

PLANNING APPLICATIONS COMMITTEE

Wednesday, 13th July, 2016

10.00 am

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



AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 13th July, 2016, 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 D L Brazier, Mr N J D Chard, 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. Membership
- A1 To note that Mr D L Brazier has replaced Mr T Gates as a Member of the Committee.
2. Substitutes
3. Declarations of Interests by Members in items on the Agenda for this meeting.
4. Minutes - 18 May 2016 (Pages 5 - 14)
5. Site Meetings and Other Meetings

B. GENERAL MATTERS

1. General Matters

C. MINERALS AND WASTE DISPOSAL APPLICATIONS

1. Application TM/15/1636 (KCC/TM/0141/2015) - Section 73 application to revise the existing working, landscaping and restoration scheme pursuant to Condition 19 of Permission TM/98/1815 including permanent re-routeing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath; J Clubb Ltd (Pages 15 - 44)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal TM/16/00853/CR3 (KCC/TM/0031/2016) - New 2 form entry primary school , car park, playground and playing fields at Land adjacent to Hall Road, Wouldham; KCC Property and Infrastructure Support (Pages 45 - 66)
2. Proposal 16/503410/COUNTY (KCC/MA/0084/2016) - Two storey extension to facilitate the expansion of the school from 1 FE to 2 FE at South Borough School, Stagshaw Close, Maidstone; KCC Property and Infrastructure Support (Pages 67 - 82)
3. Proposal SE/16/01043/KCC/REG3 (KCC/SE/0055/2016) - Single storey extension to provide additional teaching space, car park extension and landscape improvements to enable the school to expand from 1FE to 2 FE at Seal CE Primary School, Zambra Way, Seal; KCC Property and Infrastructure Support (Pages 83 - 108)

E. COUNTY MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 109 - 116)
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, 5 July 2016

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

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, 18 May 2016.

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

ALSO PRESENT: Mr M C Dance and Mr M J Harrison

IN ATTENDANCE: Mr J Crossley (Principal Planning Officer - County Council Development), Mr D Joyner (Transport & Safety Policy Manager), Mr A Tait (Democratic Services Officer), Mrs S Thompson (Head of Planning Applications Group) and Mr J Wooldridge (Principal Planning Officer - Mineral Developments)

UNRESTRICTED ITEMS

19. Minutes - 9 March 2016
(Item A3)

RESOLVED that the Minutes of the meeting held on 9 March 2016 are correctly recorded and that they be signed by the Chairman.

20. Site Meetings and Other Meetings
(Item A4)

The Committee noted that its training session on the Kent Minerals and Waste Local Plan would take place after the meeting.

21. General Matters
(Item B1)

The Head of Planning Applications Group informed the Committee that work had now commenced on the construction of the Sustainable Energy Plant at Kemsley Paper Mill, Sittingbourne (Minute 2011/33).

22. **Applications SW/16/500694 (KCC/SW/0002/2016) and SW/16/500698 (KCC/SW/0003/2016) - (i) Extension of period of time allowed for waste disposal by 10 years, allowing operations to continue until 31 December 2025, plus an additional 12 months for final restoration and the establishment of afteruses; and (ii) storage of clay for the duration of workings on Land to the north at Norwood Quarry and Landfill Site, Lower Road, Minster-on-Sea; FCC Environment (UK) Ltd**
(Item C1)

RESOLVED that:-

- (a) permission be granted to the extension of the period of time allowed for waste disposal by 10 years, allowing operations to continue until 31 December 2025, plus an additional 12 months for final restoration and the establishment of afteruses subject to:-
- (i) conditions, including conditions covering the importation, treatment and landfill of boiler ash, air pollution control residues (APCRs) and incinerator bottom ash (IBA) ceasing by 31 December 2025 and restoration of the site being completed by 31 December 2026; the recommendations within the updated Ecological Assessment being implemented; and the re-imposition of conditions previously imposed on Permission SW/14/501576 (updated and amended as necessary) including the development being carried out in accordance with the approved details; no extraction taking place below 35m AOD; only boiler ash, APCR's and IBA from the Allington EfW Facility being received on site; hours of operation being restricted to landfilling between 0700 and 1800 on Mondays to Fridays and 0700 to 1300 on Saturdays, clay extraction between 0730 and 1800 on Mondays to Fridays and between 0730 and 1300 on Saturdays, storage mounds between 0800 and 1800 hours on Mondays to Fridays and between 0800 and 1300 hours on Saturdays, with no operations on Sundays or Bank Holidays; no more than a combined total of 200 HGV movements (100 in / 100 out) per day; measures to prevent mud and debris on the public highway; boiler ash and APCR's only entering the site in HGVs (tankers) dedicated to transporting such wastes with all loaded, open backed vehicles being sheeted; the maintenance of visibility splays at the site entrance; noise controls for normal and temporary operations; measures to control dust; a programme of archaeological work; soil storage and handling; the submission of annual progress reports; and landscaping, restoration and aftercare being implemented as approved; and
- (ii) Informatives advising the applicant of the need to maintain public access to the public right of way; and to update the ecological assessments prior to commencing final restoration in order to ensure that protected species continue to be safeguarded; and

