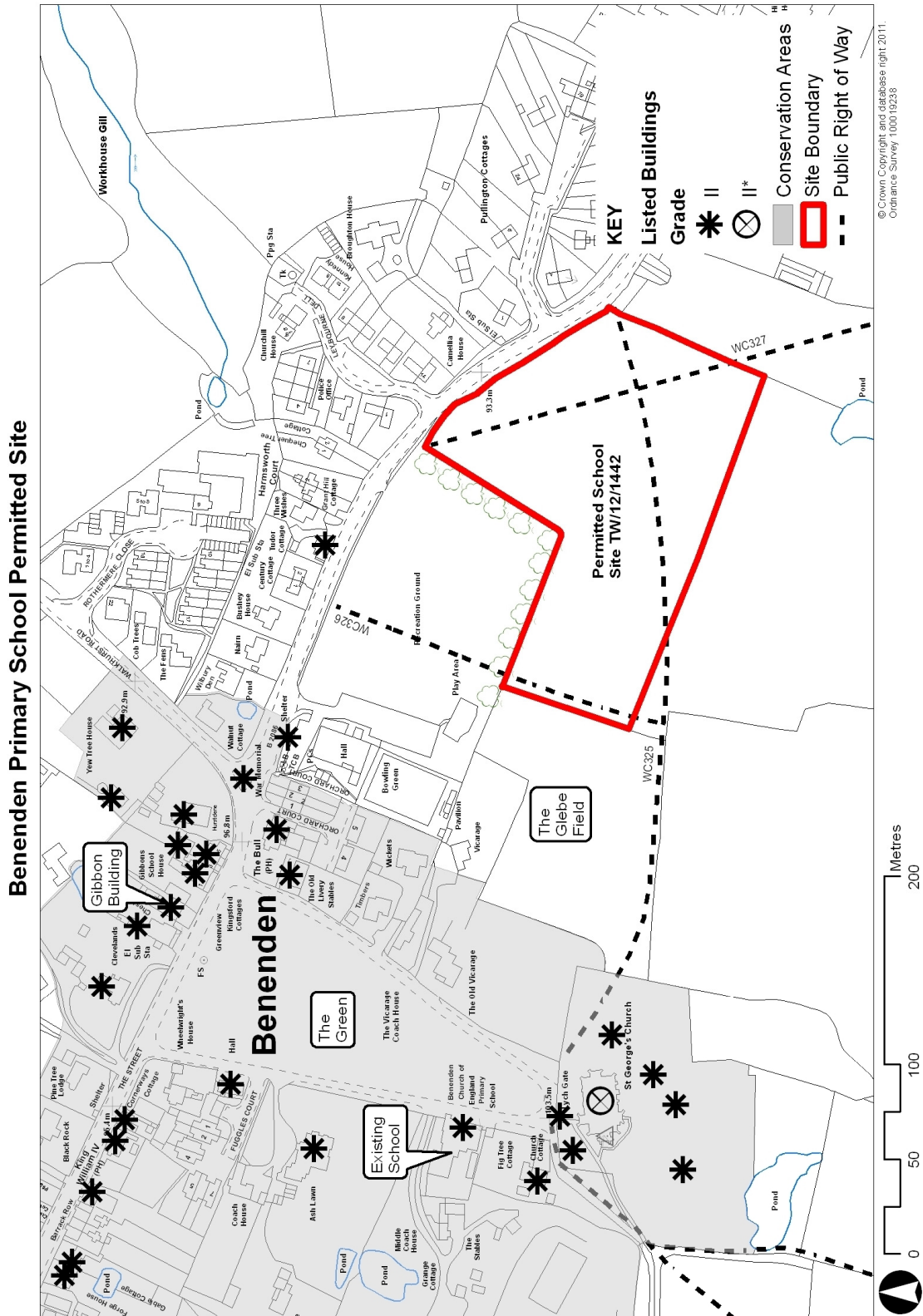
The application is supported by a Planning, Design and Access Statement, Landscape and Visual Impact Assessment Addendum, Transport Statement Addendum and Tree Protection Plan.

Recent Site History and Background

4. The existing Benenden Primary School operates from a collection of buildings located around the Benenden Village Green where the available pupil accommodation falls well below the minimum space standards for Primary Schools set out by Government. Following the established need for a new primary school, a planning application was submitted on 20th April 2012 for a new one Form Entry Primary School (up to 210 pupils), to include the erection of school building with associated hardcourt play areas, a new access onto Rolvenden Road, car park of 52 spaces with landscaping and re-profiling, and landscaping of residual land to return to pasture. The proposal was subsequently granted planning permission with conditions on 21st January 2013 under reference TW/12/1442.
5. During the development of the proposal, the following parking options for the school were originally considered:
 - A single access via the existing Benenden Village Hall entrance, utilising an enlarged and shared car park with some parking on the Glebe.
 - A single new access and car park off the Rolvenden Road, serving the school only.
 - Combination of the two, providing a new access additional to the existing Village Hall access and parking as part of a shared agreement.
6. It was established at the pre-application stage that The Harmsworth Trust, owners of the Village Hall and recreation field, were at that time unwilling to consider a scheme involving the use of the Village Hall car park and access. As such, option 2 for a single new access and car park was selected for the scheme. Although the impacts of the new school and its dedicated access and car park were deemed acceptable, and subsequently approved, it was highlighted during the consultation process by local residents and by Tunbridge Wells Borough Council that the possibility of a shared provision with the Village Hall would be preferable, to both avoid the 'doubling up' of such facilities in close proximity to each other and to reduce further transport and landscape impacts. In recognition of this, an informative was attached to the grant of planning permission encouraging the applicant to initiate discussions to further explore

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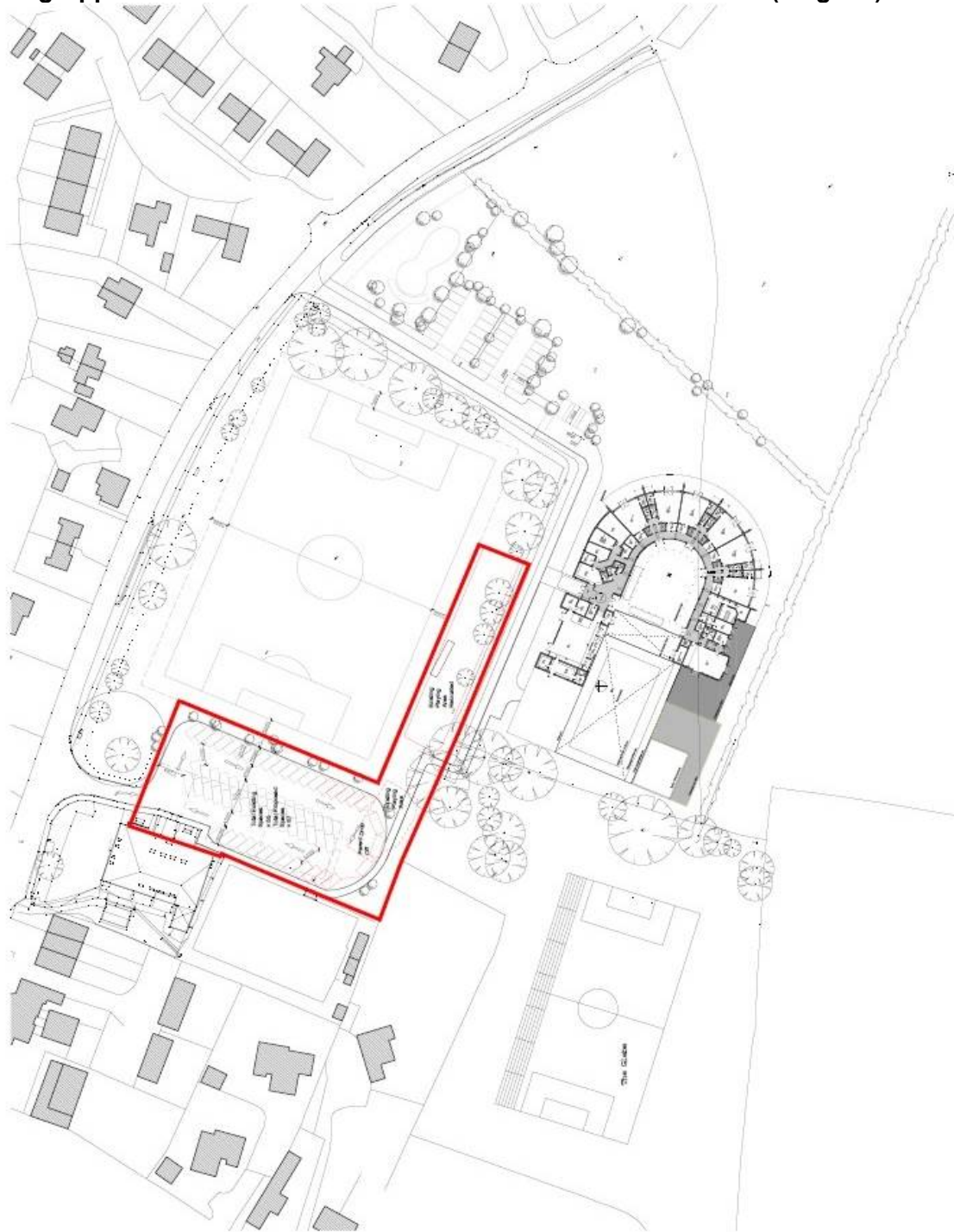
Existing Site Location Plan



