

PLANNING APPLICATIONS COMMITTEE

Wednesday, 10th June, 2015

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 10th June, 2015, at 10.00 am
Council Chamber, Sessions House, County
Hall, Maidstone

Ask for: **Andrew Tait**
Telephone: **03000 416749**

*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 N J D Chard, 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 - 13 May 2015 (Pages 5 - 8)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal 15/502691/COUNTY (KCC/SW/0111/2015) Temporary classroom accommodation and staff facilities comprising a two-storey four classroom block and a single storey administration block at Land at Thistle Hill, Aspen Drive, Minster, Isle of Sheppey; KCC Property and Infrastructure Support (Pages 9 - 20)

2. Proposal SW/15/502829 (KCC/SW/0108/2015) Renewal of existing PTA store, double and single mobile classroom and temporary playing surface, which is required to accommodate the additional reception class from September 2015. The retention of the mobile buildings is required until the school relocates to the new school site and the site is restored by the end of May 2016 at Tunstall CE Primary School, Tunstall, Sittingbourne; Governors of Tunstall CE Primary School and Diocesan Architects (Pages 21 - 46)
3. Proposal DA/15/00514/CPO (KCC/DA/0089/2015) New single storey extension to provide 3 additional classrooms with toilet facilities, storage and plant room, together with associated external works at Temple Hill CP Infants School, St Edmund's Road, Dartford; KCC Property and Infrastructure Support (Pages 47 - 60)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 61 - 64)
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
03000 416647

Tuesday, 2 June 2015

(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, 13 May 2015.

PRESENT: Mr J A Davies (Chairman), Mr C P Smith (Vice-Chairman), Mr M Baldock, Mr D L Brazier (Substitute for Mr M J Angell), Mrs P Brivio, Mr L Burgess, Mr N J D Chard, Mr I S Chittenden, Mr T Gates, Mr P M Harman, Mr T A Maddison, Mr R J Parry, Mrs E D Rowbotham, Mr C Simkins, Mrs P A V Stockell, Mr A Terry and Mr J N Wedgbury

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

UNRESTRICTED ITEMS**31. Minutes - 8 April 2015**

(Item A3)

(1) The Democratic Services Officer tabled a revised Minute 24. He explained that the tabled version of this Minute was the one which had been published on the KCC website and that the version in the agenda papers had been an earlier draft.

(2) Mr Baldock asked for Minute 25 to be amended to include the recording of his vote against the Proposal.

(3) RESOLVED that subject to (1) and (2) above the Minutes of the meeting held on 8 April 2015 are correctly recorded and that they be signed by the Chairman.

32. Site Meetings and Other Meetings

(Item A4)

(1) The Head of Planning Applications Group had prepared training presentations on Ebbsfleet Garden City and the Kent Minerals and Waste Local Plan. These would be given immediately following the meeting.

(2) The Committee also confirmed that it would visit Charing Quarry during the afternoon of Wednesday, 13 June 2015 and that the Tour of permitted development sites on Monday, 29 June 2015 would also include a visit to Cryalls Lane, Sittingbourne.

33. General Matters

(Item B1)

The Chairman referred to Minute 29/15 and informed the Committee that he had written to and received a reply from the Chief Constable in respect of traffic enforcement of the one way section of Gibson Drive, Kings Hill. He had also received a message from Police Sgt Boxall which explained that the Police were aware of the problems that could occur within the development and that they had and would continue to respond to such matters. They had, for example, recently carried out traffic enforcement in Gibson Drive near the Nursery and other roads.

34. Application GR/14/972 (KC/GR/0340/2014) - Temporary relocation of portable office, portable toilets, portable staff lounge, wheel wash and weighbridge and mixing wall, laying out of 8 associated parking spaces and relocation of existing stockpile of aggregate at Red Lion Wharf, Crete Hall Road, Gravesend; Stema Shipping UK Ltd
(Item C1)

(1) The Head of Planning Applications Group advised that the application had also been assessed against the emerging modifications to the Kent Minerals and Waste Local Plan 2013-30 and that neither the report nor its recommendation needed to be revised.

(2) RESOLVED that permission be granted to the application subject to conditions, including conditions covering a 5-year temporary planning permission (from the date of the permission); the development being implemented and operations taking place as proposed; the stockpile of aggregate being restricted to the area proposed and limited to no more than 2m in height; the mixing of aggregates only taking place at the mixing wall; operations taking place at any time on weekdays and between 08:00 and 14:00 hours on Saturdays with none on Sundays and Public Holidays until 31 December 2015 and thereafter only taking place between 07:00 and 19:00 hours on weekdays and 08:00 and 14:00 hours on Saturdays with none on Sundays and Public Holidays; the proposed dust control measures (sprinkler and misting systems) being installed and available for use before operations commence and thereafter maintained and used as necessary for the life of the development; the proposed boundary sleeper wall being fully implemented before operations commence; the access road between Red Lion Wharf and the application site being kept clean and free of debris or other materials at all times; wheel cleaning facilities being maintained at Red Lion Wharf and employed and supplemented as necessary by other measures (such as a road sweeper); the sheeting of lorries transporting aggregates to or from the site and Red Lion Wharf; no additional lighting being installed or used without the prior approval in writing of the County Council; no operations taking place until the proposed linear drain has been installed and the site and its facilities have been connected to and are able to use the foul and surface water drainage and mains water supply as proposed; the proposed car parking arrangements being implemented and available for use before operations commence; removal of permitted development rights; and removal of all plant, equipment, buildings, structures and stockpiles at the end of the 5-year temporary period or within 1 month of the cessation of operations at the site (whichever is the earlier).

35. Proposal MA/15/501363 (KCC/MA/0385/2014) - Modular classroom block with 2 classrooms, office and toilets, along with a small agricultural style barn with 2 store rooms. Use of land as school farm including creation of paddocks and horticultural teaching area at New Line Learning Academy, Boughton Lane, Maidstone; KCC Property and Infrastructure Support
(Item D1)

(1) Mr I S Chittenden advised the Committee that he was the Local Member for this item. He clarified that he had not participated in any discussions on the planning merits of the proposal and that he was able to approach its determination with a fresh mind.

(2) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being in accordance with the details submitted with the application; a buffer zone being provided and managed as a wildflower meadow; the production of a management plan for the buffer zone, including arrangements for access to the meadow area and mowing; the submission of a landscaping scheme in order to screen the proposed fencing at the site; the PROW requirements in relation to the footpath; the submission of lighting details prior to the installation of external lighting; the submission of samples and colour of external materials for the agricultural barn; the submission of details of colour and type and appearance of overcladding for the proposed classroom; the control over hours of use as detailed in the application; the control of lighting outside of hours; and the fencing colour which should be black or dark grey; and
- (b) the applicant be advised by Informative:-
 - (i) of PROW advice regarding works near to footpaths and ecology advice regarding bats and lighting;
 - (ii) of landscaping advice with regard to the landscaping plan and species mix; and
 - (iii) to check the requirements for planning permission for the concrete access path out of the Academy site and for the introduction of access gates within the existing New Line Academy fence.

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

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

- (a) County matter applications;
- (b) County Council developments;

- (c) Screening Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011; and
- (d) Scoping Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (None).

SECTION D
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

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

Item D1

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

A report by Head of Planning Applications Group to Planning Applications Committee on 10th June 2015.

Application by Kent County Council Property and Infrastructure Support for the provision of temporary classroom accommodation and staff facilities, comprising of a two storey four classroom block and a single storey administration block at Land at Thistle Hill, Aspen Drive, Minster on Sea, Isle of Sheppey, Kent – 15/502691/COUNTY (KCC/SW/0111/2015)

Recommendation: Permission be granted subject to conditions.

Local Member: Mr Crowther

Classification: Unrestricted

Site

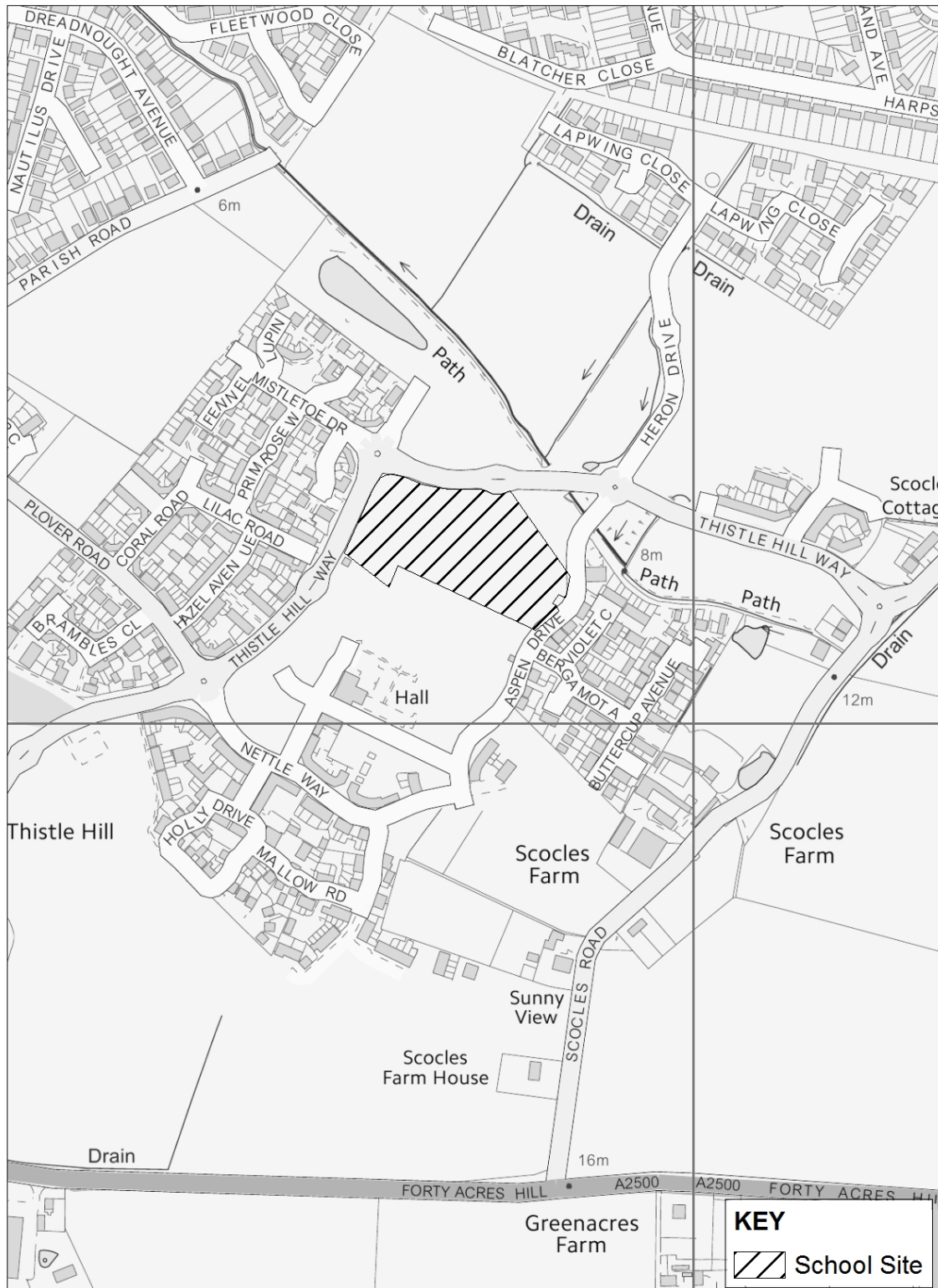
1. The proposed temporary classrooms would be sited on part of the larger school site approved in October 2014. This school site lies in the heart of a new housing development in Minster, Sheppey. The areas to the east and west of the site have already been built out, with further development taking place to the north. The surrounding development is predominantly two storey housing, but with some three story flat developments as well. The wider site generally slopes down from the south-west to north-east.
2. To the south of the wider school site is the community centre, with an existing playing field enclosed by green wire mesh fencing. 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 field lies to the south). There are footpaths surrounding the site along these residential roads and the roads have traffic calming measures.
3. The part of the site relating to this application for temporary classrooms is along the north-eastern edge of the school application site, utilising the existing entrance point from Aspen Drive.

Background

4. The Planning Applications Committee gave approval for the construction of a two form entry primary school on this site at the meeting held on 2nd October 2014, under reference SW/14/500221. The approval related to a two storey building with the provision of hard and soft play areas, car parking, cycle parking and access way, and shared use of the community playing fields to the south.
5. Construction is now under way for the school with the steel frame of the school already in place, and the hardstanding for the playground and base level for the car parking areas laid.

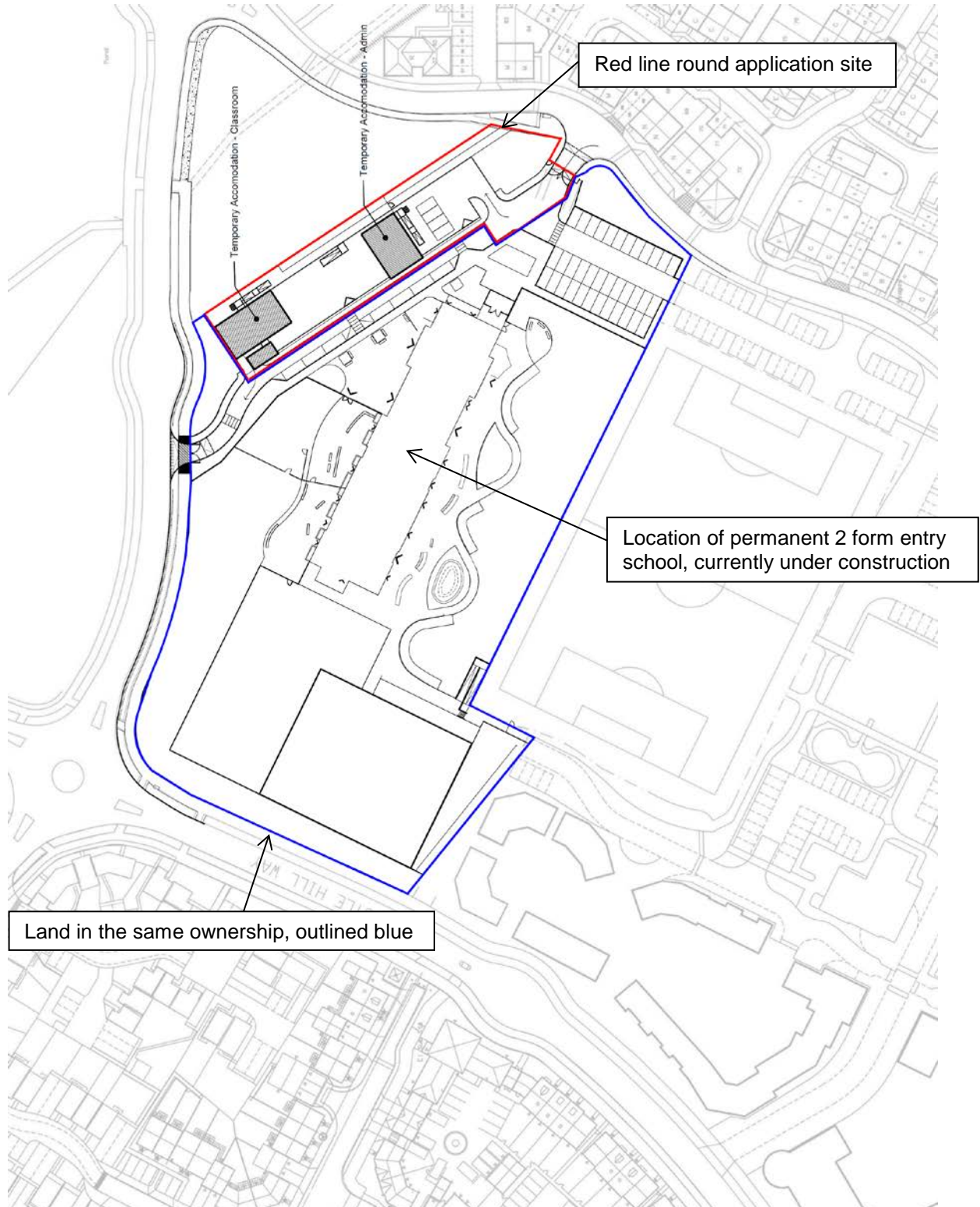
Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