- (b) permission be granted for the storage of clay for the duration of workings subject to:-
- (i) conditions, including conditions covering amongst other matters the storage of clay ceasing and the site being restored to agriculture on or before 31 December 2026; the development being carried out and completed in accordance with the details contained within the application; no external lighting without prior approval; hours of operation for the clay storage operations being 0800 to 1700 on Mondays to Fridays with no operations on Saturdays, Sundays and Bank Holidays; the only access to the site being through the main quarry and landfill site; noise from normal operations on site being restricted to the specific limits previously permitted; noise from temporary operations not exceeding 70dB_{L_{Aeq,1hr}} at any noise sensitive property (and only for up to 8 weeks in any 12 month period); the mitigation measures set out within the dust assessment being implemented; the recommendations within the updated Ecological Assessment being complied with; the archaeological requirements set out within the application being complied with; soil storage and handling requirements; tree protection measures; the site being fenced; and the submission of final restoration and aftercare schemes for prior approval; and
 - (ii) an Informative advising the applicant of the need to maintain public access to the public right of way.

23. Proposal CA/15/02596/K3F (KCC/CA/0375/2015) - Two storey extension, temporary classroom, demolition of the former Ladesfield care home to facilitate a new access road and on-site parking at Joy Lane Primary School, Joy Lane, Whitstable; KCC Property and infrastructure Support
(Item D1)

(1) Mr M C Dance and Mr M J Harrison were present for this item pursuant to Committee Procedure Rule 2.27 and spoke.

(2) Mr Mark Barnes and Mr Adam Roake addressed the Committee in opposition to the proposal. Mr Simon Moon from DHA Transport spoke in reply on behalf of the applicants.

(3) Issues of a legal nature having been raised during discussion of this item, the Chairman advised that these could not be taken into account in determining the proposal.

(4) Mr P M Harman moved, seconded by Mr M Baldock that consideration of this item be deferred in order to enable further consideration to be given to the proposed informal one way system and the timing of the opening and closure of the school gates. The intervening period should be used for a Members' site visit.

Lost 4 votes to 13.

(5) Following a brief adjournment, Mr M J Angell moved, seconded by Mr J N Wedgbury that the recommendations of the Head of Planning Applications Group be agreed subject to the following:-

- The Construction Management Plan being strengthened by “to make best use of the former Ladesfield Care Home site in order to minimise the impact on local amenity.”
- The Traffic Management Plan and School Travel Plan being combined with the following amendments: “to include specific details of the management of the school gate closure. This Plan will be reviewed after 6 months of the occupation of the development and annually thereafter, with the results being submitted in writing to the Local Planning Authority and published on the School’s website.”
- An additional Informative strongly encouraging the applicants to explore the opportunities for the provision of photovoltaic panels at this site.
- In addition, the Chairman be requested to write to the Cabinet Member for Education and Health Reform to express the Committee’s view that prior to disposal of the Ladesfield Care Home site, the Cabinet Member should be satisfied that the site is not required for future educational needs.

Carried 14 votes to 2 with 1 abstention

(6) RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission and approval of details of all construction materials to be used externally; hours of working during construction being restricted to between 0800 and 1800 on Mondays to Fridays and between 0900 and 1300 on Saturdays, with no operations on Sundays or Bank Holidays; the submission of a Construction Management Plan to provide details of the routing of construction and delivery vehicles to and from the site, the timing of deliveries to avoid school peak times, the location of parking and turning areas for construction and delivery vehicles and for site personnel and visitors, the provision of wheel washing facilities, details of a site access point for construction, temporary traffic management and signage, and to make best use of the former Ladesfield Care Home site in order to minimise the impact on local amenity; the recommendations set out in the Ecological Appraisal being implemented; the submission of details and specifications of the new access road, and their approval in writing prior to occupation of the extension; the completion and maintenance of the access shown on the plans prior to the occupation of the extension; the provision and permanent retention of the vehicle parking spaces prior to the occupation of the extension; the provision and permanent retention of the cycle parking facilities prior to the occupation of the extension; the provision and permanent retention of the vehicle loading/unloading and turning facilities prior to the occupation of the extension; the submission of a revised School Travel Plan prior to occupation of the extension to include specific details of the management of the school gate closure. This Plan will be reviewed after 6 months of the occupation of the