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Ordnance Survey 100019238

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

Planning Applications SH/14/00127 & SH/14/00129: Outline Site Plan (Original)



Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

the possibility of shared school access and parking arrangements with the landowner, and to inform the County Planning Authority of the outcome before any development is commenced.

7. Following the grant of planning permission, discussions were held between Kent County Council Infrastructure and Property and the Harmsworth Memorial Trust; an agreement was reached to develop an amended scheme for shared access and parking, to include to maintenance of a visibility splay over the Trust's land.

Proposal

8. The intention of the submitted planning applications is to enlarge the Village Hall car park to become the main school access, parking and parent drop off point, and to substantially reduce the previously permitted parking area to provide for staff and visitor parking only.
9. Application SH/14/00127 applies to vary conditions 2 (approved details), 17 (on-site vehicle and turning areas) and 18 (landscaping scheme) of planning permission TW/12/1442 by reducing the permitted car park of 52 spaces to 31 spaces (to include three disabled bays). The amended parking layout would set out the parking bays over two rows south of the landscaped frontage pond, which would allow for an enlarged landscaped area.
10. A minor amendment is also proposed to the permitted car park access, relocating the access from the north-east corner of the car park area to the north-west, adjacent to the playing field boundary, approximately 15 metres west of the Leybourne Dell access. An access point closer to the village is now possible due to the agreement with The Harmsworth Memorial Trust regarding the maintenance of the required visibility splay over their land. The location of the pedestrian footpath would also be amended to lie along the eastern edge of the relocated access route into the car park.
11. Application SH/14/00129 proposes the expansion, resurfacing and revised parking layout for the Benenden Village Hall car park, which would become a shared provision between the school and Village Hall users. The car park would be increased from around 55 spaces of informal capacity to 67 marked bays, extending to the west over The Harmsworth Trust land and to the east into the permitted playing field area. To allow for the expanded car park, the existing children's play area would be relocated eastwards onto the playing field, south of the marked out football pitch. A new pedestrian footpath would run along the western edge of the car park and around the southern end, providing a south eastward access into the school building. The proposal would necessitate the removal of 5 young-mature native trees to the south of the existing car park.
12. The Village Hall car park be would be resurfaced in a buff or brown colour. It is proposed to secure the type of surface material for the enlarged car park by planning condition, if permitted, alongside the detailed drainage arrangements for the scheme.

Amendments: the application remains largely as submitted aside from minor amendments to the Village Hall application in response to consultee comments; this includes a slight shift of the car park expansion area, changes to car parking bay layout and the creation of a parent drop-off area. The overall proposed parking provision and

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

the details of the submitted Section 73 application remain unaltered.

Planning Policy

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

- (i) **National Planning Policy and Guidance** – the most relevant National Planning Policies are set out in the **National Planning Policy Framework (March 2012)**, and the **National Planning Policy Guidance (March 2014)**, which set out the Government’s planning policy guidance for England at the heart of which is a presumption in favour of sustainable development.

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

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

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- minimising impacts on biodiversity, and protecting and enhancing valued landscapes, contributing to the Government’s commitment to halt the overall decline in biodiversity;
- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;

- (ii) **Borough/ District Local Plan / Local Development Framework**

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 EN5:** relates to development within or affecting the character of a Conservation Area.
- **Policy EN13:** relates to tree and woodland protection and states that development will not be permitted if it would damage or destroy trees protected by a Tree Preservation Order, identified as Ancient Woodland, or in a Conservation Area.
- **Policy TP5:** Vehicle parking in connection with development proposals will be restricted to the maximum necessary having regard to local highway conditions.

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Kent County Council's Vehicle Parking Standards, adopted by the Council, will be applied to such development proposals.

- **Policy R1** sets out criteria for proposals that would result in the loss of recreation open space.

Tunbridge Wells Core Strategy (June 2010)

- **Core Policy 4:** The Borough's built and natural environments will be conserved and enhanced.
- **Core Policy 5:** The Borough Council will apply and encourage sustainable design and construction principles and best practice. 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, to secure its special character in the long term.

Consultations

14. **Tunbridge Wells Borough Council (TWBC)** has no objection to the Section 73 application (SH/14/00127), subject to the following conditions:

- Delivery of the Village Hall car park extension prior to operational use of the new school.
- Approved larger school car park shall not be implemented in addition to the Village Hall Car Park extension.
- All conditions attached to the original application (TW/12/01442/KCC).
- Any additional conditions deemed appropriate by KCC Highway Authority.

However, the TWBC objects to the application for the Village Hall car park extension (SH/14/00129) on the grounds of the absence of a legal agreement. The previously approved school car park could therefore be implemented in addition to the proposed Village Hall car park extension. The cumulative impact would result in excessive parking provision and encroachment of built form which would result in unnecessary loss of recreational open space, and would be detrimental to the natural beauty and landscape character of the area. Following these comments, TWBC were consulted on draft conditions that could be attached to any grant of planning permission to prevent overlapping permissions from being implemented. Whilst TWBC agreed that the draft conditions would act as intended, in the absence of a legal agreement their objection to the car park expansion had not been overcome.

Benenden Parish Council fully support the revised parking layout. They note that the proposed car park provision will provide more spaces for the village hall users and for village events, a safe drop-off facility for school children and less traffic congestion in the village at peak times.

Environment Agency has no comment on the car expansion, but advises the applicant

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

to contact them to establish whether other consents may be required. No objection to the Section 73 application.

Sport England has no comment on the Section 73 application but initially objected to the proposed extension of the Village Hall car park because the impact on the permitted sports pitch was not considered to accord with any of the exceptions in Sport England's playing fields policy. Their view was that the proposed plans, as originally submitted, would result in an encroachment onto the existing playing field and would require the pitch to be remarked. Whilst the plans indicated that the playing field could be remarked and accommodated within the remaining space to the same dimensions (100 x 64 metres), it was tightly located within the plot with trees overhanging the area of play. Sport England were therefore concerned that the proposed development would prevent the possibility of the site being marked out with a larger pitch in the future or a multiple of smaller pitches. The reduced playing field size would also restrict the ability to laterally move the pitch to rest goal mouth areas, and safe margins between the pitch and extended car park would now be reduced.