General Location Plan



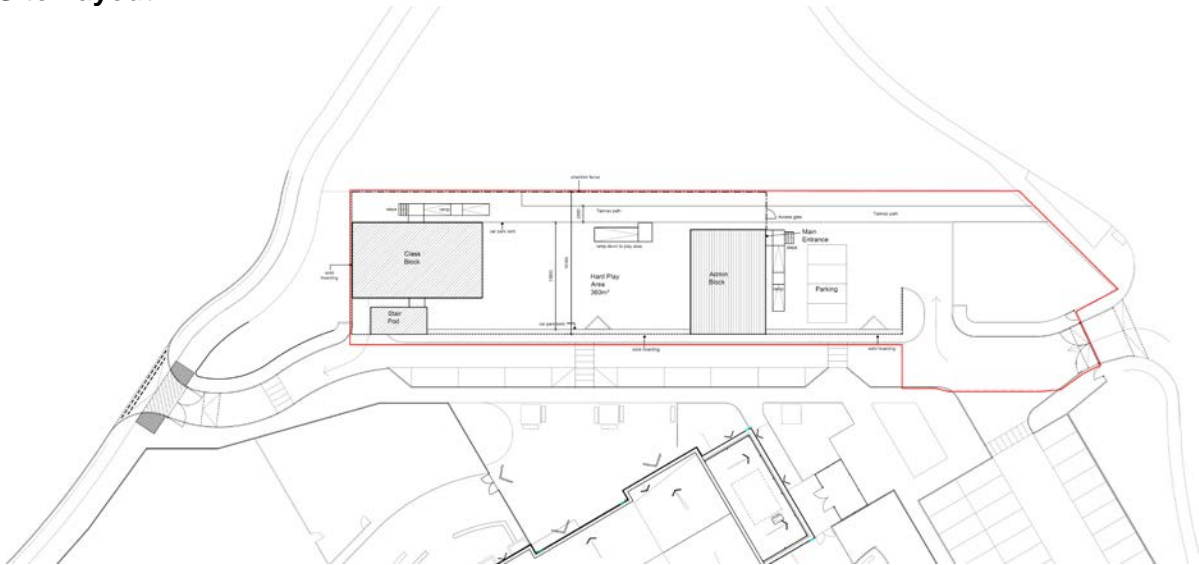
Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

Site Location Plan

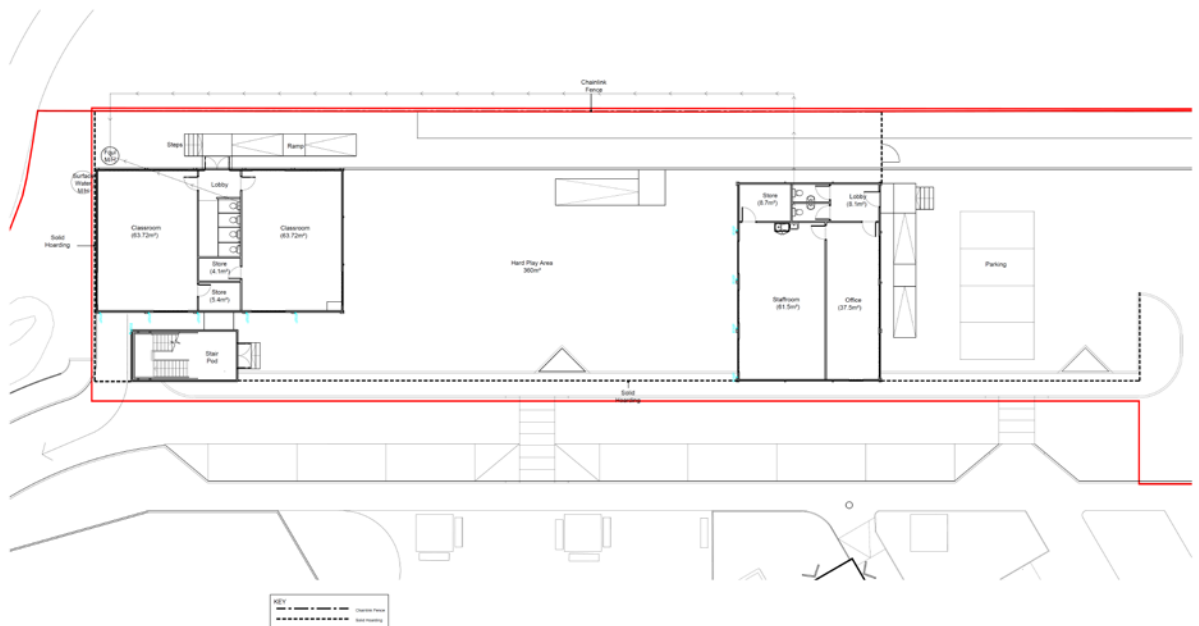


Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

Site Layout



Block Plan



Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

Proposed Elevations



Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

6. However, the school will not be ready for the first intake of pupils for September 2015, therefore this application has been made for the provision of temporary classrooms to accommodate these first pupils until the school is completed. Construction is due to be finished in December 2015, with the school being open in time for the new term in January 2016.

Proposal

7. The proposed temporary classrooms are to be sited on the area which will subsequently form the visitor and parent car park, which lies to the north-east of the site. The temporary buildings would be provided in two blocks with a hard play area in between them. Access into this area would be from Aspen Drive where 4 parking spaces would be located.
8. The temporary building closest to the entrance would be single storey in height and used for administration purposes – a staffroom and office. The other building would be two storey in height with an external stair pod to provide four classrooms, plus storage and toilet facilities.
9. The north-eastern boundary would be marked with a 2m high chain link fence, whilst the north-west and south-west boundaries would be formed by a 2m high solid hoarding (and partly formed by the buildings themselves along the south-west boundary). A new pedestrian access from Aspen Drive would be created to provide a safe access point for pupils separate from the construction site of the new school and vehicular access.
10. The outdoor hard play area would be between the two temporary buildings and the community playing fields (which the school will have joint use of) will be available as a soft play area.
11. The temporary facilities will be able to accommodate up to 120 pupils and 15 staff for the September 2015 term, which would take the form of two reception classes on the ground floor and two Key Stage 2 classes on the first floor.
12. The temporary classroom block would be off-white in colour, whilst the administration block would be light grey, with white framed windows.
13. It is anticipated that the new school construction would be completed in time for the new term in January 2016, at which time the temporary buildings would be removed and the car park set out as per the original approval.

Planning Policy

14. 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

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

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 (saved policies) 2008** constitutes the current adopted development plan for the Borough and the relevant policies can be summarised as follows:

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

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

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

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

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

- 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')** (December 2014) also contains broadly similar policies on transport, parking, design and general development criteria. This document has been submitted (20th April 2015) for independent Examination before its adoption.

Consultations

15. Swale Borough Council objects to the application on the grounds that the proposal would entail a severe under-provision of off-street vehicle parking that would result in overflow parking on the surrounding streets, particularly at drop off and pick up times, which would result in a significant harmful impact on the amenities of residents of neighbouring properties, contrary to Policies E1 and T3 of the Swale Borough Local Plan 2008.

Minster-on-Sea Parish Council has no objection to the principle behind the temporary classrooms, on the understanding that it will make way for the permanent school building to be erected. However they comment that the plan shows two parking areas; one for staff and one for parents. The staff parking area will be taken up by the on-site offices and parents' parking area is the area the temporary classroom buildings will be sited on. This suggests that there will be no allocated parking available on the site.

Transportation Planning raise no objection to the application.

Local Member

16. The local County Member, Mr Adrian Crowther was notified of the application on 9th April 2015.

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

Publicity

17. The application was publicised by the posting of three site notices around the site, and the individual notification of 54 residential properties.

Representations

18. In response to the publicity, 2 letters of representation have been received. The key points raised can be summarised as follows:
- Unaware the school was to be built on this site – had thought it was on land further away
 - Had been told the school would be a 'small' primary but understand there will be over 400 pupils
 - Concerned over where the parking and drop off facilities will be
 - Thistle Hill is already a busy road with narrow sections
 - Consideration should be given to the existing residents in terms of extra parking, traffic and noise impacts
 - Objections raised to the principle of having a school on this site per se, with the associated noise issues, traffic and inconsiderate parking likely to occur.

Discussion

19. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 14 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity.
20. This application is being reported to the Planning Applications Committee following the objection by Swale Borough Council, the points raised by the Parish Council, and the letters of representation received. The principle of providing an education facility on this site has already been established through the approval of a permanent 2 form entry school last year. In my view the main issues to consider are the siting and design of the temporary classrooms and the implications of siting them on the proposed parking area.

Siting and Design

21. Due to the delayed start on site for construction of the new school, the provision of temporary classrooms to cover the gap between the start of the new academic year in September and the completion of the permanent building are required.
22. The proposed temporary buildings would be of a standard design with flat roofs and light coloured panels for the walls. The maximum height for the single storey building would be 3.4m (11.15 ft) and the two storey building would be 7.1m (23.29 ft). In the location proposed, the temporary buildings would be partially screened from the housing development which lies to the north-west and south by the construction of the new two

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

storey school, but visible to occupiers of properties towards the northern end of Aspen Drive and beyond. The buildings are of a typical modular design, which are considered not to be harmful to the appearance of the wider area. Furthermore their provision on a temporary basis, until the new school is complete, would mean that any perceived impact would be for a limited time only.

23. The temporary buildings are sufficient distance away from surrounding residential properties that there would be no issues with overlooking. It is therefore considered that the development would accord with Policy E1 of the adopted Swale Borough Local Plan and the general development policies of the draft Swale Borough Local Plan 'Bearing Fruits' document.

Highway and Parking Considerations

24. The temporary buildings would be sited on the area set out for visitor parking under the permanent application, and as a result there would be no 'on-site' parking for parents and visitors whilst the temporary buildings are in situ. Four parking spaces are provided to the front of the administration temporary building, which would be used for deliveries, emergency vehicles if required, parking for disabled people and visitors, and would be managed by the school administration staff. The area allocated for staff parking under the original approval is situated within the construction area for the new school, and is being used for the siting of the contractor's offices and contractor's parking, and is therefore not available to be used. The drop off layby spaces that would be set out for the new school also fall within the construction area and would not be available for the temporary use either, as there would be conflict with construction traffic moving around the site.
25. The applicants are attempting to negotiate the use of adjacent land for temporary car parking to be available for the school drop and pick up, but no firm proposals have been agreed at the time of writing. It is therefore envisaged that as no parking can be provided on site whilst the temporary buildings are in use, parking will be dispersed amongst the surrounding streets.
26. The Highways and Transportation Officer has advised that whilst 4 classrooms could accommodate a total capacity of 120 pupils and often be expected to attract around 40 or 50 vehicles, it is unlikely that this will be the case as to do so would mean that the new school would have to commence with a full 2Form Entry reception intake of 60 pupils and operate a further 2 full classes of children displaced from other schools. Furthermore given the location of the school to generally serve the Thistle Hill residential development, walking to the school is likely to be a popular mode of travel, being within a short walk of most of the residential properties, so there could be far less vehicles attracted compared to a school in a more remotely located site. (It should be noted that based on those children who have confirmed a place at the new school, the furthest distance a pupil would need to travel would be just over ½ mile in a straight line).
27. The Highways and Transportation Officer has also noted that car parks are located nearby within the local centre, and these could be expected to accommodate some of the vehicles, and any additional parking could be absorbed around the surrounding streets.

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey – 15/502691/COUNTY (KCC/SW/0111/2015)

28. It is considered that the parking of cars in the surrounding roads for this temporary period could be accommodated without causing significant problems, particularly considering the temporary nature of the proposal just to cover the interim period of around 4 months before the permanent solution is available.
29. Given the short-term nature of this parking issue, and the fact that ample parking would be provided once the new school is operational and the temporary buildings have been removed, it is considered that the temporary buildings should be permitted in this instance, in order to allow the school to open in September, meeting the legal responsibility of Kent County Council to provide school places, and the Planning Authorities obligation under the NPPF and Planning for Schools policy guidance to provide sufficient school places. The applicants, however, should be encouraged to continue to try and secure the provision of an area of temporary parking in the meantime, and an informative to this effect is proposed.
30. Moreover it is understood that at present the number of children allocated to the school falls well below the full capacity figure of 120 pupils. Whilst it is accepted that the school roll could still change between now and the start of term in September (and also during the September to December period should children move to the area etc.), the likelihood is that in reality far fewer pupils and vehicles will be associated with the school during the interim period, than could actually be accommodated.
31. The objections received regarding the provision of a school in this vicinity per se, the size of the permanent school and its location on this specific site, whilst noted, are not relevant to this current application for the temporary classrooms, as the decision relating to these issues was taken in October last year.

Conclusion

32. The provision of the temporary classrooms is necessary to bridge the gap between the start of the school term in September of this year and the completion of the new school by January 2016, therefore they would be in use for a limited period of 4 months. The size and design of the buildings are considered to be acceptable for such a temporary period and would not have any negative impact visually on the surrounding area.
33. The lack of on-site parking facilities due to the location of the mobile classrooms on the parking area, could result in some temporary parking of parents' cars on the surrounding streets. However, that would be for a temporary period only, as once the new school is completed, ample parking on site for drop off and pick up would be available, and the situation as the school grows would be well provided for. I therefore consider the application to be acceptable for such a temporary period.
34. The permanent school building is expected to be available for the School for its January term. Nevertheless in drafting the conditions there would be some merit in allowing a short contingency period to avoid the need for a revised application for the temporary buildings should the construction programme slip. KCC schools return for the Summer Term on Monday 11th April 2016, therefore this date is suggested as an end date for the removal of the buildings, but that they should be removed as soon as the permanent facility is ready.

Provision of temporary classroom accommodation and staff facilities at Land at Thistle Hill, Minster on Sea, Isle of Sheppey - 15/502691/COUNTY (KCC/SW/0111/2015)

Recommendation

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

- The temporary buildings hereby permitted shall be removed from the site upon the completion of the new school for occupation or at the latest by 11th April 2016, and the area then laid out as the permanent parking facility for the school, approved under SW/14/500221;
- the development to be carried out in accordance with the permitted details.

36. I FURTHER RECOMMEND that the following INFORMATIVE be added:

- the applicants be encouraged to continue to try and secure the provision of an area of temporary parking in the surrounding area, prior to the opening of the temporary school buildings in September 2015.

Case Officer: Helen Edwards

Tel. no: 03000 413366

Background Documents: see section heading

Renewal of single and double mobile classroom units and PTA store and proposed single mobile and temporary playing surface – Tunstall CofE Primary School, Tunstall, Sittingbourne – SW/15/502829

A report by Head of Planning Applications Group to Planning Applications Committee on 10 June 2015.

Application by Kent County Council Property and Infrastructure for the renewal of existing PTA store, double and single mobile classroom and proposed single mobile classroom and temporary playing surface, which is required to accommodate the additional reception class from September 2015. The retention of the mobile buildings are required until the school relocates to the new school site and the site is restored by the end of May 2016 –Tunstall CofE Primary School, Tunstall, Sittingbourne (Ref: KCC/SW/0108/2015 and SW/15/502829).

Recommendation: Temporary planning permission to be granted, subject to conditions.