development and annually thereafter, with the results being submitted in writing to the Local Planning Authority and published on the School's website; the submission of a Traffic Management Plan for written approval prior to the occupation of the extension to include specific details of the management of the school gate closure. This Plan will be reviewed after 6 months of the occupation of the development and annually thereafter, with the results being submitted in writing to the Local Planning Authority and published on the School's website; the submission of a fully detailed sustainable surface water drainage scheme for the site prior to commencement of development, and the written approval of such a scheme and its on-going maintenance prior to occupation of the extension; the submission of a native species landscape scheme and details of a maintenance scheme for such landscaping; the recommendations within the Arboricultural Impact Assessment being carried out in order to protect those trees to be retained; and the removal of the temporary classroom within 3 months of the occupation of the permitted extension; and

- (b) the applicants be advised by Informative that:-
- (i) they should register the School Travel Plan with Kent County Council through the "Jambusters" website;
 - (ii) they should ensure that all necessary highway approvals and consents are obtained;
 - (iii) they should ensure that works to trees are carried out outside of the breeding bird season and, if this is not possible, an ecologist should examine the site prior to works commencing;
 - (iv) they must use a precautionary approach when removing features with bat roosting potential in the former Ladesfield Care Home;
 - (v) there must be no disturbance to the surface of or obstruction of the use of the Public Right of Way, CW56; and
 - (vi) they are strongly encouraged to explore the opportunities for the provision of photovoltaic panels at this site; and
- (c) the Chairman be requested to write to the Cabinet Member for Education and Health Reform to express the Committee's view that prior to disposal of the Ladesfield Care Home site, the Cabinet Member should be satisfied that the site is not required for future educational needs.

24. Proposal CA/16/00145 (KCC/CA/0032/2015) - Variation of Condition 11 (hours of usage) of Permission CA/14/174 at Simon Langton Grammar School for Boys, Langton Lane, Canterbury; Governors of Simon Langton Grammar School for Boys
(Item D2)

(1) Mr J N Wedgbury moved, seconded by Mr I S Chittenden that permission be refused due to the unreasonable impact on landscape and amenity in respect of noise and light pollution as set out in Policies BE1 and BE2 of the Canterbury District Local Plan 2006 and saved policies 2009 and the Emerging Policy LB2 in the Canterbury District Local Plan Publication Draft June 2014.

Lost 4-9 with 2 Abstentions

(2) On being put to the vote, the recommendations of the Head of Planning Applications Group were carried by 11 votes to 4.

(3) RESOLVED that permission be granted to the proposal subject to conditions, including conditions covering controls on the hours of use of the artificial turf pitch (ATP) to 0900 to 2200 on Mondays to Fridays, 0900 to 2100 on Saturdays and 0900 to 1800 on Sundays and Bank Holidays (as already permitted); controls on the hours of use for the multi-use games area (MUGA) to 0900 to 2100 on Mondays to Fridays, 0900 to 2000 on Saturdays and 0900 to 1800 on Sundays and Bank Holidays; the lights being turned off when not in use within the permitted hours and/or within 15 minutes of the last use; no use of amplified music and loudspeakers or public address systems taking place; the Community Use Agreement being updated and submitted prior to the extension of hours; implementation of the bat survey report recommendations; erection of the "black opaque material" along the northern and western fence line of the ATP prior to the extension of hours; erection of the "black opaque material" along the western boundary of the MUGA prior to its refurbishment; the black opaque material being fit for the intended use, securely attached and maintained and replaced as necessary during the temporary period; the planting of additional native tree and shrub species to bolster the existing tree/hedgeline along the western and northern boundary of the site; the provision of detailed specifications and management for planting; the opaque material being maintained for a minimum of 5 years and until evidence has been provided that the hedgerow has reached sufficient height and thickness to justify its removal; the submission and implementation of bat activity monitoring (using the same method as submitted) during Year 1 of operation with the opaque material as well as monitoring of bat activity both prior to and after removal of the opaque material; and details being submitted for approval and installation of hoods, cowls, louvres and shields on the existing lighting and that proposed for the MUGA.