In light of these comments, the applicant amended and resubmitted the Outline Site Plan to show a minor re-orientation of the car park in a westerly direction to increase the separation between the proposed car park boundary and the playing field. The Plan shows a marked out 96m pitch, with space to potentially accommodate a larger pitch in future. The proposed mix of tree species and their likely canopy spreads were also confirmed: allowing for an estimated margin of 7m to the south, 6m to the north, 2-3m to the east and 3-4m to the west.

As a result of the amendments made to the scheme, Sport England is now satisfied that the development accords with, if not the exact wording then the intention of, exception Policy E3 of Sport England's playing field policy. As such, Sport England withdraws its earlier objection, subject to a planning condition being imposed that requires that playing field to be marked out with the pitch layout as shown on the amended plan.

KCC Transportation Planning (the Highway Authority) is of the view that through management, including coordination of likely peaks in demand, the extended village hall car park plus the staff car park on the school site should be able to offer a level of parking available for the school peaks use, to a level comparable with that previously approved. The following comments were made on the expansion of the Village Hall car park:

- The perpendicular bays in the centre will require a minimum aisle width of 6.0m.
- Eschelon style bays across the whole site would improve manoeuvrability.
- A greater sense of drop off would be preferable and could be achieved by removing the bays that may result in reversing manoeuvres where children are dropped off and provide improved access to the footpath to school.
- A footpath along the edge of the football pitch would assist pedestrians.

Consequently, the outline site plans were revised to show echelon parking in the central bays with the southern end of the car park rearranged to provide a more functional drop off area in-line with the proposed circulation route for vehicles. The applicant confirmed there would be sufficient space for a connecting footpath and proposed to explore this provision at a later stage by condition, in conjunction with a more detailed assessment of the proposed tree planting. The revised plans are noted and supported the subject to the following conditions:

- Implementation of the proposed visibility splays

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- Implementation parking controls/bus cage within the visibility splays to prevent overspill parking within them.
- Surfacing of the Village Hall car park in a bound material to drain within the curtilages of the site and not onto the public highway
- Village hall car park to be in place before the school opens and available for use by parents in perpetuity.
- The applications are linked in an appropriate manner.

KCC Biodiversity are satisfied that sufficient information has been provided to determine the planning application, following confirmation from the applicant that:

- the proposed car park extension will be carried out on short, regularly mown grassland without directly impacting upon the hegerows and undergrowth to the south.
- the precautionary reptile mitigation agreed as part of the original application will be extended to this area.

High Weald AONB Unit comments that either developments do not appear to directly affect the components of natural beauty identified by the High Weald AONB Mangement Plan, and the reduction in the impact of the staff car park and access is supported. They request that the village hall car parking surface should be finished in a muted and low tone surfacing to reduce the potential impacts of the new surfacing on the rural area to help reduce the sub-urbanisation that this large area of surfacing may have on the local area. The avoidance of the use of white lines is also noted.

KCC Landscape Officer has no additional landscape concerns from the Section 73 application. Reducing the size of the car park will limit the visual impact of the school. Whilst the suggested colour of the hard standing is supported, they recommend the applicants seek advice from the High Weald AONB Unit with regard to the materials used. The Officer has also made a number of recommendations for the indicative landscaping scheme for the new school site, the full details of which are required pursuant to condition 19 of planning permission TW/14/1442. Following the revisions made to the Outline Site Plans, the Landscape Officer confirmed they have no further comments on the scheme.

KCC Public Rights of Way (West Kent PROW Team) confirms that the alterations to the car parking arrangements and landscaping do not appear to have an adverse effect on the proposed public right of way diversions agreed as a part off the original application. If consent is granted, the applicant will need to give at least 6 weeks notice to arrange any temporary closure of the public rights of way that may be required to allow works to proceed. No development should take place that would permanently obstruct the rights of way until a diversion order is confirmed.

KCC Sustainable Drainage supports the Section 73 application. They note that the new proposal reduces the amount of the paved parking area and increases the landscape margins, resulting in a reduction in surface water runoff. They request that information is supplied on the impact of the site re-arrangement on the drainage system and its connection to the surface water system within the vicinity of the site.

The Ramblers Association has no objection to the extension of the Village Hall car park.

Conservation Officer No comments received.

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County Archaeological Officer No comments received.

CPRE Protect Kent No comments received.

Local Member

15. The local County Member, Sean Holden, was notified of the application on 15th January 2013.

Publicity

16. The application was publicised by the posting of three site notices on 28th January 2014 located at the Rolvenden Road entrances to Public Rights of Way WC327 and WC326 and at the entrance to the Village Hall car park. Advertisements were also placed in a local newspaper on 26th January 2014. In view of the level of local interest and number of responses to the original application (228 responses), efforts were made to consult as many of the original respondents local to Benenden as possible, in addition to the notification of the surrounding properties. A total of 176 individual properties were notified by letter as well as a further 32 respondents by email.

Representations

17. The representations received in response to the publicity have been grouped into the categories below. As many of the representations received related to both schemes the total figure of 119 comments does not represent the total number of individual respondents.

Variation of conditions:

- Support: 36 representations
- Object: 12 representations
- General comment: 1 representation

Village Hall car park extension:

- Support: 45 representations
- Object: 24 representations
- General comment: 1 representation

18. Around half of the supporting comments received wished to state their support for the proposed arrangements and/or for the development of the new school, similarly around 75% of the objections received just wished to register their objection (ie. on no specific grounds). The detailed comments received on the proposals for the revised parking arrangements can be summarised as follows:

Supporting:

- Shared facilities are a sound, sensible solution beneficial for both the school, village hall and the village.
- Reduced environmental and visual impacts upon the landscape and reduced loss of greenfield land.

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- Would be an appropriate use of existing hard standing in the village.
- The scheme is an improvement over the permitted arrangements; two larger car parks in the village would have been unnecessary.
- The revised access location of the permitted car park is welcomed and perceived to be in safer location, which addresses some of the previous concerns about the school car park.
- An expanded Village Hall car park would reduce on-street parking during events.
- The peak demands in the use of the Village Hall car park by the School and Village Hall are unlikely to coincide.
- The proposed landscape enhancement of the village hall car parking would be beneficial for the village.

Objecting:

- The new school should have its own sufficient provision without affecting other facilities in the village.
 - Village Hall car park expansion is unnecessary as the current car park is rarely at full capacity.
 - Expansion of the Village Hall car park would be a loss of green space and visually detrimental to the area.
 - Relocation of the existing play area further away from the Village Hall and toilets would be less accessible and inconvenient for users.
 - Changing the location of the main school car park would increase of traffic in the centre of the village, in proximity to an existing public house exit (The Bull).
 - Fears about traffic congestion or conflicts on Rolvenden Road with other road users and pedestrians, and implications on traffic visibility.
 - Conflicts with village hall use of the car park at peak times.
 - There is a lack of proposed provision for pedestrians in the expanded car park for safe access to the school.
 - Potential for adverse impacts upon the Tree Protection Orders (TPOs) in the vicinity of the Village Hall Car park.
 - Realignment of the football pitch would result in insufficient run off area behind the goal mouth at the eastern end of the pitch.
19. Comments were also received from residents on the rights of the Trust to allow car parking for the school on the land. As this is to be shared facility and not solely for use by the School, I am of the opinion that this is not relevant to the progression or consideration of the planning application in this instance.
- 20 The *Benenden Village Hall Management Committee* did not wish to state an overall view on the applications but raised concern over some of the information that was initially included in the supporting statements in reference to the involvement of the Committee. In response, the applicant advised that pre-consultation was not directly carried out with the Village Hall Committee, who are a sub-committee of the Trust. Pre-consultation was carried out between the applicant and the Harmsworth Trust as the landowner. Minor amendments were subsequently made to the *Planning and Design & Access Statement* to clarify who was involved at the pre-application stage.