Local Member: Mr L Burgess and Mr R Truelove

Classification: Unrestricted

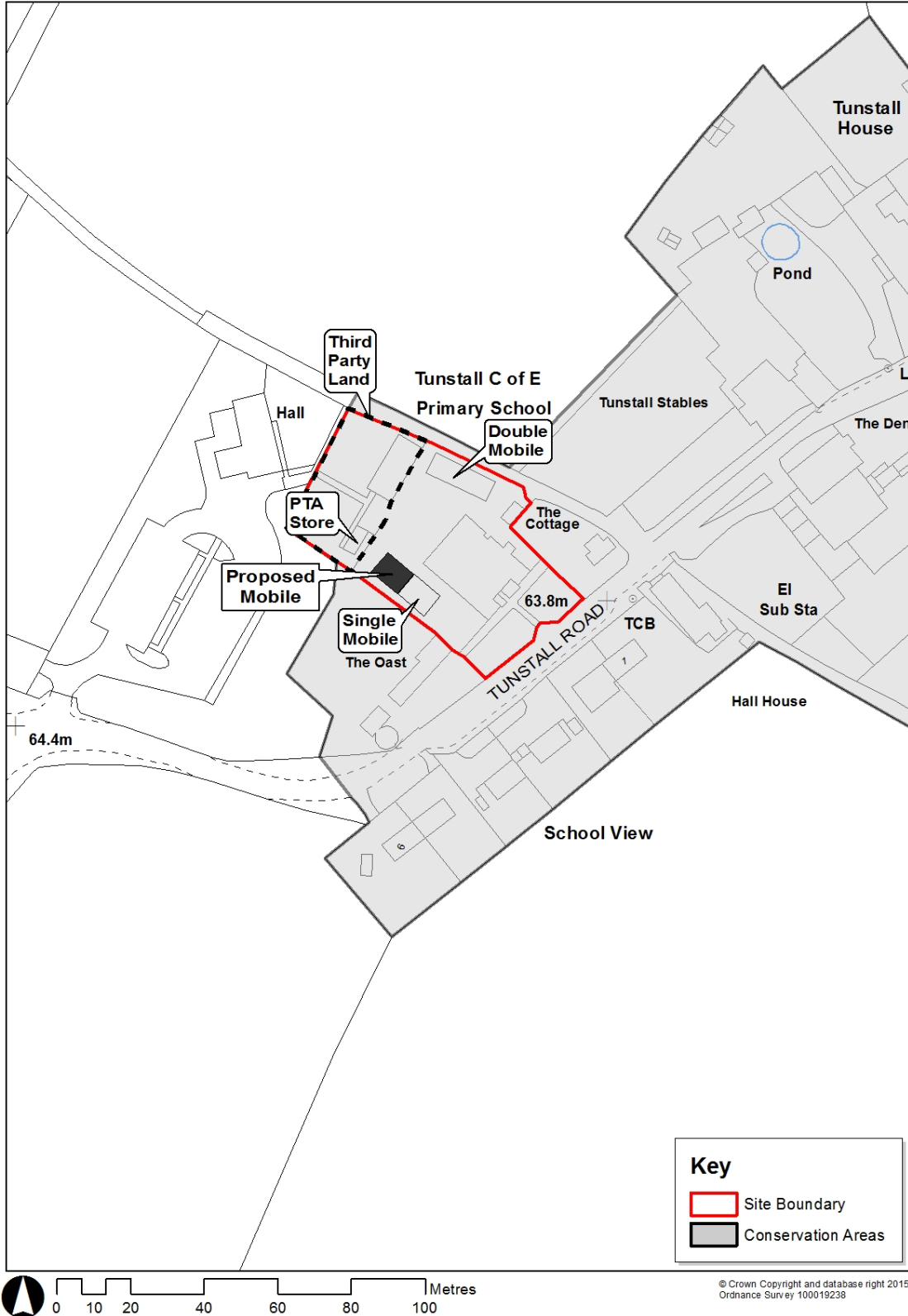
Site

1. Tunstall Church of England Primary School is located within the village of Tunstall, on the edge of Sittingbourne, along the main road from the town which leads southwards towards Bredgar. The site lies wholly within the Tunstall Conservation Area, and is bounded by the main road to the south east, residences to the south west, and agricultural fields and the grounds of the village hall to the north east and west. The main building to the school is Grade II Listed, dating from the 19th Century. The adjacent residence 'The Oast', to the south and west, is also Grade II Listed.
2. The existing double mobile classroom is located to the north east of the school site, adjacent to agricultural fields. The existing single mobile classroom is located to the south of the school site, adjacent to the boundary with 'The Oast' and alongside the main school building. The existing PTA store is located to the west of the grounds, adjacent to the Tunstall Village Memorial Hall. The new temporary single mobile classroom is proposed to be located directly behind the existing single mobile classroom and the new temporary all-weather play area is proposed to the rear of the site. The land that the PTA store and proposed all weather play area are located on third party ownership and the School currently rents this land from the landowner. The Site Location Plan also includes details of this land ownership at the school site.

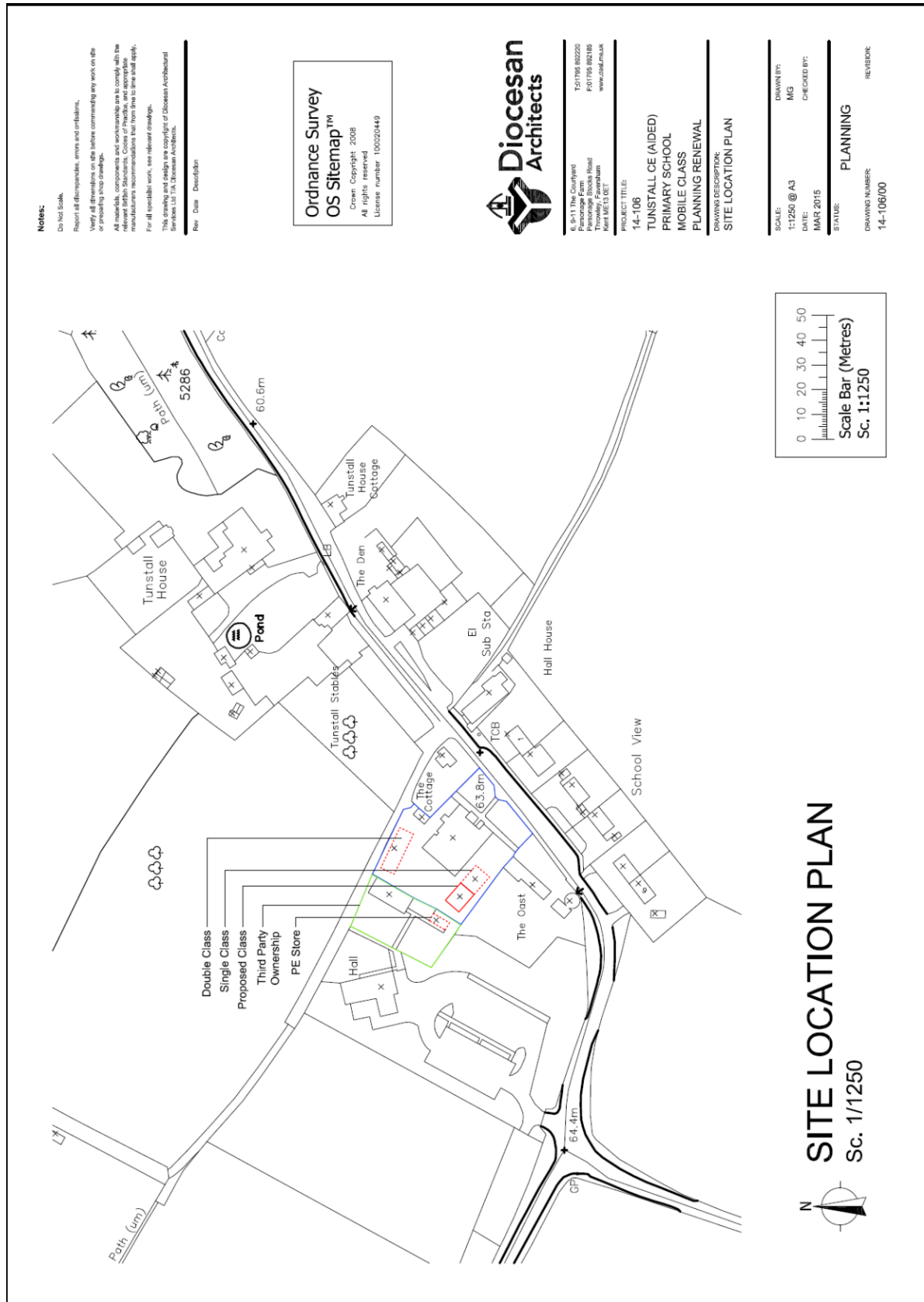
Background and relevant planning history

3. Tunstall is a popular Church of England Voluntary Aided Primary School situated in the village of Tunstall near Sittingbourne. The existing school site comprises of a 19th century main school building which is a Grade II Listed Building. There are also a number of temporary classrooms and storage facilities located within the school's grounds. The facilities concerned in this planning application include an existing single

Site Location Plan



Renewal of mobiles and new mobile, Tunstall CofE Primary School, Tunstall – SW/15/502829



Renewal of mobiles and new mobile, Tunstall CofE Primary School, Tunstall – SW/15/502829

NOTES:
Do Not Scale.
Report all discrepancies, errors and omissions.
The contractor shall be responsible for liaising with the relevant authorities to ensure that all necessary consents and permissions are obtained.
All materials, components and accessories are to comply with the relevant standards and specifications.
For all specialist work, see relevant drawings.
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PROJECT TITLE:
14-106
TUNSTALL CE (AIDED)
PRIMARY SCHOOL
NEW MOBILE AND
PLANNING RENEWAL

DESIGNED BY:
MG
14 MAR 2015

ORDERED BY:
MG

STATUS:
PLANNING

DRAWING NUMBER:
14-106/01

EXISTING SITE PLAN
SC. 1:200

EXISTING EASTERN ELEVATION
SC. 1:100

EXISTING WESTERN ELEVATION
SC. 1:100

EXISTING PLAN
SC. 1:100

EXISTING SOUTHERN ELEVATION
SC. 1:100

EXISTING DOUBLE CLASSROOM MOBILE
TIMBER WALL CONSTRUCTION WITH DARK GREEN PAINT
TIMBER RAMP AND STEPS WITH DARK BROWN BALUSTRADE
DOORS PAINTED DARK GREEN WITH CONTRASTING WHITE FRAME
WINDOW FRAMES WHITE UPVC

EXISTING DOUBLE CLASSROOM MOBILE
PAINTED METAL CLASSROOM MOBILE WITH 'DARK GREEN & BLUE'

Scale Bar (Metres) - Sc. 1:200
0 2 4 6 8 10

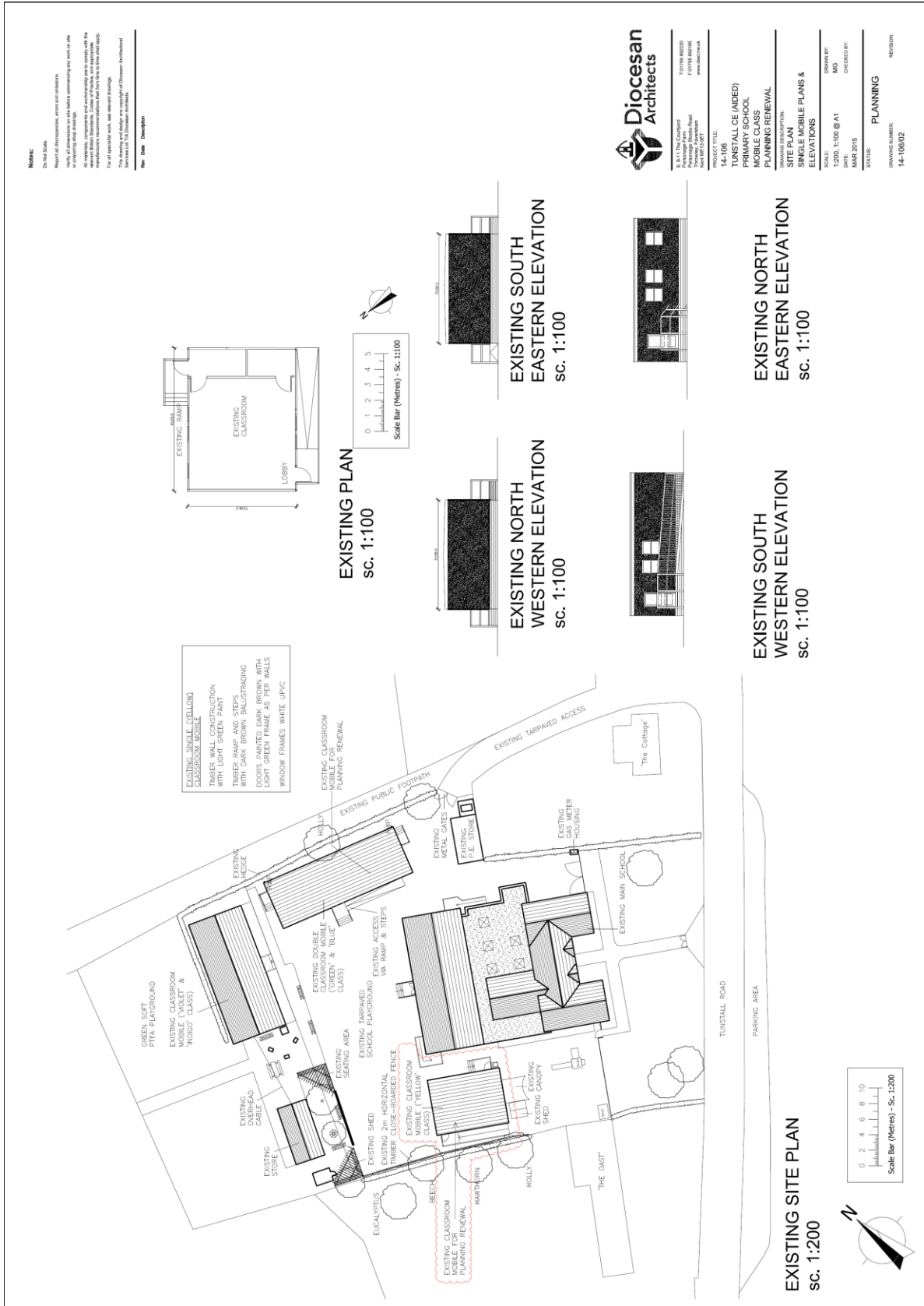
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Renewal of mobiles and new mobile, Tunstall CofE Primary School, Tunstall – SW/15/502829



NOTES:
 Do Not Scale.
 Report of alterations, areas and conditions.
 Scope of the drawings is the works connecting my work to the
 drawings of the existing mobile. All work is to be done in
 accordance with the drawings of the mobile. All work is to be
 done in accordance with the drawings of the mobile. All work is
 to be done in accordance with the drawings of the mobile.
 For all specialist work, see relevant drawings.
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 Rev. Date Description