- 25. Proposal CA/15/2379 (KCC/CA/0320/2015) - Single storey extension for three classrooms with on-site parking and relocation of hard play area at Hoath Primary School, School Lane, Hoath, Canterbury; KCC Property and Infrastructure Support**
(Item D3)

RESOLVED that:-

- (a) the application be referred to the Secretary of State for Communities and Local Government and that subject to his decision, permission be granted to the proposal subject to conditions, including conditions covering the standard 5 year time limit; the development being carried out in accordance with the permitted details; the submission of details of all materials to be used externally, including the details of the roof material; a scheme of landscaping, including details of species, source, location of saplings to be planted together with mitigation and visual impact information, hard surfacing, its implementation and maintenance, which references the Canterbury Landscape and Biodiversity Appraisal; measures to protect those trees to be retained; no tree removal taking place during the bird breeding season; the provision and permanent retention of vehicle parking spaces; the provision and permanent retention of vehicle loading/unloading and turning facilities; the completion and maintenance of the access of the drop off facility; the installation of drop-off gates to open away from the highway and to be set back a minimum of 5 metres; the provision and maintenance of the visibility splays with no obstructions over 0.6 metres above the carriageway level within the splays; hours of working during construction being restricted to between the hours of 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; measures to prevent mud and debris being taken onto the public highway; the submission of a construction management plan, including access, parking and circulation within the site for contractors and other vehicles related to construction operations; and the submission of a revised School Travel Plan; and
- (b) the School be advised by Informative that the revised Travel Plan should be registered with the County Council's new School Travel Plan website 'Jambusters' to assist with its updating, monitoring and future review.

26. Proposal SE/16/141 (KCC/SE/0007/2016) - Demolition of existing main school building and construction of a replacement school building at Sevenoaks Primary School, Bradbourne Park Road, Sevenoaks; KCC Property and Infrastructure Support; and Education Funding Agency (Item D4)

(1) In agreeing the recommendations of the Head of Planning Applications Group, the Committee agreed to amend the School Travel Plan condition so that it would be reviewed after 6 months and annually thereafter, with the results being submitted in writing to the Local Planning Authority and published on the School's website. It also added an additional Informative strongly encouraging the applicants to explore the opportunities for the provision of photovoltaic panels at this site.

RESOLVED that:-

- (a) permission be granted to the proposal subject to conditions, including conditions covering the standard time limit; the development being carried out in accordance with the permitted details; the submission of details of all materials to be used externally; the submission of details of external lighting, including hours of operation; the erection of tree protection fencing prior to commencement of the development to ensure that existing trees will be adequately protected; the submission of a detailed scheme of landscaping and tree planting to not only require the provision of amenity planting in close proximity to the proposed building, but also to detail how the site will be reinstated following demolition of the existing school building; no tree removal taking place during the bird breeding season; the submission of the results of an additional bat emergence survey prior to demolition of the main school building; the submission of an updated badger survey and any required mitigation prior to the commencement of the development; the submission of a Biodiversity Management Plan (ecological enhancements for the site); the submission of an updated Travel Plan prior to occupation, to be reviewed after 6 months and annually thereafter, with the results being submitted in writing to the Local Planning Authority and published on the School's website; the provision and retention of 4 car parking bays (57 total on site), and the reopening and retention of the onsite pick-up/drop-off area; the submission of a detailed Sustainable Surface Water Drainage Scheme; the submission of details of the implementation, maintenance and management of the Sustainable Surface Water Drainage Scheme; the control of surface water drainage into the ground (there should be no discharge to ground within a Source Protection Zone); measures to address any land contamination; hours of working during construction and demolition being restricted to between 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays; the submission of a construction management strategy, including access, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations; and measures to prevent mud and debris being taken onto the public highway; and

- (b) the applicants be advised by Informative that:-
 - (i) they should submit the revised and amended School Travel Plan for registration with Kent County Council's Travel Plan Management system "Jambusters";
 - (ii) their attention is drawn to the letter from Highways and Transportation in which it is advised that parking bay 28 should not be marked as a disabled space as it would block car parking spaces 26 & 27;
 - (iii) their attention is drawn to the letter from the Environment Agency in which advice and guidance is provided with regard to surface water drainage and

waste; and

- (iv) any external lighting on site should adhere to the Bat Conservation Trust's Guidance, and that the Construction Management Plan should include measures to protect land suitable for reptile habitat within the site; and
- (v) they are strongly encouraged to explore the opportunities for the provision of photovoltaic panels at this site.

27. Matters dealt with under delegated powers

(Item E1)

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

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

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SECTION C
MINERALS AND WASTE DISPOSAL

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

Item C1

A section 73 application to revise the existing working, landscaping and restoration scheme pursuant to condition 19 of planning application TM/98/1815, including permanent re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR – TM/15/1636 (KCC/TM/0141/2015)

A report by Head of Planning Applications Group to Planning Applications Committee on 13th July 2016.