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Discussion

21. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 13 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case can be summarised by the following headings:

The Proposal

22. The proposals were initiated and submitted in accordance with an informative attached to the grant of planning permission TW/12/1442, encouraging the applicant to explore the possibility of shared school access and parking arrangements with the adjacent landowner, The Harmsworth Trust. With the principle of the location, capacity and provisions for the new Benenden Primary School already established, this report only considers planning issues related to the impacts of the proposals for revised parking arrangements

23. The NPPF encourages local authorities to look for positive solutions and to approve applications for sustainable development where possible. In my view, the conflicting comments on how well used the Village Hall car park is at present are irrelevant in this case; an enlarged area would present the opportunity for the facility to be well utilised by either group. As the solution of a shared facility for the school and Village Hall users was endorsed in principle under application TW/12/1442, and is strongly supported by the general thrust of planning policy, I see no objection in principle to the applications.

Access and Highway Safety Concerns

24. The applications are accompanied by a Transport Assessment Addendum and the highway and access implications of the applications have been considered and addressed in detail by the Highway Authority, who raise no objection to the development subject to the imposition of conditions. However, the objections raised by the local community must be considered and discussed.

25. There are concerns that changing the Village Hall access and car park into a shared facility would increase traffic activity in a location closer to the village, potentially causing traffic congestion or conflicts and safety issues for pedestrians. The Village Hall entrance is in proximity to a pub car park entrance and to the junction of Walkhurst Road. The Highway Authority advise that visibility at the Village Hall car park access is adequate and there are no recently recorded crashes within the vicinity of the site. However, to take account of the increase in activity in this location, measures could be taken to prevent any overspill parking within the vicinity of the Village Hall Car Park access. The Highways Authority recommend that a condition be attached to any grant of planning permission to introduce parking controls and/or bus cage within the visibility splays, particularly during school start and finish times. Such a scheme must be implemented before the development is commenced. This control would be in addition to the traffic calming measures to be implemented and maintained in accordance with condition 15 of the original planning application (TW/12/1442), ahead of the opening of the new school.

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26. The lack of proposed provision for pedestrian access along the eastern side (adjacent to the playing field) of the expanded Village Hall car park was observed by both residents and the Highways Authority. Whilst no objection is raised on these grounds, the Highway Authority strongly encourages further improvement of the pedestrian linkages to the school for those not arriving by car, and thereby recommend the creation of a path along the edge of the footpath pitch to assist pedestrians. The applicant has confirmed there would be sufficient space for an additional route in this location but requests to add this provision at a later stage, through an appropriate planning condition, in conjunction with a more detailed assessment of the proposed tree planting. Whilst it would be preferable to secure all pedestrian access routes at this stage, the proposed scheme does currently include a pedestrian access route along the western and southern end of the extended car park area. In this instance, I am therefore satisfied that the concerns about pedestrian access and safety could be resolved by an appropriate planning condition, requiring details of the additional pedestrian access.
27. In considering the above, and in light of the views of the Highway Authority, I would consider that subject to the imposition of conditions regarding the bound surfacing, drainage and permanent retention of the area proposed for car parking for dual use, and the implementation of visibility splays and controls to prevent overspill parking, and having regard to all highways conditions attached to the original application, that the development would not have a significantly detrimental impact on the local highway network. I therefore see no overriding justification to refuse the applications on these grounds.

Landscape and Visual Amenity

28. A key issue in the consideration of the earlier application for the new school development was the impact on the local and the wider landscape, given that the site is within the High Weald AONB. Whilst the proposed buildings could be sensitively designed to sit within the landscape and be partly concealed by earth modelling, the previously proposed expanse of car parking was more problematic because of its proximity to Rolvenden Road and the extent of parking proposed to be provided. In addition, the need for a more intensively used access than now proposed, had provoked strong and ongoing objections to the position of the access from adjacent local residents, which these latest proposals collectively now address. The proposed reduction in the size of the permitted school car park reduces the amount of handstanding of the new school development and allows a greater extent of land for planting and landscaping, whilst also reducing the extent of external lighting to be required; this aspect was generally supported by residents and consultees. However, objections have now been received from residents in relation to the potential visual, amenity and environment consequences of increasing the Village Hall car park area.
29. The Village Hall car park expansion would encroach onto land designated as Recreational Open Space. Although Sport England originally objected to the limitations this would place on the playing field, through minor realignment of the Village Hall car park area, they were satisfied that the amended proposal would meet their requirements, including an adequate area for buffer or run off around the pitch. No objections were raised from KCC's Landscape Officer or the High Weald AONB Unit on the expansion of the car park area, subject to use of a colour buff/brown surface material as proposed.

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

30. Comments were received on the potential for the car park expansion to adversely affect the Tree Protection Order (TPO) Trees south of the car park. According to the *Landscape and Visual Impact Assessment Addendum* submitted with the application, the extended hardstanding of the car park will potentially extend over the root protection zone of the trees; a 'no dig' construction method is therefore proposed for these works. However, the report notes that the extent of the potential impact will not be known until an Arboricultural Impact Assessment has been undertaken. No objections or comments were received from the Tunbridge Wells Borough Council or the KCC Landscape Officer with regards to the impact upon the TPO trees, or the proposed protection measures. To ensure the protection of these trees is fully appraised, I would consider it appropriate to attach planning conditions requiring an Arboricultural Impact Assessment for the approval of the County Planning Authority, prior to the commencement of the development, with all other works to be carried out in accordance with the tree protection measures set out in the accompanying Tree Protection Plan.
31. In response to the consultation on the schemes, KCC's Landscape Officer made a number of more detailed recommendations regarding the landscaping details of the whole new school site, which would now include the proposed Village Hall car park enlarged area and boundary. To ensure the landscaping and visual impacts of the development are considered as a whole in its wider context within the AONB, I am of the opinion that it would be appropriate to attach these comments as an informative to any grant of planning permission.
32. On balance, I am of the opinion that, subject to conditions, the development would not have a detrimental impact on the local landscape or trees. Any potential visual or environmental impacts of extending the Village Hall car park hardstanding on the Benenden Conservation Area and the High Weald AONB would be compensated for by the benefits of the significant reduction in the permitted car park area. This would be subject to conditions requiring the prior approval of the village hall park car surfacing materials, full details of the landscaping scheme and an Arboricultural Impact Assessment, and all works to be carried out in accordance with the tree protection measures.

Amenity

33. Objections were received from some residents due to the proposed relocation of the existing, enclosed play facilities; a consequence of enlarging the Village Hall car park. The facilities would be moved eastwards, south of the playing field, a further distance for parents and children to walk and further from the Village Hall and toilet and parking facilities. In response to these concerns, the applicant has agreed to move the relocated play area slightly further westward, closer to the car park. Access would be via the proposed pedestrian link from the western side of the Village Hall car park. According to the applicant, the existing cricket strip on the playing field will be now removed, which provided the opportunity to enlarge the relocated play area as part of the revised plans. Although the relocation is an unfortunate consequence of the car park enlargement, I can see some safety benefits in increasing the distance from the Village Hall car park. The proposed resurfacing of the car park and new pedestrian path would be an improvement on the existing surface and access conditions which would increase the suitability for a wider range of users. Accessibility to the relocated play area would also be enhanced by additional pedestrian route along the eastern side of the car park, as discussed in paragraph 26.