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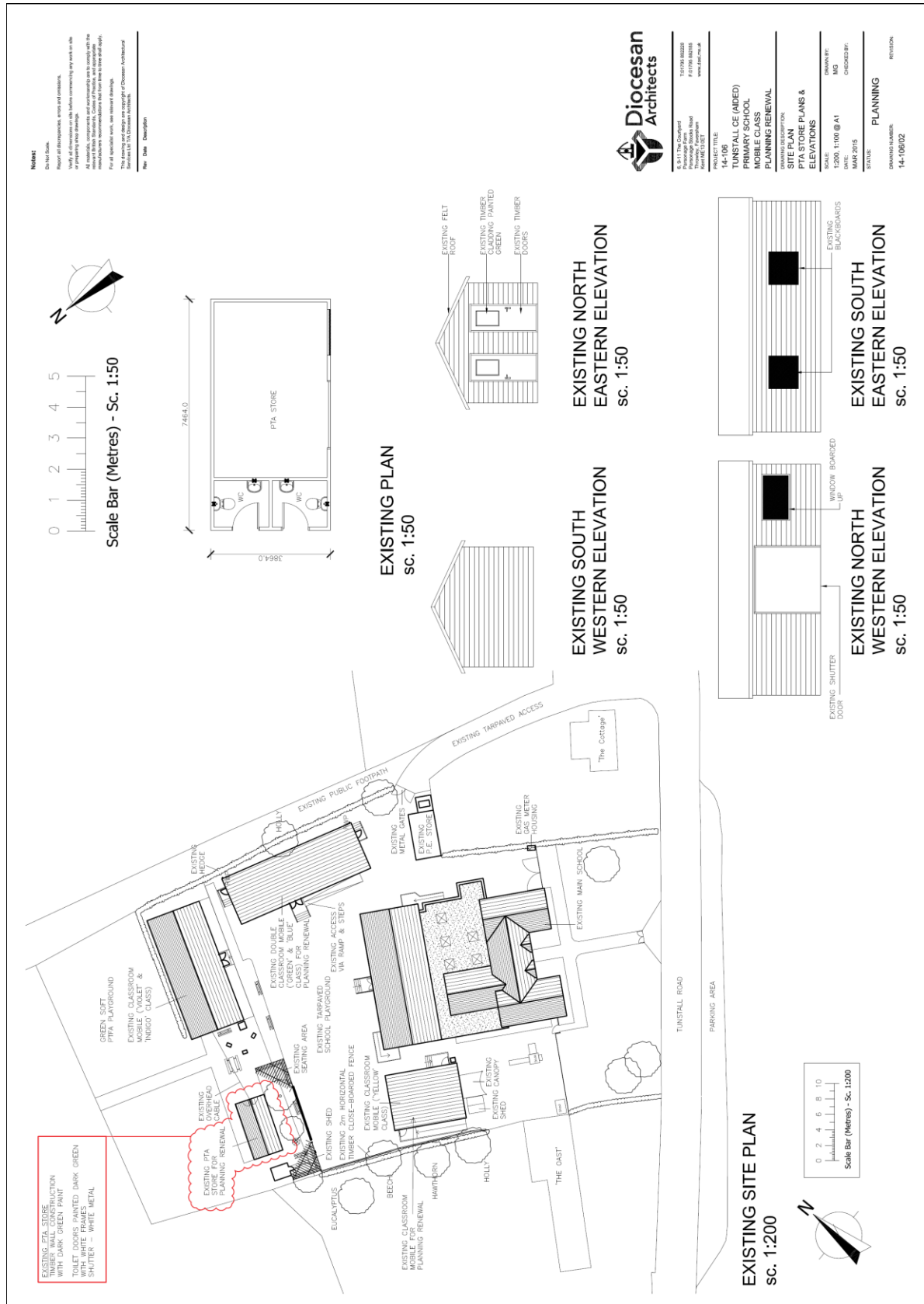
PROJECT TITLE:
 14-106
 TUNSTALL CE (AIDED)
 PRIMARY SCHOOL
 EXISTING MOBILE FOR
 PLANNING RENEWAL

SCALE 1:200
 DRAWN BY:
 MG
 CHECKED BY:
 JMB
 DATE:
 MAR 2015

SERVICE:
 PLANNING

DRAWING NUMBER:
 14-106/02

Renewal of mobiles and new mobile, Tunstall CofE Primary School, Tunstall – SW/15/502829



Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

mobile classroom, an existing double mobile classroom and a timber PTA storage shed incorporating 2 WC's. These mobile classrooms provide three classrooms out of a total of seven classrooms, with two classrooms being located within the main school building and a further two classrooms within a separate modular building located in the school grounds but on third party land.

4. This planning application also included the provision of an additional single mobile classroom which is required to accommodate an additional 30 children in the Reception Class that Tunstall Primary School are accepting from the start of the new school academic year in September 2015. The application also includes the proposed temporary surfacing of the north western corner of the site with an all-weather playground surface to provide additional playground space that would be lost due to the siting of the proposed temporary single mobile classroom.
5. The current school roll is 204 pupils and 12 teaching staff. There are 3 full time teaching assistants and 5 part time teaching assistants. There is a further 11 supporting staff and a caretaker. From September 2015 it is proposed that 1 additional teaching staff would be required for the additional 30 pupils, plus 2 additional teaching assistants.
6. Members will note that there has been a series of planning applications at the existing Tunstall Primary School site over the last couple of decades, including several applications to retain and continue using temporary mobile classrooms, applications to provide parking facilities for school staff, and applications for various sheds and structures within the school site. Each of these proposals has been contentious for various reasons and has led to strong and repeated objections from various parties including the Borough Council, the Parish Council and neighbouring residents. The existing school premises occupy a cramped site within Tunstall Conservation Area and the main building is a Grade II Listed Building, so planning consents for retaining mobile classrooms, and the various sheds, have had to balance key planning considerations. Temporary planning consents have been granted with the expectation that permanent teaching accommodation could be provided in due course.
7. Faced with regular applications to renew temporary consents for mobile classrooms, the Planning Applications Committee, responded to continued local concerns by asking the County Council as Education Authority to seriously explore options for providing permanent new teaching accommodation for this school, but after some failed attempts to attract Government funding, the currently undesirable situation of reliance on mobile classrooms continued with criticism from the Parish Council and local residents over the lack of progress. In response to the 2011 planning application to retain the mobile classrooms, the Planning Applications Committee asked for a strategy to be worked up exploring realistic options for addressing the accommodation needs. A Strategy Document was produced on behalf of the Diocese and the Education Authority in December 2012, and shortlisted three out of several options – two involving redeveloping on the existing and one relocating to another nearby site in County Council ownership. The last option was the one favoured following consideration by the Diocese and the Education Authority and local consultations, and a planning application was submitted in January 2014 for a new school on land at Tunstall Road, under planning application SW/14/153. That application was reported to Members at the Committee Meeting which was held on 14 May 2014 and was subsequently granted planning permission, subject to conditions. Members will note that work commenced on 23 March 2015 on the development of new the school having been delayed due to a

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

variety of reasons. As a result the new school will not be open in September 2015 but is now planned to be open at Easter 2016.

8. As mentioned above, there have been a number of previous planning applications for the mobile buildings. The double mobile classroom containing two classrooms was originally granted temporary planning permission in 1993. It has received subsequent temporary planning permission under consents SW/98/83, SW/01/608, SW/06/1026, SW/08/1323, SW/11/1451 and SW/14/192. The most recent temporary planning permission is due to expire at the end of December 2015.
9. The single mobile unit containing one classroom was originally granted temporary planning permission in 2005. It has received subsequent temporary planning permission under consents SW/09/286, SW/11/1451 and SW/14/192. The most recent temporary planning permission is due to expire at the end of December 2015.
10. The PTA store was installed in 1996 and granted a further temporary planning permission under consents SW/07/1506, SW/11/1451 and SW/14/192. The most recent temporary planning permission is due to expire at the end of December 2015. Planning application SW/11/1451, which was reported to Members at the 14 February 2012 Committee Meeting, proposed to consolidate all the three temporary permissions listed above, under a single planning consent. As mentioned above, it was decided at that Meeting that temporary permission would be granted for a further two years with a condition that a strategy document would be submitted within 6 months of the planning consent, for a permanent solution to providing classroom accommodation. This condition was intended to avoid the further retention of temporary buildings and in the interest of protecting the setting of a Listed Building and the character of the Conservation Area. That consolidated planning permission (SW/11/1451) subsequently expired at the end of February 2014, and a renewal application (SW/14/192) was submitted and reported to Members at the 11 June 2014 Committee Meeting and was subsequently granted another temporary planning consent until the end of December 2015.
11. Other relevant previous planning applications at this site include planning application SW/12/1317 for a temporary 10 space car on agricultural land to the side of the school site. That application was refused. A retrospective planning application was submitted for the provision of 6 external storage facilities, which was granted retrospective planning permission under planning consent SW/12/740. Planning Application SW/12/92 was a retrospective application for the removal of low level fencing and replacement with wooden palisade fencing, which was granted retrospective planning permission. Planning application SW/05/254 was submitted for the laying out of a formal 6 car parking area in front of the school and that application was also refused.
12. The planning application for the new school at a different location to the current school site was granted planning permission under planning consent SW/14/153. Work has now commenced on this site and the new school is planned to be open at Easter 2016.

Proposal

13. Tunstall Primary School is applying for planning permission to temporarily retain the single and double mobile classroom buildings and the timber PTA store for an additional 5 months so that they may remain on site until the end of May 2016. The application also includes an additional single mobile classroom and an all-weather playground surface which is required for the start of the new school academic year in

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

September 2015 as the School has a requirement to accommodate up to an additional 30 pupils in the Reception Class. The new additional mobile unit and all-weather playground surface are also required until the end of May 2016. This additional period of time would allow the School to operate from the existing school site until such a time that the new school is ready for occupation at Easter 2016, and also allows a short period of time to remove all the temporary mobile structures from the existing school and to restore the site satisfactorily.

14. Tunstall Primary School is due to become a 2 FE (form entry) school from September 2015, and this was the date that the new school building in Tunstall Road was originally due to be completed in time for the new academic school year. However due to various delays with this building work and discharging the planning conditions, the school is now not planned to be ready for full occupation until Easter 2016. Nevertheless, the School has to accommodate the Reception Class from September 2015. The applicant has stated that the existing accommodation at the school is already used to its full capacity and space must be found not only for teaching the new Reception Class but also for the mandatory provision of free school meals and daily assembly. It is not possible to accommodate these requirements within the existing buildings, therefore this application seeks permission for an additional single mobile classroom together with additional all weather playing surface at the existing school site, as well as extending the current temporary planning consent for the existing mobile classrooms and PTA store until May 2016, when the new school will be ready for occupation and the site can be satisfactorily restored.

Planning Policy Context

15. The most relevant Government Guidance and Development Plan Policies summarised below are appropriate to the consideration of this application:
- (i) The most relevant national planning policies and policy guidance are set out in the **National Planning Policy Framework (March 2012)** and the **National Planning Policy Guidance (March 2014)** set out the Government's planning policy and guidance for England, and is a material consideration for the determination of planning applications. It does not change the statutory status of the development plan which remains the starting point for decision making. The NPPF and its guidance replace the majority of the former Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's). 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:

- Supporting a prosperous rural economy by promoting the retention and development of local services and community facilities in villages
- Promoting sustainable transport

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

- Achieving the requirement for high quality design and a good standard of amenity
- The promotion of healthy communities
- Conserving and enhancing the natural environment, including protecting and enhancing valued landscapes
- Conserving and enhancing the historic environment.

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

- (ii) **Policy Statement – Planning for Schools Development (August 2011)** sets out the Government's commitment to support the development of State-funded schools, and their delivery through the planning system.
- (iii) The adopted **Swale Borough Local Plan (Saved Policies) 2008** constitutes the current adopted development for the Borough and can be summarised as follows:

Policy SP1 *Sustainable development:*

Proposals should accord with the principles of sustainable development, and ensure that proper and timely provision is made for social and community infrastructure.

Policy SP2 *Environment:*

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

Policy SP7 *Community services and facilities:*

Planning policies and development proposals will promote safe environments and a sense of community by increasing social networks by providing new services and facilities, and safeguarding essential and viable services and facilities from harmful changes of use and development proposals.

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:*

Development proposals should accord with the Development Plan unless material considerations indicate otherwise; reflect positively characteristics and features of the site and surroundings; and protect and enhance the natural and built environments.

Policy E6 *The countryside:*

Development will only be permitted when providing a service that enables rural communities to meet their needs locally, or it provides for necessary community infrastructure. Development will not be permitted in Important Local Countryside Gaps which would result in the merging of settlements or erode rural, open and undeveloped character of the countryside.

Policy E14 *Development involving listed buildings:*

Proposals will only be permitted if the building's special architectural or historic interest, and its setting, is preserved.

Policy E15 *Conservation Areas:*

Development proposals within, affecting the setting of, or views into and out of conservation areas, should preserve or enhance all features contributing to its special character or appearance.

Policy E19 *Design quality and distinctiveness:*

Development proposals should be of high quality design and respond positively to design criteria.

Policy RC2 Retaining and enhancing rural services and facilities.

- (iv) The draft **Swale Borough Local Plan ('Bearing Fruits')** (December 2014) also contains broadly similar policies on transport, parking, design and general development criteria. This document has been submitted (20 April 2015) for independent Examination before its adoption.

Consultations

16. **Swale Borough Council:** Raises a very strong objection to the proposal and has the following comments to make:

"The above application was considered by the Borough Council's Planning Committee on Thursday 21 May 2015. At that meeting Members considered the report of the Council's Head of Planning, but were concerned that supporters are in the main parents of children who live outside the village and school governors and objectors in the main, are those that will be directly affected by this application are local village residents.

The Borough Council considers that the new Tunstall school application has been extremely divisive and this application rubs salt in the wounds of the majority of villagers. Whilst KCC have achieved planning permission for a new school and ground works have commenced, we cannot see an end date in sight for practically completing and fitting out the school. It is our understanding that funding has not been ring fenced and so it therefore follows delivery that the new school is not guaranteed. We ask that KCC are mindful of this when determining the current application, and whilst the application is based on the development being temporary in nature, we are not assured that this will be the case.

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

It is clear that the proposals harm the setting of the listed building, and the Council remains concerned to see the once lovely front garden regularly crammed with teachers' cars. The village hall car park is not in any way controlled by KCC and cannot provide adequate car parking for teachers and parents. Children in reception class cannot be "turfed" out of the car like older children, instead they must be chaperoned by their parents into their classroom, hence car parking congestion is a real problem.

The addition of more reception children as set out in this application puts extreme pressure on the school's cramped facilities. As the school currently stands there is little space for the children to play, the astro turf cannot be used if it is wet, and this application will make that worse, over intensifying the use of the site.

KCC has advertised and subsequently allocated new reception places knowing that the new school would not be complete. It is completely unfair on the children already at the school, the teachers, the prospective intake of reception pupils and the local residents for this overcrowding situation to have arisen. The school's facilities are unacceptable in their current format by adding to it will make matters far worse for all concerned.

We have been advised this is a temporary arrangement however there is no sound evidence that this is the case and the design falls very short of what we would expect for a school planning application.

KCC must remember that providing school places is high up the policy ladder but where it causes demonstrable harm to:

- (a) a listed building; this proposal causes harm the setting of the listed building
- (b) the neighbours and local residents; this proposal harms residential amenity
- (c) the amenity of the children; this proposal will prejudice the amenities of pupils

then that application should be refused because it represents over intensification of the site, with inadequate open space and landscaping.

I refer you to saved policies E1, E14, E15 and E19 of the Swale Borough Local Plan 2008 which should be adhered to unless material considerations indicate otherwise.

Accordingly the Borough Council RAISES VERY STRONG OBJECTION to this application on the above grounds."

Highways and Transportation Manager: Raises no objection to the proposal and has the following comments to make with respect to highways matters:

"It is appreciated that the additional mobile classroom is required to accommodate the first class of the increased entry to Tunstall Primary School during the interim period before they are able to relocate to the new school currently under construction. With the delays to the project now pushing back the completion of the new school to Spring 2016, it is considered reasonable to accept the temporary impact that the vehicles generated by the additional 30 pupils travelling to the existing school will have. It has already been accepted that the wider highway network can accommodate the movement of the additional traffic expected from the new school, so the impact of the first additional class beyond the current roll has already been considered within the approved application KCC/SW/0025/2014 (SW/14/153). The difference between

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

considering this for the approved new school and at the current site will be the parking arrangements.

It is expected that the current application will generate an additional 19 vehicles to transport these 30 pupils to and from the school, and these are not likely to be wholly accommodated within the Memorial Hall car park, particularly during the afternoon collection period. However, the School can implement a number of initiatives through its Travel Plan to reduce the demand for parking spaces, such as after school clubs, breakfast clubs and staggering the finish times for different year groups. It is therefore considered that the short-term impact is likely to be reduced, and in any case, can be tolerated for the temporary period prior to the new school opening, given the historic uncertainty with having the hall car park available for parental parking.”

County Conservation Architect: Raises no adverse comments as this is for a temporary consent and comments as follows:

“Temporary planning permission is in place for the mobile classrooms/building on the site, but this is due to expire in December 2015. Due to a lack of suitable accommodation on the site a new school building is being constructed and the whole school is due to relocate at Easter 2016. Because the temporary buildings have planning permission to December 2015 I have no adverse comment to make on the extension of this permission to the end of May 2016.

As the proposed new mobile classroom is located adjacent and to the rear of the existing single unit (for which temporary planning permission has already been granted) then I have no adverse comments to make subject to:

- The type, materials and colour of the proposed single mobile to match that of the adjacent unit.
- The permission is only granted on a temporary basis to end of May 2016.

I have no adverse comments to make regarding the creation of a temporary new all-weather surface playing area.”

Tunstall Parish Council: Raises objection to the proposal and has the following comments to make:

- “The facilities are not fit for purpose for staff and pupils and this raises health and safety concerns. This sentiment was strongly put forward in KCC’s original argument for the new school.
- Concerns over lack of toilet facilities and drainage; we understand parents have been advised that toilet times are allocated and breaks staggered to cope with the situation; this is totally unacceptable for young children who want to desperately use a toilet; this is the 21st Century not Victorian England. The Secretary of State for Communities and Local Government and the Secretary of State for Education in their statement dated 26th July 2010 commented “the Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities.
- As pointed out before, mobiles do not sit well within the Heritage Site. On the 5th January 2012 Swale’s Planning Committee [recommended] refused permission for SW/11/1451 – the renewal of planning permission for the PTA store with toilets, the

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

single classroom mobile and the double classroom mobile – reason for objection “the renewal of planning permission for the three mobile units is an unsustainable solution to the issue of increased pupil numbers and a more permanent solution should be sought. The mobile classrooms are detrimental to the character of the Conservation Area and setting of a Listed Building, as well as resulting on on-street parking and raising highway safety concerns contrary to policies E1, E14, E15 and E19 of the Swale Borough Local Plan 2008.

- The application deals with both the renewal of the new temporary structures along with the extension buildings; should they not be considered separately as the new structures are a significant expansion of the already overcrowded school layout?
- The front of school garden area will not be able to accommodate the extra staff vehicles required; the area is already fully used and some cars park in the school playground. The parking on the school front lawn was refused by KCC Planning for six cars (highway safety being one reason as well as being detrimental to the conservation area and the setting of a Grade II listed building). The layby opposite the school provides six public spaces; these are not exclusively for the school although normally full with staff cars. Planning permission was refused for the temporary change of use of land from agricultural to car park associated with Tunstall School (ref: SW/12/1317) in March 2013 on the grounds of decrease in safety in the highway network due to a lack of visibility at the access onto the public highway, contrary to Policy E1 and T1 of the Swale Borough Council Local Plan, 2008; unacceptable landscape and visual impacts, contrary to Policy E6 and E10 of the Swale Borough Council Local Plan and indirect visual detriment to the conservation area and the setting of the Listed Building by the retention of vehicle parking to the front of the school site, contrary to Policy E14 and E15 of the Swale Borough Council Local Plan.
- Concerns over the impact the extra 30 children will have on the use of the hall car park. Uncontrolled parent parking in the Memorial Hall car park impacts on the safe operation of the car park and complaints have been made to the School about the chaos. In addition to the on-site safety issues, there is also an overspill onto the surrounding roads causing an obstruction of the highway. Parents attempting to enter and exit the already full and gridlocked hall car park block Hearts Delight Road and Tunstall Road in both directions. Residents and the Parish Council have complained to KCC, the Police and the School about the danger of the situation.
- The playground is already too small for the school; placing yet another new mobile classroom in the playground of what was quoted as a ‘non-viable school’ due to lack of space will reduce it to an unusable size.
- Concern that the building of the new school could be delayed further.”

Tunstall Village Memorial Hall: Raises objection and comments as follows:

“We write to express our extreme concern regarding the safety aspects that 30 additional pupil places proposed for the existing school site will have in the car park and surrounding highway. It is our opinion that any increase in vehicle movements associated with these additional 30 pupils will make the car park use excessive and dangerous. Should this application be granted responsibility for any accidents will rest with KCC and the Tunstall School Governors.

We acknowledge that a Technical Note from DHA Transport accompanies the planning application, which concludes *'that in transport and highway terms, the impact of the proposed temporary development is not considered severe and therefore there should be no reason why this development is not permitted.'* We cannot agree with that conclusion.

History

The car park for Tunstall Village Memorial Hall (TVMH) was designed in 1997 for Hall users with a school managed drop off and pick up pupil facility only for 160 pupils (the then headmaster's figures). Parent parking in the Village Hall car park is not part of the agreement, which DHA Transport do not appear to be aware of. Following the opening of the new Village Hall and car park KCC increased the school pupil roll to 210 in 2002 and ever since we have had a continuing problem with overcrowding and misuse of the car park by parents all trying to use a facility that is not large enough to accommodate them.

Every 3 years since 2002, planning approval has been sought by KCC for retention of the existing temporary classrooms and we have repeatedly highlighted the chaos in the car park and adjacent highway. During every Planning Committee meeting to consider the application Members acknowledge the traffic problem add informatives or the like to ease the situation, which are then ignored by the School with no improvement in the problem.

To highlight this you should refer to the latest series of e mails (this winter) between Tunstall Parish Council and local residents (some in the form of objections to this application) highlighting to the School problems in the car park impacting on the local highway. Note: It is possible you will not receive any comment from the Parish Council on this matter as it is currently subject to the election process.

It is now proposed that 240 pupils use the school, which represents a 50% increase on the design criteria uses for the car park. To suggest there will be no impact is risible, when parking for 210 pupils is already responsible for documented local disruption to the highway.

The Technical Note states in unrelated extracts

Regarding the extra classroom for 30 pupils 1.5.3

'This will equate to approximately 19 additional vehicles associated with the 30 pupils across both the morning and afternoon critical peak hours when pupils are dropped-off and collected'.

Regarding current capacity 1.6.3

'As can be seen in both figures above, the Memorial Hall car park (currently) briefly exceeds its capacity in both the morning and afternoon peak periods (i.e. there are a greater number accommodated within the car park itself by means of using available aisle space as well as formal parking spaces'.

Putting this into context

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

- The report notes that currently the maximum cars recorded in the car park are 65-70 in the morning and afternoon peak times (see graphs 1.6.2), add to this 19 additional vehicles for the new classroom and we get 84-89 cars at peak time.
- The car park capacity is 55 formal spaces plus 4 disabled spaces of which 15 are generally taken up by Hall users (sometimes more), ie 40 spaces available for 84 -89 cars? Just not sensible nor safe to even consider this as an option.
- Are your consultants really suggesting aisle space parking and other informal parking eg in the site entrance (as happens) is safe?
- Even if we accept their total of 60 spaces including aisle spacing, taking off Hall user parking at 15 spaces, this leaves 45 spaces for 84-89 cars, again not sensible, not safe.

We note that the School is suggesting measures it might implement to mitigate the problem. Whilst we welcome any attempt to reduce the chaos in the car park our previous experience of follow through of School proposals into actions, has not been good. It is disappointing that DHA Transport and yet again, the School have failed to consult with Tunstall Village Hall regarding their use of our car park and the concessionary pick up and drop off facility.

The following would significantly improve the current situation

1. The school gates are opened at 8.50 every morning and no earlier (except for breakfast club attendees), consequently the car park fills up with parents who have to wait until 8.50 to decant their children – result, crowded car park, large outflow of cars onto public highway after 8.51 – solution, open gates earlier for staggered flow onto site
2. Stop parents of any pupils, including the younger ones, from taking their children into the classroom and waiting with them until class starts - their parked cars block valuable spaces.
3. More actively manage the discharge of pupils into cars and positively deter bad and dangerous parking practices using a “traffic warden” to shame the parents into compliance.

In conclusion we request rejection of this proposal as it puts further strain on an already difficult situation in the existing car park and will be highly dangerous”.

Local Member

17. The local County Members, Mr Burgess and Mr Truelove, were notified of the application on 14 April 2015.

Publicity

18. The application was advertised by the posting of site notices, the notification of 10 neighbours, and an advert was placed in the Sittingbourne News Extra on 22 April 2015.

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

Representations

19. 51 letters of representation have been received from nearby residents. Out of the 51 letters received, 33 were in support of the application and 18 raised objection to the application. The main points raised can be summarised as follows:

Objection

- The entire section in the Transport Statement concerning the capacity and efficient use of the car park is fallacious and irrelevant as the car parking spaces are for hall users, not parents who have never respected the drop off facility gifted to them nor cared for hall users.
- It has been known and planned from the outset that the new school will not be ready to accept pupils before Christmas 2015 and the old site is wholly inadequate for the number it already has.
- It has been previously concluded that another mobile is not acceptable and these are inappropriate for 21st Century education.
- The car park belongs to Tunstall Village Memorial Hall and not to the School.
- The School has stated previously that the school and its facilities are inadequate for the children currently at the school and I find it unbelievable and quite shocking that they want to accept another 30 children.
- There are very little families that currently walk to school and I doubt this will change so potentially an extra 20-30 cars is not acceptable.
- Conditions will be overstretched as there are insufficient grounds for the children to play and the hall again is not big enough to accommodate children at meal times.
- The current site cannot accommodate safely the children it already takes by way of sanitation, teaching conditions and parking.
- It was the continued use of these mobiles and the increase in the school roll that has forced the School to consider relocation rather than having addressed the real issue of the conditions of these mobiles, which we have been told since 2012 are no longer fit for purpose.
- The new school site has been delayed by over 9 months so what are the consequences of more delays on the health and wellbeing of the children and staff?
- Object on material planning considerations: on intensification and a decrease in highway safety; failing the test to preserve and enhance a Grade 2 Listed Building; residents' visual amenity; Health and Safety impact; the children will be placed at risk from the condition of the mobiles and the lack of adequate open space.
- One of the main arguments in favour of a re-located Tunstall School was that the current site is inadequate for a 2FE.
- The additional traffic associated with this proposed expansion, combined with that already experienced by the plant and workers vehicles attending the new site will make Tunstall Road even more intolerable.
- The regular occurrence of staff parking in front of the school building is dangerous and is proof that there is clearly not enough space for existing staff cars let alone for any additional staff parking.
- The layby opposite the school is normally full with staff cars and cannot be relied upon for additional parking.
- Uncontrolled parent parking in the Memorial Hall car park does impact on the safe operation of the car park.
- Parents attempting to enter and exit the already full and gridlocked hall car park blocks Heart Delight Road and Tunstall Road in both directions.

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

- The playground is already too small for the school and this area is already used as a play area so there will no increase in area.
- All of a sudden the site is now fit for purpose for an increase in the number of children.
- The application is inappropriate and “out of order” by combining both a renewal of the existing accommodation and a new temporary structure within the same application.
- The additional temporary mobile represents intensification.
- It also represents a Health and Safety risk as the current sewage system struggles to cope with the current, intensified use of this area.
- The current traffic conditions were used as evidence that this site is no longer suitable for the size of the school in 2014, and now having increased the size of the school by 10% the traffic increase will result in village deadlock and chaos.
- The winding roads cannot cope with any increase in traffic, especially as no additional parking provision has been organised or granted.
- If the existing mobiles were not fit for purpose in 2014, then those same mobiles cannot be fit for purpose in 2015/16.
- The existing mobiles have served their purpose of being quoted as justification for taking Grade 2 agricultural land for a new, unwanted school.
- Inefficiency and poor judgement are no justification for continuing to renew applications for the old and apply for permission for new temporary buildings which are “unhealthy and unsuitable for modern teaching” according to the School.
- Children taught in mobiles are restricted on their learning potential because of the extreme temperatures in both summer and winter.
- It is a Grade 2 Listed Building in a Conservation Area – this would not be allowed on a residential property.
- There is insufficient parking for existing parents, this will cause parents to park on the road around the school causing a hazard to road users and pedestrians.
- It is outrageous to see that an extra mobile has been added to the application, as the extra children for the new school have been accepted for September, knowing full well that the new school would not be built by then, indeed it is at least 9 months behind schedule.
- Children already have staggered breaks for exercise and toilets and this will make it even worse.
- Inaccurate technical note with regards to pupil places as circumstances were known before the advertisement of 60 places, so circumstances are not unforeseen.
- By taking on this application you would effectively be making the school 2FE so why the need to build a new school in Tunstall Road?
- This situation is a farce as to now apply for planning permission to build extra mobile classrooms to take in further children who were supposed to start at the “newly built” school is going to make matter worse, especially as the extra children will be coming from the other side of town.
- How ludicrous that no one in KCC has applied logical thinking to the matter and realise that having extra mobiles will not make a difference to residents in Tunstall, or even that a new school totally the wrong place will not place an unbearable burden on the traffic situation in the area.

In Support

- This is a simple measure to ensure there are enough classrooms in which to teach all the children until the new school is ready.

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

- The school must be allowed to function until the new site is ready.
- One of the conditions of funding for the new build was that the School should admit an additional form in reception class from September 2015.
- Most are aware of the background to the considerable delay in gaining access, securing planning consent and making a start on construction.
- The School is faced with no realistic alternative, other than to continue operating from the existing site and buildings, with the addition of one new mobile classroom, until the new school building is ready for occupation in 2016.
- We will miss the school when it relocates.
- The new mobile unit cannot be seen from the road and can cause no inconvenience to anyone that I can see.
- It is absolutely necessary that the School continues to provide for the existing pupils and to the extra reception class on the existing site whilst the new school is being completed.
- This is the final requirement the School needs to continue a superb education and smooth transition to the new school.
- The retention of the current buildings and addition, albeit short term for the mobile classroom, is paramount in order to safely accommodate the extra children that will be admitted to the school in September 2015.
- It will not be possible to accommodate 30 additional children without the extra mobile classroom.
- Approval of this planning application is a critical part of ensuring that the transition to the relocated school is as successful as it can be.
- It will ensure minimal disruption to the learning experience of all children but especially for the new reception classes who are at their most vulnerable stage of learning.
- The additional mobile classroom is located directly next to an existing one meaning that it will be no more or less intrusive and there is no change to the elevation.
- See no reason for any objection when the new school is clearly in the process of being built and so therefore this is only for a short period of time.
- This is a temporary issue and the permanent solution is now well underway.

Discussion

20. In considering this proposal regard must be had to 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, this proposal needs to be considered in the context of Development Plan Policies, Government Guidance, including the National Planning Policy Framework (NPPF), Planning Policy Statement for Schools Development and other material planning considerations arising from consultation and publicity.
21. This application has been reported for determination by the Planning Applications Committee following the receipt of representations from local residents. Objection has also been raised by the Parish Council, Tunstall Village Memorial Hall and Swale Borough Council, to the continued retention of these mobile units on the grounds that they are not fit for purpose and that the proposed additional mobile will cause overcrowding on what is currently a very cramped site. The main issue relating to this application are the continued use of the mobiles, traffic and parking, and the visual impact the mobile units have upon the setting of the Listed Building, and the character and appearance of the Conservation Area.

Continued Retention

22. The mobile buildings, as stated above, have existed on this site for a number of years and have had temporary permissions renewed on a number of occasions. The temporary buildings were installed to provide teaching space, which has led to the situation where 5 out of the 7 classrooms are taught within temporary accommodation and the current number of school pupils is beyond the capacity of the permanent Grade II Listed main school building. The mobile units subject to this planning application provide 3 classrooms accommodating up to 90 pupils. The mobile units have been renewed previously on the justification that a permanent solution would be found. This permanent solution was subsequently granted planning permission by Members for a new 2FE (form entry) school on an alternative site within the village and work has started on building the new school on 23 March 2015, albeit later than scheduled.
23. Under the circumstances, the previous concerns raised by some residents, Swale Borough Council, Tunstall Parish Council and the Tunstall Village Memorial Hall about the possible continued use of these mobile buildings for the foreseeable future, if a permanent solution to the School's shortage of suitable accommodation for pupils could not be found, have now been addressed. However it was intended that the school would relocate to the new site in September 2015 and therefore these mobile units would only be needed on this site until such a time that they could be removed and the site satisfactorily restored by the end of December 2015.
24. However unforeseen delays in starting the school development have resulted in the new school not now being opened until Easter 2016, some 7-8 months later than originally planned. The continued reliance on temporary accommodation at the existing school site is very unfortunate, however the School is left with no realistic alternative but to request a further extension of time on the usage of the existing temporary accommodation as well as to seek consent for one additional single mobile classroom. This extra mobile unit is required to be on site ready for September 2015 when the school becomes a 2FE school and is required to take 60 pupils in the Reception Class.
25. Members will note that the existing double and single mobile and the PTA store have a temporary planning permission allowing the units to remain on site until the end of December 2015. The School is now seeking a further extension of time for these units until the end of May 2016, an additional period of 5 months. The proposed additional mobile unit and all-weather playground surface are required by the School to be in place for the beginning of the new school academic year in September 2015 and to remain on the school site until the end of May 2016. It has been stated that the new school will move to the new site during Easter 2016 and so an extra period of time has been requested by the applicant, which will allow time for the removal of these units from what will become the old school site and the site being restored satisfactorily by the end of May 2016.
26. Whilst the proposed continued use of the mobile buildings is not ideal, being located within a Conservation Area and within the curtilage of a Listed Building, it has been accepted that these mobile buildings will now only need to be used until such a time as the school finally relocates to the new site, which will be 5 months later than the expiration of the current temporary planning permission. It is noted that previous planning decisions had regard to the siting of the development within the Conservation Area and the Listed Buildings in concluding that the development was acceptable.