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34. Aside from access to the play facilities, no issues of specific residential amenity have been raised by objectors, and I am satisfied that the proposed development is sufficiently distanced from neighbouring properties to avoid any significant adverse impacts. However, given the location of the proposals within a residential area, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction and demolition in order to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays.
35. I also consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods and hours of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak times, and details of any construction accesses. Therefore, should permissions be granted, a Construction Management Strategy would be required pursuant to condition and the developments would thereafter have to be undertaken in accordance with the approved strategy.
36. 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.

Implementation

37. The separate applications for amended parking arrangements at the new Benenden Primary School were submitted with the intention of securing a link between the two. TWBC also highlighted the need prevent the possibility of both the school car park permitted under the original application and the proposed enlargement of the Village Hall car park from being implemented, due to the potential for cumulative impacts on the area. Whilst TWBC have maintained their objection to the Village Hall car park extension due to the absence of a legal agreement to secure this matter, they have no objection to the schemes in principle or on any other basis. They have no objection to Section 73 application, subject to conditions, including a condition that the approved larger school car park shall not be implemented in addition to the Village Hall Car Park extension.
38. Whilst it is extremely unlikely that both the original and the now revised car parking arrangements would be provided, if the implementation of two larger car parks was to occur, all impacts of the previously permitted school car park have anyway been deemed acceptable under TW/12/1442. I therefore see no overriding justification to refuse the application on the grounds of this possibility, and I believe it is possible to prevent the implementation of two larger car parks through appropriately worded planning conditions. To take account of these concerns and to maintain planning control over the developments, I therefore suggest conditions are attached to either grant of planning permission, if approved, stating that the development hereby permitted shall only be implemented in parallel with planning permission SH/14/00127 or SH/14/00129 (as appropriate).

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

Conclusion

39. In my view, the developments would not give rise to any significant material harm and are in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the proposals significantly improve upon the earlier parking proposals in terms of addressing the previously raised local objections. Furthermore, the developments are in accordance with the principles of the National Planning Policy Framework. I consider that, subject to the imposition of appropriate planning conditions, the proposals would not have a significantly detrimental effect on the local highway network, local amenity or the environment. In my view the developments are sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions be placed on any planning permissions, including those outlined below.

Recommendation

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

- the standard time limit;
- the development to be carried out in accordance with the permitted details;
- The development hereby permitted shall only be implemented in parallel with planning permission SH/14/00127 / SH/14/00129 (as appropriate).
- details of surfacing materials for the Village Hall car park;
- a scheme of landscaping, including hard surfacing, its implementation and maintenance;
- measures to protect trees to be retained;
- playing field to be marked out with the pitch layout as shown on the amended plan (Outline Site Plan 19625A 23 Rev F.);
- Implementation of visibility splays (as shown in drawing T0155/SK015/P1 of Transport Statement addendum);
- Implementation of parking controls/bus cage to prevent any overspill parking taking place within the visibility splays;
- provision and retention of access, the drop-off/pick-up facility, & circulatory routes;
- the submission and approval of details of a surface water drainage scheme;
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- construction management strategy, including access, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations;
- measures to prevent mud and debris being taken onto the public highway.

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

- The applicant's attention is drawn to the letter from Highways and Transportation in which it is noted that it is the responsibility of the applicant to ensure that all necessary highway approvals and consents where required are obtained.

Item D1

Amended access and parking arrangements at the new Benenden Primary School – at the Village Hall & land south of Rolvenden Road, Benenden

- The applicant's attention is drawn to the letter from Kent County Council Landscape Officer regarding landscaping details for the new school site.

Case Officer: Rachel Cutler

Tel. no: 03000 413359

Background Documents: see section heading

Creation of a 2FE Primary School, Land at Thistle Hill,
Minster on Sea, Isle of Sheppey
14/500221/COUNTY (KCC/SW/0143/2014)

A report by Head of Planning Applications Group to Planning Applications Committee on 2 October 2014.

Application by Kent County Council Property and Infrastructure Support for the creation of a two form entry (2FE) primary school, including erection of a two storey school building, provision of hard and soft playing pitches, vehicular access way and on site drop off area, provision of car parking and cycle parking spaces, together with hard and soft landscaping on Land at Thistle Hill, Minster on Sea, Isle of Sheppey, Kent – 14/500221/COUNTY (KCC/SW/0143/2014)

Recommendation: Permission be granted subject to conditions.

Local Members: Mr Crowther

Classification: Unrestricted

Site

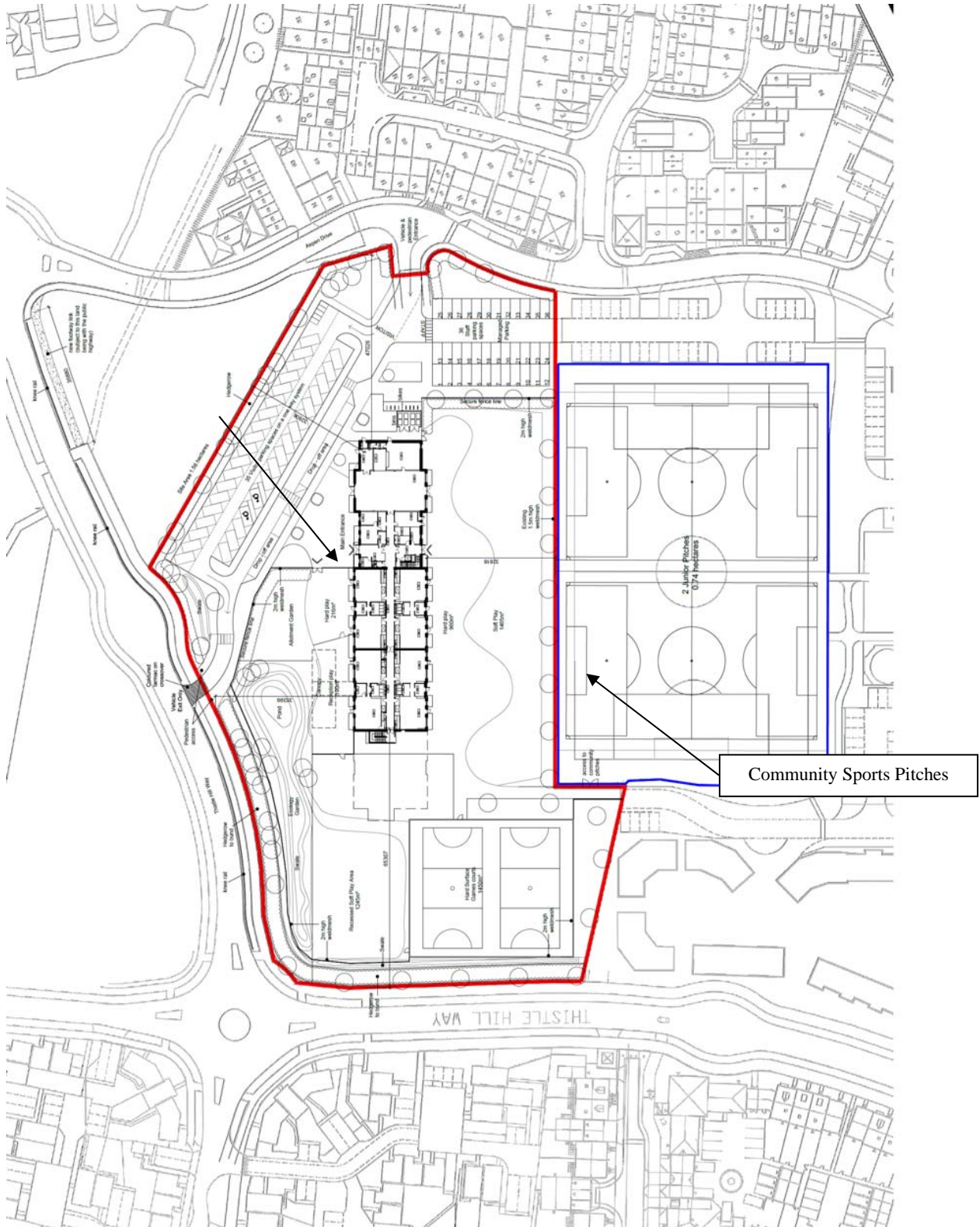
1. The proposed school site is an area of undeveloped land which lies in the middle of a new housing development in Minster, Sheppey. The areas to the east and west of the site have already been built out, with further work ongoing to the north. The nearby housing is predominantly 2 storey in height, but with some 3 storey blocks as well. The site is currently enclosed by wire mesh fencing, and the site generally slopes down from south-west to north-east with a fall of approximately 3m.
2. To the south of the site is a community centre (part single storey and part two storey in height) and between this and the school site is playing field land, enclosed by green wire mesh fencing.
3. Thistle Hill Way runs round the edge of the site to the west and north, with Aspen Drive running down the eastern boundary (the playing fields lie to the south). There are footpaths surrounding the site, along these residential roads, and the roads include traffic calming measures.