Work has started on the new school site and is planned to be finished by Easter 2016. Furthermore the applicant has made every effort to minimise the effect of the proposed single mobile classroom upon the school site and its surroundings by proposing to locate it directly behind the current single mobile classroom. Whilst it is regrettable that the school will not be ready for September 2015 and that the school roll has to be increased, I see no overriding harm to the retention of the mobiles and stationing of another mobile for a few extra months. It should also be borne in mind that the situation at Tunstall is by no means unique, and the scenario of having to rely on temporary classroom accommodation for longer than previously hoped for because of protracted delays in obtaining planning consents and/or commencing construction of new school accommodation has occurred in other locations. Therefore I do not consider that there are sufficient grounds to justify the refusal of temporary planning consent for an additional 5 months, until the end of May 2016, and to include a temporary planning consent for the proposed single mobile classroom and all-weather playground surface until the end of May 2016.

Heritage Impact

27. As discussed above, the application site lies wholly within the Tunstall Conservation Area and the existing mobile buildings and the proposed single mobile classroom and all-weather playground, are within the curtilage of a Grade II Listed Building. The designs of the existing mobile buildings are generally considered to be not in keeping with the locality, nor the settings of the Listed Buildings. However the impact, under previous planning applications was deemed not to be detrimental to the character and appearance of the Conservation Area and the Listed Buildings, as the mobile buildings were only temporary and capable of being removed. However, the mobile buildings have now been in place for a number of years and planning permission has been renewed a number of times for these buildings and so therefore the retention of these mobiles has not been as temporary as originally justified. Again, this is not a unique scenario and Members will be aware of many other schools across the county struggling with precisely the same issue of. increasing school.
28. The existing mobile buildings take up a large proportion of the grounds of the Listed Building and seem to be in a poor condition from the comments received from the local residents. They are also located on hard standing which was previously used to provide parking for the teaching staff. Cars are now parked on the front lawn, even though two previous planning applications have been submitted to provide either a permanent car park within the front grounds of the school or a more recent temporary car parking area for 10 cars was proposed to the side of the school site, but both have been turned down due to the negative impacts they would have. However as no formal engineering works have taken place, then no enforcement action can be taken against the continued parking at the school. The mobile units also reduce the amount of available playground that is currently available for the children.
29. The location of the proposed single mobile classroom has been carefully considered to have a minimum impact upon the character and appearance of the surrounding area, and in particular the Conservation Area. The proposal to locate the proposed new mobile on the existing playground, between the existing single mobile classroom and the PTA store, would mean that it would be screened by surrounding buildings and playground on three sides and well-established vegetation on the western boundary which abuts the rear garden of The Oast. Additionally by joining the proposed single mobile classroom to the existing single mobile classroom would also minimise the space requirements as the existing ramp can serve both mobiles. It is furthermore

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

proposed that the materials of the proposed single mobile classroom would match those of the existing mobile classrooms. The provision of the proposed single mobile classroom on part of the existing playground means that an additional area would be required with an all-weather surface, to make up the loss of hard playing area that would be lost to the proposed new single mobile classroom. It is therefore proposed to provide this additional area of playground in the north western corner of the school grounds, on the existing grassed play area. This would also result in the removal of the existing play equipment.

30. Therefore the continued stationing of the mobile buildings had been considered as generally harmful in the previous planning application to the setting of the Conservation Area and the Listed Buildings. Indeed the previous planning consent for the renewal of these mobile units did request that a permanent solution be investigated with a view to removing these mobile units as soon as practicable. However before the delayed new school is open, there will be a period of time where the School will still have to continue to operate from its existing site and accept the additional 30 Reception Class pupils. To be able to do so, the School will need to continue to use the mobile classrooms and PTA store to ensure that there is no interruption to the day to day operations of the school and to locate an additional single mobile classroom on the existing school site, as well as an additional all-weather playground. A continued reliance on temporary accommodation at the existing school is very unfortunate however the School is left with no alternative but to request an extension to the use of the existing temporary accommodation, as well as to seek consent for an additional mobile unit. Therefore with an overriding need to retain the mobile units for an additional period of 5 months, I consider that the short term continued detriment to the setting of the Conservation Area and the Listed Buildings can be outweighed by the now additional temporary period of 5 months that these mobile buildings need to be on this site. In coming to this view, I note that the County Council's Conservation Officer did not raise any objection to this application.
31. Furthermore it has to be recognised that the temporary harm of the mobile buildings upon the Conservation Area and the Listed Building and the heritage interests, coupled with the strategic policy support for educational facilities and the NPPF obligations in Paragraph 72, consideration of this planning application has to be positive and proactive in providing sufficient school places to meet the need of existing communities. This is a balance that needs to be struck and under these circumstances the mobiles buildings need to be retained on the site for an additional 5 months, and after the expiration of this proposed temporary planning consent, these building can be removed from this site once and for all and the site can be satisfactorily restored.
32. Indeed all the mobiles on this site will not be deemed necessary when the school relocates to the new site and therefore all the present mobiles and storage facilities on this site would be removed from within the curtilage of the Listed Building and from the Conservation Area. It would benefit the whole Conservation Area to have these temporary buildings removed, and would address the long standing objections to the on-going retention of the various mobile buildings on this site. The proposed new school site would also have the benefit of removing some of the parental traffic from the Conservation Area, as well as the continued informal staff parking in front of the Listed Building. I therefore do not consider that there are sufficient grounds to justify the refusal of temporary planning consent for an additional 5 months as the new school development has already started and ultimately will result in the removal all of

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

the temporary mobile buildings and storage units from within the curtilage of a Listed Building.

33. Clearly it is not possible to move instantly from one school site to a brand new one, where a whole series of steps is involved in selecting and acquiring land, obtaining planning consent and allowing a year for construction. Several of the key steps involved have now been taken, and the proposed stop gap reliance on the existing temporary accommodation is one unavoidable step along the way, so it would be unreasonable to raise objection to that at this advanced stage, especially since the planning process has long been pushing for a radical solution to the problems at this particular school. With the School now due to vacate the existing school site in at Easter 2016 and the ultimate removal of all the temporary mobile buildings and various storage facilities by the end of May 2016, I therefore see no overriding objection to a temporary planning permission for the exiting mobile classrooms and the proposed single mobile classroom and all-weather playground surface until the end of May 2016.

Traffic and parking

34. The school does not currently have any formal on-site parking either for staff or for parents. It has been mentioned previously in paragraph 11, that the School has submitted previous applications for a temporary 10 space staff car park to the side of the school, as well as an application for a formal 6 car parking area in the front of the school. However both applications have been refused. Staff continue to park informally in the front of the school building and there is no planning infringement to enforce against since the School has not implemented a previously refused creation of a formally designed and laid out car park. Furthermore, planning consent is not required to park cars, whatever number or location since parking of vehicles *per se* does not constitute development required planning consent in Planning Law. Parents use the Memorial Village Hall car park to drop off and to collect their children from school and this is done by arrangement with the Hall, who have accepted short term parent parking but not long stay teacher parking.
35. Many of the representations which objected to this planning application, cited traffic and car parking as a major concern. A Transport Technical Note accompanied the planning application and predicted that as a result of the school accepting the additional 30 pupils from the beginning of September that it would result in a projected increase of a possible 19 additional vehicle movements. Whilst it has been mentioned that the Memorial Hall car park can briefly exceed its capacity in both the morning and afternoon peak periods, an additional potential 19 extra vehicles, on top of the current traffic that is generated by the school for an additional 7-8 months is not sufficient grounds to refuse the application on the proposed increase in traffic movements, particularly in light of the comments from the Council's Highways and Transportation Manager.
36. In fact the principle of the additional traffic movements that would be generated by Tunstall Primary School becoming a 2FE primary school has already been accepted by this Committee by granting planning permission for the new school. As of September 2015, the additional traffic that would be generated by the additional 30 pupils would have been on this highway network anyway. Whilst not all this additional traffic may drive through the Conservation Area in order to get to the new school site, it would eventually lead to a reduction in the traffic around the old school site as parents would not need to drive to the Memorial Hall car park to drop off or collect their children. It is unfortunate that the new school will not be ready until Easter 2016

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

however the School has a number of measures in place through their School Travel Plan that can help to reduce the number of vehicles that need to travel in the school peak times, though measures such as the introduction of a breakfast club, after school clubs, staggering the finish times of infant and junior pupils and school teacher escorting their pupils to the car park at the end of the school day.

37. Whilst unfortunate the projected additional 19 vehicles that will travel to school site as a result in the increase of another 30 pupil numbers, is not sufficient ground to justify the refusal of temporary planning consent in highways terms alone. In coming to this view, I note that the County Council's Highways and Transportation Manager did not raise any objection to this application. Although the existing school can still operate from the existing site until the end of December 2015, the additional 30 pupils will be on site from September 2015 and will be required to stay on this site until Easter 2016. Once the new school is open, then there will no requirement for parents to travel to or use the Memorial Village Hall car park as the new school will provide on-site parking for both staff, parents and visitors to the school site.

Other issues

38. In the correspondence required from the Statutory Consultees, Swale Borough Council commented that it was their "understanding that funding had not been ring fenced and so it therefore follows delivery that the new school is not guaranteed", I would like to remind Members that funding for the new School is not a material planning consideration relevant to this planning application. An enabling works contract is under construction and the main contract will be signed in early June. The proposed new Tunstall Primary School is currently under construction and there is no intention to halt the works.

Conclusion

39. In the light of the strong planning policy presumption in favour of new school development, contained in the National Planning Policy Framework and current Government policy guidance, there needs to be substantial evidence of harm arising from other material considerations in order to outweigh that presumption. This temporary application seeks to meet the slight delay in construction of the new school. Whilst it is regrettable that the school will not be ready for September 2015 as originally planned, and the school roll has to be increased by an additional 30 pupils, I see no reasonable alternative or overriding harm to the retention of the existing mobiles for an additional period of 5 months and the stationing of another single mobile classroom for a few extra months. In particular, that is a necessary and unavoidable part of the long process in relocating to a new school site and to resist this proposal would seriously undermine the whole relocation process that the Planning Applications Committee, in response to pressure from local residents and representatives, originally set in train.
40. Moreover, the extent of the harm to the Listed Building and Conservation Area from the temporary continued use of the single and double mobile building and PTA store and the proposed single mobile classroom and the all-weather playground surface is not as substantial as to warrant an outright refusal of consent, even though their continued detrimental impact must be acknowledged. However as there is a planning consent approved for the permanent relocation of this school to a new site and work has now started on building this new school on a site which is located outside the Conservation Area, I see no planning or heritage reasons to refuse a further short

Renewal of mobiles and new mobile, Tunstall CofE Primary School,
Tunstall – SW/15/502829

term, i.e. 5 months, temporary planning consent for the continued use of these mobiles and the additional new mobile and all-weather playground and their ultimate removal from this site

- 41 I note the strong objections raised by the Borough and Parish Councils, but much of their reasoning is based on non-planning issues. I therefore consider that there are insufficient grounds to outweigh the presumption in favour of development and accordingly recommend that a temporary planning consent be given, subject to the condition to control the length of time of the development.

Recommendation

42. I RECOMMEND that TEMPORARY PERMISSION BE GRANTED subject to the following condition:

- The units to be removed from the site by the end of May 2016 and that the site is satisfactorily restored;
- The submission and approval of a restoration plan.

Case officer – Lidia Cook	03000 413353
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Background documents - See section heading
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Single storey extension to provide three additional classrooms at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

A report by Head of Planning Applications Group to Planning Applications Committee on 10th June 2015

Application by Kent County Council Property and Infrastructure Support for a new single storey extension to provide three additional classrooms with toilet facilities, storage and plant room, together with associated external works at Temple Hill Primary Infants School, St Edmund's Road, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Recommendation: Permission be granted subject to conditions.

Local Member: Mr T Maddison

Classification: Unrestricted

Site

1. The application site relates to Temple Hill Primary School located on the southern side of St Edmund's Road in Dartford. This is a primary school with attached nursery and is in an area of predominantly residential development which lies to the north of Dartford town centre.
2. Rather than compact, this is a sprawling school of part single and part two-storey form with flat roofs. Vehicular access is from St Edmund's Road into a parking area for 55 cars. The hard surfaced playground with adventure play equipment lies to the north of the school buildings and extends up to the perimeter fence, which runs along St Edmund's Road. To the south of the school buildings are extensive playing pitches.
3. There are three existing mobile classrooms on site, two to the rear of the school by the playing fields, and one at the front in the location of the proposed extension. The existing school buildings are set back approximately 30m (98ft) from St Edmund's Road (behind the playgrounds). The boundary along this road is marked with a green palisade fence, which sits atop a grassed bank. The footpath therefore sits at a lower level than the school grounds.
4. There are yellow zig-zag 'Keep Clear' road markings in front of the access, but no other parking restrictions in front of the school.
5. On the northern side of St Edmund's Road (facing the school across the playgrounds) are three storey blocks of flats set back from the pavement with a grassed forecourt.

Background

6. In 2014 the Kent Commissioning Plan 2014-2019 was approved by KCC Education Cabinet Committee. The Kent Commissioning Plan provided forecasts that indicated an increase in the demand for primary school capacity. Furthermore this increase showed no signs of reducing over the forecast period. KCC Education therefore proposed a capacity increase to a number of schools in the Dartford urban areas, and this included the expansion of Temple Hill Primary School to permanently increase its Reception Year

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

intake from 60 to 90 places (a 3 form-entry), taking the proposed maximum capacity of the school from 420 places to 630 places.

7. The latest forecasts for the Dartford North planning area support the view that without the expansion to Temple Hill Primary School the Council will fail to meet its statutory obligations to provide sufficient school places in the area.

Recent Site History

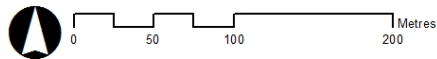
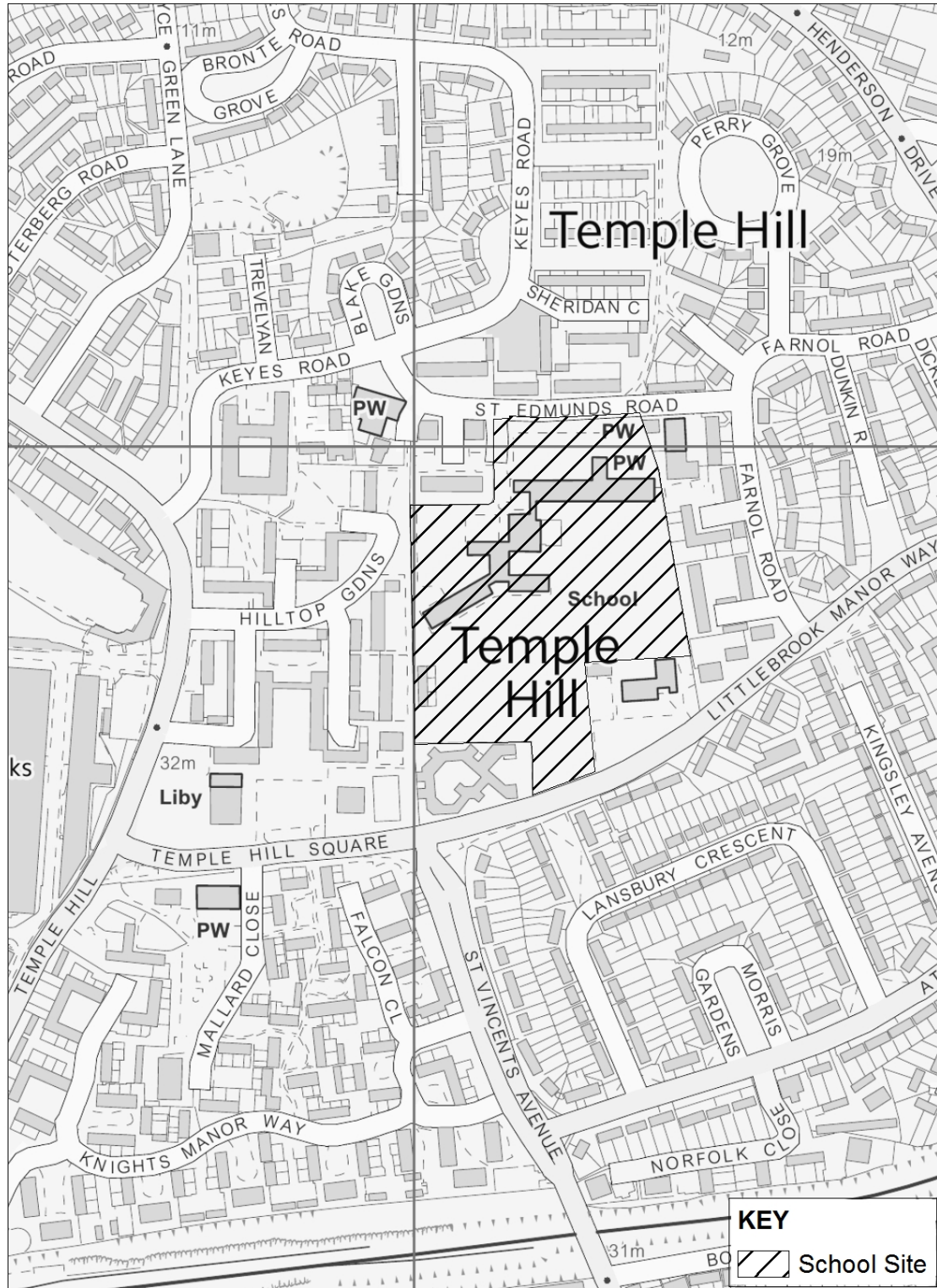
8. The most recent planning history for the site relates to the temporary renewal of consent for the siting of three mobiles in the school grounds given in 2008 (DA/08/849) and then again in 2013 (DA/13/1544) and for the erection of ball stop fencing to two sides of a tarmac play area in 2005 (DA/05/162).

Proposal

9. The proposal is for the construction of a single storey three classroom extension to the school. The extension would be located to the north of the existing eastern wing of the school, projecting towards St Edmund's Road, and would be attached to the main school building by a single storey link. The extension would have a maximum width of 13m (43ft), a length of 28m (92ft) and a height of just less than 4m (13ft). It would match the design of the existing school buildings in that it would have a flat roof, elevations of brickwork and vertical timber cladding and white aluminium windows and doors.
10. The extension would provide three classrooms and associated toilet and storage facilities, and a small plant room. Shallow ramps would be used to allow level access to the classrooms from the playground.
11. One of the existing mobile classrooms would be removed from the site to make way for this new extension but the two mobile classrooms sited by the playing fields to the rear would be retained. Additional information received from the School states that one would be used for storage and the other as a base for the Parent Association, who currently use the mobile which would be removed.

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

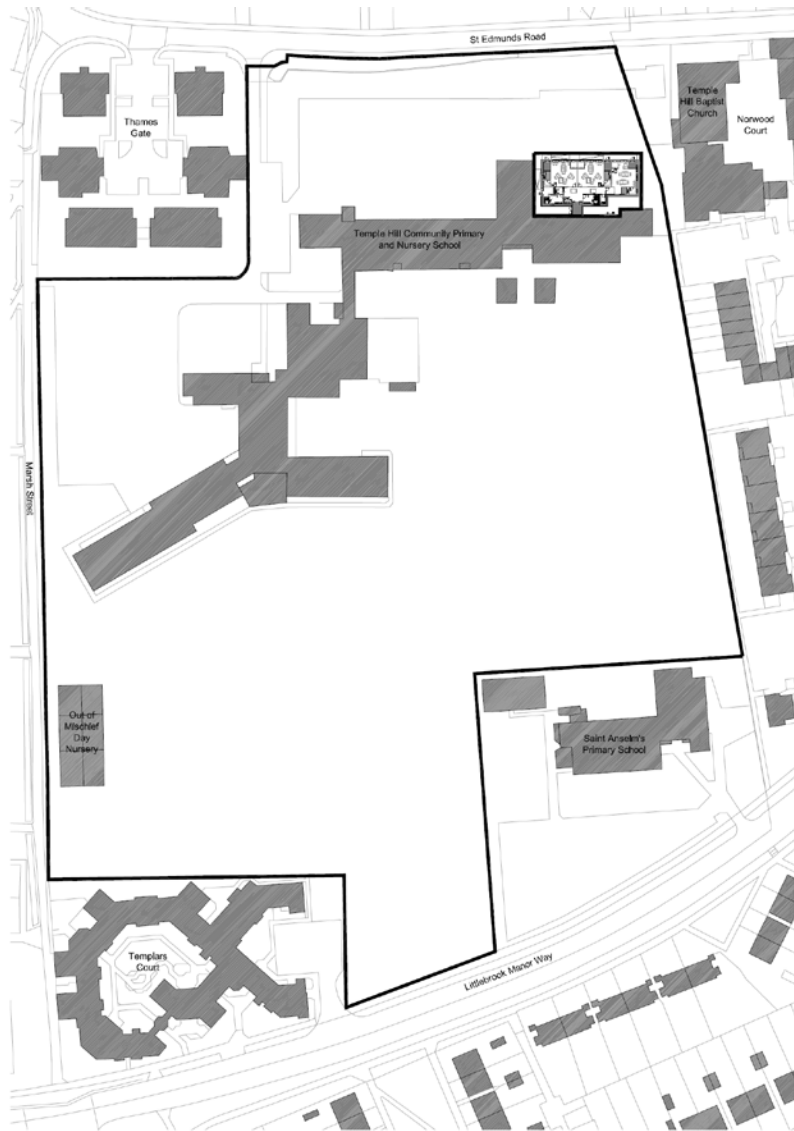
General Location Plan



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Ordnance Survey 100019238

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

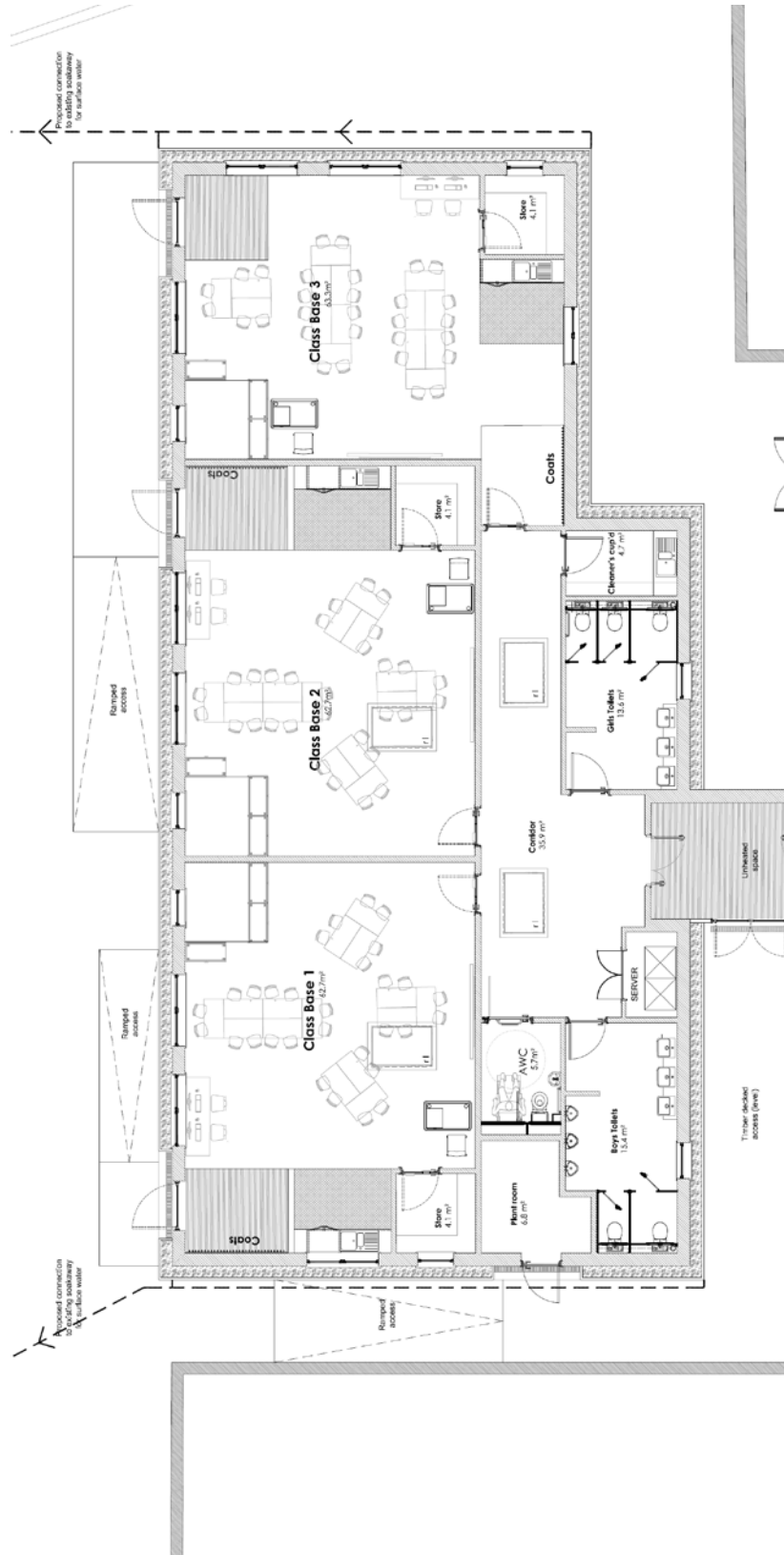
Site Location Plan



Proposed Site Location Plan
Scale 1:1250

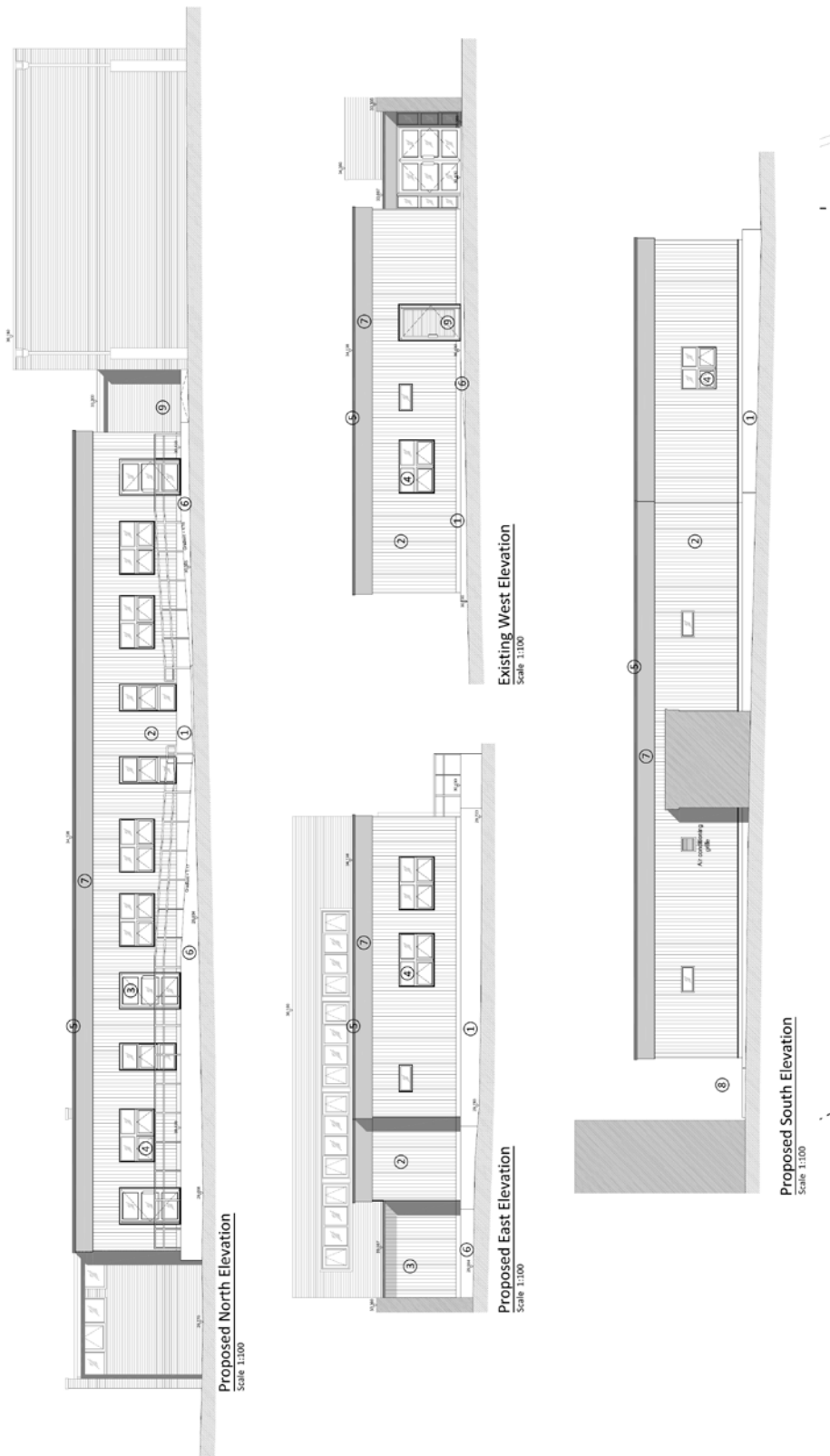
Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Ground Floor Plan



Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Proposed Elevations



Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Planning Policy

12. 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) The adopted **Dartford Borough Council Local Plan 1995**:

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

Policy B12 Archaeology sites will be preserved and protected.

Policy RT15 Development proposals involving the loss of educational open space will not normally be permitted where the open space is important to the environment and amenity of the area in which it is situated, or where the use of the site meets an important local need.

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Policy S6 Development proposals should conserve and improve the existing built environment and a high quality and standard of design shall be achieved in new development.

Policy T19 Development proposals should be appropriately related to the highway network and not generate volumes of traffic in excess of the capacity of the highway network.

Policy T23 Development proposals should include adequate off-street parking facilities.

Policy T27 Development proposals shall make adequate provision for pedestrians.

(iv) Dartford Borough Core Strategy (2011)

Policy CS21 Community Services: Ensure the effective provision of community services.

Policy CS15 Managing Transport Demand: Development proposals which generate additional traffic should use measures to encourage sustainable patterns of travel including travel plans and Car Parking Supplementary Planning Document.

(v) Dartford Car Parking Supplementary Planning Document (adopted July 2012):

Schools should have a parking standard of 1 space per 15 pupils for employees, and 1 space per 2 classes for visitors.

Consultations

13. Dartford Borough Council raises no objection.

Kent County Council's Archaeological Officer requests a condition to secure the implementation of a programme of archaeological work.

Kent County Council's School Travel Planner advises that the School need to update their school travel plan, which was last submitted in 2010, and was not a completed document. This can be secured via a condition.

Kent County Council's Highways and Transportation Officer raises no objection subject to appropriate funding (£3000) being provided for additional waiting restrictions on St Edmund's Road (to be forwarded to KCC Highways or the Borough Council in order to progress the work); the submission of an acceptable updated travel plan prior to occupation of the new classrooms, and this document to clarify how the School will address inappropriate parking by parents in the roads surrounding the school; and the submission of an acceptable Construction Management Plan.