Background

4. This proposed primary school would be constructed on a site that has been safeguarded as part of the Thistle Hill 70 hectare (173 ac) new neighbourhood development site, to the south of Minster. An outline planning permission, Master Plan and Development Brief were approved in 1997, and as part of that consent 1.6 hectares (4 ac) was set aside for the construction of a primary school. The 1997 Development Brief indicated that there would be in the region of 1000 houses, together with a village centre, incorporating shopping facilities, a Primary School, a community hospital, a community woodland and public open space. The 1997 Brief was subsequently replaced with a July 2009 version.

Creation of a 2FE Primary School, Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 14/500221/COUNTY (KCC/SW/0143/2014)

Site Location Plan



Proposed Elevations

01 Proposed Elevations / Overview

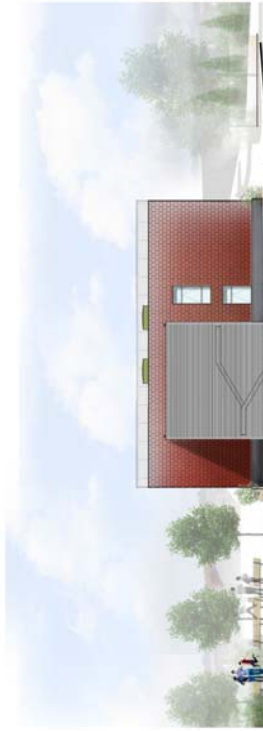
Thistle Hill Primary School



South Elevation



North Elevation



West Elevation

Not to Scale

HMM Architects LLP
3 Tarrington Lane, Faversham, Kent CT11 1ED
Tel: 01797 454481 | Fax: 01797 453372



East Elevation



Creation of a 2FE Primary School, Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 14/500221/COUNTY (KCC/SW/0143/2014)

Proposal

5. When the reserved matters application was submitted and approved in 2007 it was not known whether the primary school would be provided, as the future plans of the Education Authority for the Isle of Sheppey were uncertain at that time. No detailed design for the school was included in that application, nor any specific conditions attached relating to the primary school site. The original planning permission has now expired therefore a new application for the detailed design of the school has been made.
6. Current education data shows that on the Isle of Sheppey school rolls are forecast to increase over the next three years across the Island. It is therefore planned to expand primary school capacity in Sheppey in response to rising birth rates, internal migration and the housing development surrounding the site at Thistle Hill, hence the requirement for this school.
7. The application seeks approval for a 2 Form Entry primary school. The school would sit almost centrally within the site and have an east-west orientation, with the front entrance facing to the north.
8. The building would be two storey in height and be of a flat roof design, following the guidance given in the Education Funding Agency Priority School Building Programme design brief. The building would have three elements to it – the two storey classroom section, a double height hall, and a single storey element housing the main kitchen and stores at one end of the building. At the other end there would be an external escape staircase which would be wrapped with an aluminium louvered screen. The three main building elements would be clad in slightly different materials and colours to distinguish them from each other, but with a continuous brick plinth to tie everything together. The windows would be recessed slightly to provide definition and shading, and their spacing would provide a rhythm to the facades.
9. Vehicular access into the site would be solely from Aspen Drive, at the point of the existing road spur, with access to a staff only car park on the immediate left (36 spaces, 24 of which would be tandem parked, therefore needing to be managed by the school). Visitor and parent parking would be provided to the north of the site which would include 35 visitor spaces on a one way system, plus a separate drop off only area with parking for 7 cars. All vehicles would exit onto Thistle Hill Way. There would be pedestrian access on both sides of the vehicle entrance and exit points, providing ease of access to the school building for pedestrians from all directions. There would also be a designated area for cycle parking adjacent to the staff car park and close to the school building.
10. The development would also include the completion of the footpaths that surrounds the site in a small section near the roundabout with Thistle Hill Way and Aspen Drive.
11. The external areas for the school would include hard and soft play areas to the south of the building, backing onto the community sports pitches. Outdoor play and teaching areas would be provided to the north of the building, along with a pond and ecology garden forming part of the Swale. A MUGA with 2 courts would be provided on the western boundary, enclosed by 2m high fencing. The site itself would be bordered by hedgerows along the road frontages, with a fence inside of this enclosing the schools external play spaces and along the southern boundary with the community sports pitches.

Creation of a 2FE Primary School, Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 14/500221/COUNTY (KCC/SW/0143/2014)

12. The School would use these community pitches for their playing field provision (2 junior size pitches) as the development site area is not large enough to provide any pitches specific to the school.

Planning Policy

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

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

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

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

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

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

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

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

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

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- Policy C1 Existing and New Community Services and Facilities**
The Borough Council will grant planning permission for new or improved community services and facilities, and particularly those that include provision for wider public use.
- Policy E1 General Development Criteria:** Proposals should cause no demonstrable harm to residential amenity and other sensitive uses or areas; reflect positively characteristics and features of the site surroundings; and protect and enhance the natural and built environments.
- Policy E19 Achieving High Quality Design and Distinctiveness:** Development proposals should be of a high quality design and respond positively to design criteria.
- Policy E21 Sustainable Design and Build:** Proposals should incorporate sustainable design and build measures into the detailed design of new development in its use of siting, design, materials and landscaping.
- Policy T1 Providing Safe Access to New Development:** Proposals which cause unacceptable impacts of the capacity of the highway network or on highway safety will not be granted planning permission.
- Policy T3 Vehicle Parking for New Development:** Requires appropriate vehicle parking for new development in accordance with the adopted Kent County Council parking standards.
- Policy T4 Cyclists and pedestrians:** Requires cycle parking facilities for new development in accordance with the Kent County Council cycle parking standards.

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

Consultations

14. **Swale Borough Council** objects to the application as they consider the proposed design to be of poor quality, which fails to respond positively to the existing environment, reinforce local distinctiveness or strengthen the sense of place.

Minster on Sea Parish Council objects to the application as they consider the design to be soulless and uninspiring; that the visual impact of the proposal would be detrimental to the surrounding environment and would not complement the attractiveness of the surrounding dwellings; and they object to the public football pitch being appropriated within the school to the detriment of the local community. Upon re-consultation they also commented on the maintenance issues with flat roofs and suggest alternative designs of schools which they felt would be more appropriate.

A further letter has also been received stating that the Parish disagree that the design of

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the building cannot be altered, and in their view they believe that there is no requirement for a flat roof design. They are disappointed that their views are not being taken into account by KCC, especially as they represent the views of the local community.