Local Member

14. The local County Member, Mr Maddison was notified of the application on 26th March

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

2015.

Publicity

15. The application was publicised by the posting of a site notice along the frontage of the site, and the individual notification of 67 residential properties.

Representations

16. In response to the publicity, 2 letters of representation have been received. The key points raised can be summarised as follows:
- Assume additional classrooms will mean additional pupils
 - Already existing parking problems in St Edmund's Road and this will make it worse
 - Because of lack of space parents cars parking in private residential spaces, resulting in damage to vehicles and some instances of abuse
 - Additional parking should be provided for the school, possibly along the school playground side of the road
 - Concerned about the noise levels associated with the plant room
 - Previous approval for the perimeter fence should have included planting but this has not been undertaken
 - Request that noise reducing foliage is planted as part of this application otherwise it should not be allowed
 - Request written confirmation that the noise levels from the plant room will be at a level of less than 10dB below the background noise at the nearest sensitive properties.

Discussion

17. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 12 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 are the principle of extending the school, the increase in pupil numbers and the implications this has for on-street parking and transport related matters, the design and appearance of the extension and any affect on the amenities of nearby residents.

Principle of School Expansion

18. Policy CS21 of the Dartford Core Strategy seeks to ensure the effective provision of community services, which includes education services. The applicants have advised of the process carried out last year by the KCC Education Cabinet Committee, which resulted in the need for more primary school places being established. A statutory consultation was undertaken, with the Council confirming the decision to expand this primary school, on the basis of a comprehensive feasibility study showing that the project was viable.

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

19. The decision to expand the school would therefore meet the aims of Policy CS21 of the Core Strategy.

School Roll

20. Additional information has been provided by the agent and the Executive Headteacher of the school in relation to staff and pupil numbers and how this would change with the decision to expand to a three-form entry school.
21. At present there are 537 pupils in the school in years Reception through to Year 6, plus 40 children in the nursery at any one time. A full 3-form entry primary school could accommodate 630 places therefore there is scope for the pupil roll to increase by 93 pupils. The nursery, which is separate to these figures, runs on a sessional basis and can accommodate 52 nursery children on site at any one time. There is therefore scope for each session in the nursery to increase by 12 pupils.
22. At full capacity the school could have a total pupil number on site of 682 (630 school age pupils + 52 nursery children). At present this figure is 577 (537 school age pupils + 40 nursery children). This would equate to an increase overall of 105 children.
23. The Head Teacher has advised that there are currently 21 classrooms in the school and 2 rooms for the nursery. At full capacity a three form entry school would only require 21 classrooms (3 for each year - R to 6), therefore the total number of classrooms to be provided does not need to increase to accommodate the maximum school roll. However the Head advises that some of the existing classroom accommodation is below standard (i.e. the two classes being taught in the mobile units on the playing field) and these classes would be relocated into the new extension. The third new classroom would be used to provide space for small group work and other activities such as an IT suite which the School currently lack. The two mobile classrooms, which would be retained on the playing field, would be used for storage and as a base for the Parent Association as set out earlier.
24. The Head Teacher has also advised that there would be no increase in the number of staff associated with this move to a three-form entry school as they currently 'over staff' allowing for smaller class sizes in all year groups.
25. Whilst it would appear that the School does not need the new extension to accommodate the increase in pupil numbers, on the basis that they already have 21 classrooms on site, the proposed extension would allow better accommodation for the school overall and allow those classes being taught in the mobile units to move into permanent classrooms and provide better overall facilities for the pupils and staff. The reduced reliance of the use of mobile classrooms on school sites is a factor generally supported in planning land use terms wherever it can be practicably achieved, especially if the increased pupil intake is more than a short term demand.
26. However, notwithstanding that the classroom numbers would not need to increase, the number of pupils attending the school *would* increase by a maximum of 93 children in the school itself and potentially a further 12 in the nursery for each session. This increase in pupil numbers therefore needs to be addressed in terms of transport and highway matters.

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

Highways and Transport Matters

27. Objections were received relating to the parking problems experienced around the school at both drop off and pick up, and these were further witnessed by the County Council's Highways and Transportation Officer, who observed cars parking on verges, carrying out unsafe manoeuvres in relation to pedestrian safety, cars parking in and having to reverse and wait in the yellow zig-zag no parking areas, and the fact that St Edmund's Road effectively became a single carriageway round at the time that parents cars were parked waiting to collect their children.
28. The applicants have submitted a revised Transport Statement which now addresses the increase in pupil numbers and looks at the implications this would have for travel patterns to the school. They note that the proportion of pupils who arrive by car is lower than the vast majority of schools across Kent, but that despite this there are congestion problems before and after school, particularly in St Edmund's Road. They state that congestion problems have the 'benefit' in assisting in the reduction of travel speeds and as a by-product promote a safer environment for pedestrians (as evidenced by the road safety data showing a single incident classified as a 'one off' occurrence in the most recent study period to June 2014), however acknowledge that there are safety implications of cars using the footway to pass each other which need to be addressed.
29. Once the school is at full capacity they have calculated (based on current travel patterns and adjusted to include pupil absences, sibling effect and before and after school clubs) that there would be an additional 44 one-way movements across the morning peak period, and an additional 45 one-way vehicle movements across the afternoon peak hour.
30. The County's Highway Officer has advised that contributions ought to be made by the applicants to provide additional waiting restrictions in St Edmund's Road in the form of short lengths of yellow lines to allow passing spaces for traffic even when parents are dropping off or waiting for children. In the revised Transport Statement the applicants accept that the provision of this funding would be appropriate.
31. In order to further encourage travel to school by non-car modes of transport, the School need to update their School Travel Plan and register it with the 'Jambusters' website. This can be required by the imposition of a condition and it is considered that the School should submit this prior to the occupation of the new classrooms, should permission be given, to ensure that the School look at ways to improve the travel and parking situation at the school straight away. The updated document should look in particular at ways in which they can address the inappropriate parking by parents in the roads around the school. Again the need for this is acknowledged in the revised Transport Statement.
32. Given the undertaking of the applicants to fund the additional waiting restrictions in St Edmund's Road, and to update the School Travel Plan to encourage modes of transport other than the car, it is considered that the proposed development would be acceptable in highway and transportation terms and meet the aims of Policies T19, T23 and T27 of the Dartford Borough Local Plan and Policy CS15 of the Core Strategy.

Design, Appearance and Impact on Amenity

33. The extension would be very much in keeping with the existing school building design, and would fit in well with the overall appearance of the school. The materials proposed

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

are considered to be acceptable and the layout would be wholly practical and functional. In this regard the proposal is considered to accord with Policies B1 and S6 of the Dartford Borough Local Plan.

34. The extension would not project any further forward than the existing building line as it extends towards St Edmund's Road. The extension would also be set in from the eastern boundary of the school, and would therefore retain a good amount of space between it and the neighbouring properties in this direction. The windows provided in this elevation would be far enough away and screened by the existing boundary treatment so as not to cause any concerns regarding loss of privacy for the occupiers of the properties in this direction.
35. The small area of playground that the extension would be sited over would equate to a minimal loss of external hard play space in relation to the amount that would be retained, and is considered to be acceptable.

Other Matters

Representations Received

36. The objections received made reference to the possible noise disturbance resulting from the plant room. The agent has confirmed that the plant room would contain a hot water storage tank and associated controls and pipework which would serve the new building only, and that the items would be similar to that found in a domestic house and would not generate any noticeable noise outside of the building and certainly not outside of the school site. The objector was informed of this during the processing of the application.
37. The replacement perimeter fence to the tarmac play area was approved in 2005, and the same objector who has commented now, wrote in at that time expressing concerns that the loss of the soft landscaping (trees, shrubs, hedgerow) would result in increased noise disturbance. The application did not propose any removal of the existing trees or shrubbery and an informative was included on the decision notice bringing the concerns of the neighbours to the attention of the applicant and asking them to ensure that the vegetation was not affected as a result of the development. It would appear from the objector's comments that there was some loss of vegetation, which has not been replaced.
38. The fence that was approved in 2005 was to the west of the site and in a different location to the proposed classroom extension currently being considered. In order to include conditions on a planning permission they have to be (amongst other things) "necessary and relevant to the development to be permitted". In this regard I consider that the classroom extension would be wholly acceptable without the need for additional planting and screening along the boundary, and therefore the request of the objector to include planting as part of this scheme would not, in my opinion, be 'necessary' and therefore should not be imposed. Notwithstanding this, I consider it appropriate to include an informative that brings this matter to the attention of the applicant and suggests that for good neighbourly relations some planting might be undertaken.

Construction

39. Given that there are neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays).

40. 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.
41. 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.

Archaeology

42. The site lies in an area of archaeological potential and therefore it has been requested that a condition be imposed on any permission given to secure the implementation of a programme of archaeological work in accordance with a written specification and timetable approved by the County Planning Authority.

Conclusion

43. The application has been considered on its own merits and in the light of the NPPF, the Planning for Schools Development Policy Statement, the Development Plan, and comments received raising concerns about the scheme. I consider that the proposed extension would be in keeping with the existing school in terms of its design and the choice of materials proposed, and is sited in a location where it would not cause any harm to neighbouring properties in terms of its built form. The implications of the increase in the school roll to a 3 form entry school in terms of parking and highway matters have been addressed and on this basis the expansion is considered to be acceptable. It is therefore considered that the development would accord with the principles of sustainable development as set out in the NPPF and should therefore be granted.

Recommendation

44. I RECOMMEND that PERMISSION BE APPROVED SUBJECT TO the payment of appropriate funds for the provision of additional waiting restrictions on St Edmund's Road and 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;
 - within 2 months of the commencement of development, the advertisement of a Traffic Regulation Order required for the new parking restrictions in St Edmunds Road be undertaken, and once confirmed the works be implemented to the satisfaction of the County Planning Authority in association with Kent Highway Services.
 - the submission of a School Travel Plan prior to occupation of the new classrooms and its ongoing review;

Single storey extension at Temple Hill Primary Infants School, Dartford – DA/15/00514/CPO (KCC/DA/0089/2015)

- 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; details of wheel washing procedures for construction traffic; giving an undertaking that access into and out of the site shall be under the supervision of a qualified banksman; and that the site be managed to avoid peak school times.
- the submission and written approval of a specification for a programme of archaeological work.

45. I FURTHER RECOMMEND that the following INFORMATIVES be added:

- the registering with Kent County Council of the School Travel Plan through the “Jambusters” website following the link <http://www.jambusterstpms.co.uk>; and
- that the applicant considers the planting of some soft landscaping around the perimeter fencing along St Edmunds Road to address the concerns of the residents of neighbouring properties;
- that the applicants submit a Memorandum of Understanding that the funds required for the Traffic Regulation Order to secure the waiting restrictions in St Edmund’s Road, of £3000, will be paid to the County Highway Authority, as agreed in the Transport Statement CC/10584/Rev A, dated May 2015.

Case Officer: Helen Edwards	Tel. no: 03000 413366
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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/R15	Details pursuant to condition 15 - (Noise) of planning permission DA/12/1170. Longreach Sewage Treatment Works, Marsh Street, Dartford
GR/14/617/R4	Details pursuant to condition (4) of planning permission GR/14/617 relating to land contamination. Unit 4, Apex Business Park, Queens Farm Road, Shorne, Gravesend
SW/14/503276/RVAR	Details pursuant to conditions (8) – vehicle parking, (12) – external lighting and (14) – dust management of planning permission SW/14/503276. Milton Pipes Site, Gas Road, Sittingbourne
SW/15/502283	Change of use of existing building from general industrial to a Household Waste Recycling Centre. Building 16, Craft Marsh Industrial Estate, Gas Road, Sittingbourne
TM/09/1888/R8E	Approval of details submitted under condition (8) of planning permission TM/09/1888 (Annual Report). Offham Landfill Site, Teston Road, Offham, West Malling
TW/15/500309	Installation of an underground electrical cable connecting the consented Agricultural Anaerobic Digester with the National Grid. Conghurst Farm, Conghurst Lane, Hawkhurst, Cranbrook

**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/13/1452/R Application for a Non-Material Amendment to planning permission AS/13/1452, for the provision of solar panels - photovoltaic cells to the roof of the building in order to achieve code for Sustainable Homes level 3.
Land at Little Hill, Wayside, St Michaels, Tenterden
- AS/15/346 Courtyard extension to provide additional breakout teaching space.
St Teresa's Catholic Primary School, Quantock Drive, Ashford
- CA/15/651 Remove existing cold water storage tank from the school roof and replace with a new cold water storage tank protected by a GRP housing.
Westmeads Community Infant School, Westmeads Community Infant School, Cromwell Road, Whitstable
- DO/15/298 Renewal of planning consent for two existing mobile classrooms (planning permission ref: DO/09/316).
Sholden CEP School, London Road, Sholden, Deal
- SH/14/711/R Non-material amendment application for amendments to school building including a reduction in floorspace, minor changes to external appearance, the removal of the basement and addition of plant room, and amendments to the car parking layout and minibus parking arrangements.
Land at former Channel School, Park Farm Road, Folkestone
- SH/14/711/RVARA Discharge of conditions imposed on SH/14/711 for the construction of a two storey special educational needs school with car parking and landscaping. Condition (4) – fence details, (5) - external lighting, (6) – programme of archaeological works, (7) – landscaping and maintenance, (9) – landscape and ecological management plan, (12) – tree protection measures, (14) and (15) – details of surface water drainage.
Land at Former Channel School, Park Farm Road, Folkestone
- SH/15/287 Installation of a 7 metre point to point gazebo as an outdoor classroom. Open structure to be erected on school grounds.
Castle Hill Community Primary School, Sidney Street, Folkestone

	hall. Selsted Primary School, Stockham Lane, Selsted
SW/13/1110/R6A	Details of a further report required by the Environment Agency submitted pursuant to condition (1) imposed on consent reference SW/13/1110/R6. Lansdowne Primary School, Gladstone Drive, Sittingbourne
SW/14/614/R11&R12	Details pursuant to conditions 11 (Tree Replacement) and 12 (Lighting Details) of planning permission SW/14/614. Ospringe C of E School, Water Lane, Ospringe, Faversham
SW/15/502415	Proposed temporary modular building to be used as a staff room and including a lobby, store and 2 no. adult wc's. Rose Street Primary School, Rose Street, Sheerness
TH/14/148/R19	Request for a temporary relaxation of condition (19) of planning permission reference TH/14/148 granted on 26 th August 2014, to allow construction vehicles to deliver materials to the site between the hours of 08:00 to 09:00 and 14:45 to 15:45 Monday to Friday during the May Half Term and Summer Holiday periods. Cliftonville Primary School, Northumberland Avenue, Margate
TH/14/1064/R5B	Construction of a 3 court sports hall with associated changing rooms, toilets, storage, offices and reception. St Anthony's School, St Anthony's Way, Margate
TH/14/1064/RVAR	Details pursuant to conditions 3 (Materials) and 6 (Construction Management Strategy) of planning permission TH/14/1064. St Anthony's School, St Anthony's Way, Margate
TH/15/260	Erection of a permanent prefabricated pod building extension for the provision of 2 no. small group rooms. St Peter in Thanet C of E Junior School, Grange Road, Broadstairs
TM/14/1929/R	Amendment of junction configuration at junction of new school access road and Gibson Drive. Land at Gibson Drive, 30, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4QG
TM/15/763	Additional car parking area. St Katherine's School, St Katherine's Lane, Snodland
TW/15/501948	Proposed extension to form a new classroom. Speldhurst CEP School, Langton Road, Speldhurst, Tunbridge Wells
TW/15/502420	New multi-use games area (MUGA) within existing playing field, enclosed by 3m high rebound fencing. St Marys C of E Primary School, Pearse Place, Lamberhurst, Royal Tunbridge Wells

**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/MA/0120/2015 - Creation of a 2 form entry primary school comprising a two storey building, access car parking and pick up/drop off bays, external play areas including a Multi-Use Games Area, informal play area and grass playing field and hard and soft landscaping.

Land at Langley Park, Sutton Road, Maidstone

- (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