Environment Agency raises no objection.

Sport England has no concerns with the planning application, but suggest that their guidance regarding MUGA design be taken into account during construction.

Biodiversity Officer is satisfied with the conclusions of the Ecological Survey submitted and requested details be submitted of the Swale and Ecology Garden as a condition.

Kent County Council's Highways and Transportation Officer has no objection to the proposals following receipt of amended plans, subject to various highway conditions.

School Travel Plan Officer raises no objection but recommends a School Travel Plan be registered with KCC within 6 months of occupation of the school, and thereafter maintained and reviewed.

Local Member

15. The local County Member Mr Adrian Crowther was notified of the application on 16th May.

Publicity

16. The application was publicised by the posting of three site notices around the perimeter of the site, an advertisement in the local newspaper, and the individual notification of 41 residential properties.

Representations

17. In response to the publicity no letters of objection were been received from members of the public.

Discussion

18. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 15 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity.
19. This application is being reported to the Planning Applications Committee following the objections received from the District Authority and the Parish Council. In my view the main issues to consider are the design and layout of the school and the traffic and parking implications associated with the school use.

School Design and Layout

20. The proposed school building has been arranged in three elements as set out above, with a two-storey classroom element, a double height hall, and a single storey kitchen and store area. The building would have a flat roof and the three different elements would be clad in different materials to provide distinctive elements of the building. Large timber and aluminium windows would provide ventilation and daylight and would be spaced rhythmically along the length of the elevations to form an interesting and well-proportioned façade. The windows would be set back as far as possible in the openings to provide a depth to the elevation and a nominal amount of shading. In some cases the reveals of the windows would be of a vibrant colour to add contrast to the elevation.
21. The metal escape staircase located at the end of the classroom element would be enclosed with an aluminium louvered screen around it, and the same screening would be used to shield the plant material that would be required on the kitchen roof. A steel and timber framed canopy, with a polycarbonate sheet covering would be included over the main entrance to provide a focal point for the entrance to the school.
22. The design of the school had been discussed at a pre-application stage, and was further reviewed by the South East Regional Design Panel prior to submission of the planning application. Concern has been raised during the consultation process by the Parish and the Borough Council that the design is not appropriate and could be improved - in particular objection has been taken to the flat roof design. The wish for an alternative design based on previous schools built in the near locality has also been expressed, with the view that these were 'better' than that currently proposed. These other schools were built at a time when the funding for school construction was not as stringent as it is in the current financial climate, and they cannot be replicated now.
23. The design of this school was based on the very prescriptive template and guidelines provided by the Department for Education and the Education Funding Agency (EFA), which the scheme needs to follow to secure the necessary funding. The 'base line' design model for a 2 Form Entry Primary School basically limits proposals to a two storey, flat roof design, which allows the thermal properties of the concrete to be used to cool the building in the summer. Although a flat roof is not a mandatory requirement, the architects have advised as follows:

"The flat roof is a result of the requirement from Government to follow the EFA Baseline Design guidance in order to obtain the funding for this Basic Needs school. The environmental strategy outlined in this guidance requires the building to have thermal mass to help regulate the temperature and avoid the reliance on mechanical cooling. The best location for thermal mass is at the ceiling level which is achieved using concrete planks for the floors and roof. Concrete planks cannot be laid economically to any significant pitch, so the roof is flat [in appearance, but] a minimum 1:60 fall is created using tapered insulation to allow the roof to drain. The waterproof layer of the roof would be a robust 3 layer built-up bitumen system. Access for maintenance of the vent terminals and other pieces of plant would be via a roof access hatch; protection from falling would be achieved with a minimum 1100mm [c. 3 feet, 7 inches] high parapet".

Whilst a flat roof design does not meet everyone's idea of 'good design', in this case the school has been well thought out so that it operates soundly for its occupants (i.e. the teaching provision), the design was amended to take on board the positive comments of

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the South East Regional Design Panel, and it is considered it would be entirely in keeping with the surrounding area of new and modern housing development. It should be noted that the site does not lie in an area where there are heritage aspects to take into consideration or respect the setting of, such as Conservation Areas or proximity to Listed Buildings. The context here is a modern residential development, partly still under construction.

24. Notwithstanding the above, the agent has made some minor alterations to the scheme which includes increasing the height of the parapet on the hall element to further distinguish that element and provide interest to the roof heights across the building as a whole. Coloured banding has been introduced to the kitchen element along with contrasting coloured reveals to the hall elevations. I do consider that these alterations further improve the overall design and external appearance of the building.
25. In terms of the layout of the site, the school building would occupy the centre of the site, with the parking areas to the north and east of the school. The remainder of the site would have areas of soft play space and hard surface playgrounds, plus allotment gardens and the swale which would incorporate an ecology garden and pond – all of which would provide external teaching facilities for the school, whilst providing an interesting and ‘green’ appearance for the school grounds. A landscape condition has been proposed to ensure details of the landscape scheme can be approved and include areas of planting to soften the appearance of the parking areas.
26. In summary, and despite the objections received, I strongly consider that the design of the school is acceptable, fully in line with Government policy and would be in keeping with the surrounding modern residential development, in accordance with Policies E1 and E19 of the Swale Borough Local Plan.

Traffic and Parking

27. The proposed school would be located amongst an area of new housing development, and would provide a community facility to support the residents now living in this area. However, as with all new developments there is generally pressure for parking spaces and adequate provision needs to be made for school parking in order to ensure overspill parking doesn't create an amenity problem for the surrounding residents.
28. The application has been supported by the submission of a Transport Statement, and it is considered that the surrounding highway network would be suitable to cope with the traffic that is anticipated to be generated by the school use.
29. 35 visitor spaces are proposed for the school, along with an additional 7 spaces for drop off only, all on a one-way system entering from Aspen Drive and existing onto Thistle Hill Way. An additional 36 spaces are proposed solely for staff parking, 24 of which would be tandem spaces, therefore would need to be managed by the school. The Highways and Transportation Officer has considered the parking provision proposed and considers that the level is acceptable, exceeding numbers generally expected for a school of this size.
30. However, there was concern that on-street parking might still occur, particularly during the afternoon pick up period, and that Thistle Hill Way would experience the worst of this with cars parking on the grass verges, affecting the flow of traffic and creating

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maintenance problems. To resolve this concern, knee rails have been included along the length of Thistle Hill Way, either side of the exit, which would stop cars parking along this road verge and causing an amenity impact for neighbouring residents.

31. In addition the applicants have submitted a Memorandum of Understanding, in which they agree to pay the costs of introducing a Traffic Regulation Order should parking and waiting restrictions become necessary near the pedestrian access on Thistle Hill Way, once the school has opened.
32. The layout of the site would allow good linkages with the existing pedestrian and cycle routes in the vicinity. A small section of footpath to the north-east of the site is currently missing (close to the roundabout junction of Thistle Hill Way and Aspen Drive) and this is proposed to be completed as part of this planning application, thus improving the pedestrian links in the area.
33. Bike storage facilities are proposed close to the school which would encourage travel to school by alternative means to the car, and a condition is proposed for the need to submit a School Travel Plan to encourage sustainable transport methods.
34. It is therefore considered that the scheme would be acceptable in relation to both traffic generation and parking provision, and would accord with the provisions of Policies T1, T3 and T4 of the Swale Borough Local Plan.

Other Matters

Drainage

35. The site is located within Flood Zone 1 and, although the lowest risk category for flooding, the site area is more than 1 hectare in area, therefore the application has to be supported by the submission of a Flood Risk Assessment (FRA). This document has assessed the likely flood risk associated with the site and the details of the drainage strategy required (including Sustainable Drainage Systems SuDS), and the document has been assessed by the Environment Agency and Kent County Council's Flood Risk Project Officer.
36. The drainage strategy for the site includes measures such as permeable paving, swales and tree pits, and these measures will provide surface water conveyance and storage during storm events, as well as providing amenity and biodiversity benefits to the School and local community.
37. The FRA has demonstrated that the site can be developed safely without exposing the new development to an unacceptable degree of flood risk or increasing the flood risk to third parties. From this point of view, the scheme is considered to be acceptable and in accordance with the requirements of the NPPF.

Construction

38. Given that there are neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays).

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39. Should permission be granted a condition requiring the submission of a full Construction Management Strategy prior to commencement of development is considered appropriate. That should include details of how the site access would be managed, details of the methods and hours of working, location of site compounds and operative/visitor parking, details of site security and safety measures, lorry waiting and wheel washing facilities and details of any construction access.
40. In addition to the above, should permission be granted, a further condition to ensure that dust and mud are not deposited on the highway would also be considered appropriate, to minimise disruption to local residents.

Biodiversity

41. The application has been supported by the submission of an Ecological Appraisal, which has been considered by Kent County Council's Biodiversity Officer. Upon review of the information submitted it is considered that due to the habitat present on site there is a low potential for protected species to be impacted by the proposed development. Bats have been recorded in the area, however, and external lighting can be detrimental to roosting, foraging and commuting bats. An informative is proposed which gives the applicants details about the Bat Conservation Trusts lighting guidance to address this concern.
42. The proposed development would enhance biodiversity by incorporating hedgerows, a pond, an ecology garden, allotment garden and a Swale within the site. In order to ensure the ecology garden does not compromise the functionality of the swale, a condition requiring the submission of details of both is proposed.

Use of Community Sports Pitches

43. As outlined earlier the school site is not large enough for the required playing pitches to be provided on site. Therefore, the School is proposing to share the use of the community sports pitches which lie directly to the south of and adjoining the school site, further to an agreement set out between Swale Borough Council and Kent County Council. The Parish Council has raised objection to the School 'appropriating' these pitches to the detriment of the Community, however this arrangement was fully envisaged in the earlier Development Brief. Sport England has been consulted on the application and has raised no concerns regarding this shared use. Furthermore it is likely that the community use of the sports pitches would fall outside of school hours – being used more at evenings and weekends than throughout the school day. I therefore consider that this shared use would be entirely acceptable, in accordance with the agreement made between Swale Borough Council and Kent County Council, and not dissimilar from arrangements made for other shared facilities involving school development.

Conclusion

44. The application has been considered on its own merits and in the light of the NPPF, the Planning for Schools Development Policy Statement and the Development Plan, and comments received raising concerns about the scheme. I consider that the proposed new school at Thistle Hill would be acceptable from a design point of view, and would

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not harm the character of the new housing development within which it would be situated. Whilst I can understand there being disappointment that the new school would not be of a more adventurous design and appearance, all schools are now required to be more ergonomic and less extravagant in cost terms, and to ensure that that happens the current Government has imposed a mandatory template for school design which the applicants have no choice but to follow. The site would be easily accessible via a good highway network, and be provided with an above average level of on-site car parking to support the school. It is therefore considered that the development would accord with the principles of sustainable development as set out in the NPPF.

45. Therefore, subject to the imposition of conditions, I consider that the 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, the Planning Statement and the guidance contained in the NPPF, and that permission should therefore be granted.

Recommendation

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

- the standard 5 year time limit;
- the development to be carried out in accordance with the permitted details;
- the submission and approval of details of all construction materials to be used externally;
- the submission of a School Travel Plan within 6 months of occupation and its ongoing review;
- measures to be taken to prevent mud and debris being deposited on the public highway;
- 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 or Bank Holidays;
- the submission of a Construction Management Plan, providing details of access, parking and circulation within the site for contractors, site personnel and other operatives & management of the site access to avoid peak school times;
- the access being provided prior to occupation;
- the northwestern access onto Thistle Hill Way being an 'exit only' access with appropriate signage;
- the offsite highway works being carried out prior to occupation;
- the parking to be laid out as approved, prior to occupation, and thereafter maintained and used for no other purpose;
- the cycle parking to be provided prior to occupation, and thereafter permanently retained;
- the submission of a landscape scheme to be approved by the County Planning Authority;
- the replanting of any trees and shrubs that die within 5 years of planting
- the submission of details of the Swale and Ecology garden; and
- the submission of details, and written approval, of any external lighting.

I FURTHER RECOMMEND that the following INFORMATIVES be added:

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- the registering with Kent County Council of the School Travel Plan through the “Jambusters” website following the link <http://www.jambusterstpms.co.uk>;
- the adherence to the Bat Conservation Trust’s guidance in relation to external lighting;
- the design of the MUGA being in accordance with Sport England’s guidance;
- that foul drainage be discharged to the mains sewer; and
- that all necessary highway approvals and consents are obtained.

Case Officer: Helen Edwards

Tel. no: 03000 413366

Background Documents: see section heading

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

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

Background Documents - The deposited documents.

- DA/12/1170/R4A Details pursuant to condition 4 (external materials) of planning permission DA/12/1170 for upgrade to sewage treatment works. Long Reach Sewage Treatment Works, Marsh Street, Dartford
- GR/14/617 Resubmission of application GR/13/708 for the erection of a permanent single-storey office building at the existing waste transfer station to replace portacabin accommodation. Unit 4, Apex Business Park, Queens Farm Road, Shorne, Gravesend

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

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

Background Documents – The deposited documents.

- AS/12/1340/R5 Details of all external lighting pursuant to condition (5) of planning permission AS/12/1340. The John Wallis Academy, Millbank Road, Kingsnorth, Ashford
- AS/13/776/R Application for a non material amendment; changes to the roof of the hall extension (to ensure that it is not directly connected to the school roof). The John Wesley C of E Methodist Primary School, Wesley School Road, Ashford
- GR/14/697 Provision of a temporary mobile classroom (for a period of 6 years). St. Josephs RC Primary School, Springhead Road, Northfleet, Gravesend
- SE/12/1163/R5&R13 Details of all external lighting including hours of operation, including the car parking areas and a habitat management and biodiversity enhancement strategy pursuant to conditions (5) and (13) of planning permission SE/12/1163 Knole Academy, Bradbourne Vale Road, Sevenoaks

- SH/13/453/R12 Details of cycle parking pursuant to condition (12) of planning permission SH/13/45.
Hawkinge Primary School, Canterbury Road, Hawkinge, Folkestone
- TH/14/677 Renewal of planning permission TH/08/1378 for a mobile staffroom unit.
Garlinge Primary School and Nursery, Westfield Road, Margate

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

Background Documents –

- *The deposited documents.*
 - *Town and Country Planning (Environmental Impact Assessment) Regulations 2011.*
 - *DETR Circular 02/99 – Environmental Impact Assessment.*
- (a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-
- KCC/SCR/AS/0292/2014 - Widening of a section of the A28 Chart Road, Ashford from a total width of two lanes to four lanes between Matalan roundabout and Tank roundabout, including junction improvements, additional pedestrian facilities and the widening of an existing railway bridge on the east side (Jacobs Option).
- KCC/SCR/AS/0293/2014 - Widening of a section of the A28 Chart Road, Ashford from a total width of two lanes to four lanes between Matalan roundabout and Tank roundabout, including junction improvements, additional pedestrian facilities and the widening of an existing railway bridge on the west side (WSP Option).
- KCC/TH/0281/2014 - Construction of a new artificial sports pitch and alterations to existing MUGA at Ursuline College, 225, Canterbury Road, Westgate On Sea, Kent, CT8 8LX.
- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-
- None

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

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

Background Documents -

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

None

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