Application by J Clubb Ltd for a section 73 application to revise the existing working, landscaping and restoration scheme pursuant to condition 19 of planning application TM/98/1815, including permanent re-routeing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR – TM/15/1636 (KCC/TM/0141/2015)

Recommendation: Planning permission be granted subject to conditions.

Local Member: Mrs Valerie Dagger

Classification: Unrestricted

Site Description

1. Nepicar Farm is located about 15km to the west of Maidstone and 10km to the east of Sevenoaks on the north side of the A25 (Maidstone Road) between the villages of Borough Green and Wrotham Heath and lies within the Green Belt.
2. Access to the site is from the A25 Maidstone Road via a purpose designed entrance, constructed as part of the existing quarry. The A25 runs west to east from Surrey to Wrotham Heath where it joins the A20, which runs both northwards and eastwards. Access from the motorway network to the A20 is gained at Junction 2A of the M26. The Maidstone to London railway line passes the site immediately to the south of the A25 and about 6-8 m above road level. It crosses the main road over a bridge just to the west of the site.
3. The principle boundaries of the site, south, west, north and east respectively are the A25 Maidstone Road, extensive areas of former clay workings and woodland (Firemanshaw Wood), the M26 motorway, which is on an embankment and separated in part from the site by a drainage lagoon, and open grassland (which was formerly part of the farm beyond which lies Mill Wood).
4. Beyond the clay pit is the Platt Industrial Estate which is accessed via an estate road from the A25 further towards Borough Green. To the east of the open grassland

TM/15/1636 (KCC/TM/0141/2015) - Section 73 application by J Clubb Ltd to revise the existing working, landscaping and restoration scheme, including re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR

beyond the eastern boundary of the site is a large office complex known as Nepicar House which fronts the A20.

5. There are a number of residential properties along the north side of the A25 and to the south of the application site boundary, including Askew Bridge Cottages, Meadow Cottage, The Larches, Millwood and East Millwood. Slightly further south on the southern side of the A25 are North Downs and Lime Tree Cottage. To the north and within the general confines of Nepicar Farm but outside of the site, lie two cottages, Nepicar Meadow Cottage and The Chalet. These cottages gain access to the A25 over a private road across the application site, which is also part of the route of Public Right of Way (Restricted Byway) MR248 which terminates north of Nepicar House near the motorway junction.
6. The scarp slope of the North Downs lies approximately 1.5km to the north of the site but the southern edge of the Kent Downs Area of Outstanding Natural Beauty (AONB) lies beyond the M26 motorway and A20 London Road, some 300 metres from the site's northern boundary. A Special Landscape Area abuts part of the western and northern boundaries of the site and land immediately to the south, beyond the A25 Maidstone Road, is an Area of Local Importance. Part of Firemanshaw Wood is designated ancient woodland. The application site lies within the Green Belt.
7. Within the application site itself is the farm building complex of Nepicar Farm which includes an agricultural feed supplier (and formerly a sheep cheese centre, a farm shop and tea room) and a significant area of hardstanding which is used for the storage of farm equipment and occasionally as an equipment store for contractors working on the motorway. The approved mineral extraction scheme results in the removal of this complex of farm buildings and this remains the case in these amended proposals.

Background and Site History

8. The planning position at Nepicar has evolved over four separate planning permissions:
 - TM/93/1595 was granted in July 1994 and was for a dedicated sand supply to serve Ryarsh Brickworks. The brickworks ceased to manufacture calcium silicate bricks in 1997 and closed a short while later. To all intents and purposes it was superseded by TM/98/1815.
 - TM/98/1815 was granted in October 1999 and presents the base permission for the extraction of sand to a depth of 65m AOD, through 4 separate phased working areas with low level restoration to agriculture, some restoration planting and aftercare provision. The permission allowed the sand to be utilised elsewhere other than Ryarsh Brickworks.
 - TM/02/948 was granted in April 2002. The permission focused on the provision of a haul road to Park Farm Quarry through the existing Nepicar Quarry. The clay would be hauled through the sand workings at the same time as the sand was being extracted. Three successive separate haul routes were proposed at various levels within the quarry as sand extraction progressed. The impact was confined to phase 1

TM/15/1636 (KCC/TM/0141/2015) - Section 73 application by J Clubb Ltd to revise the existing working, landscaping and restoration scheme, including re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR

where working and restoration would be re-focused to facilitate the clay haul road. The Park Farm Clay extraction was not taken forward.

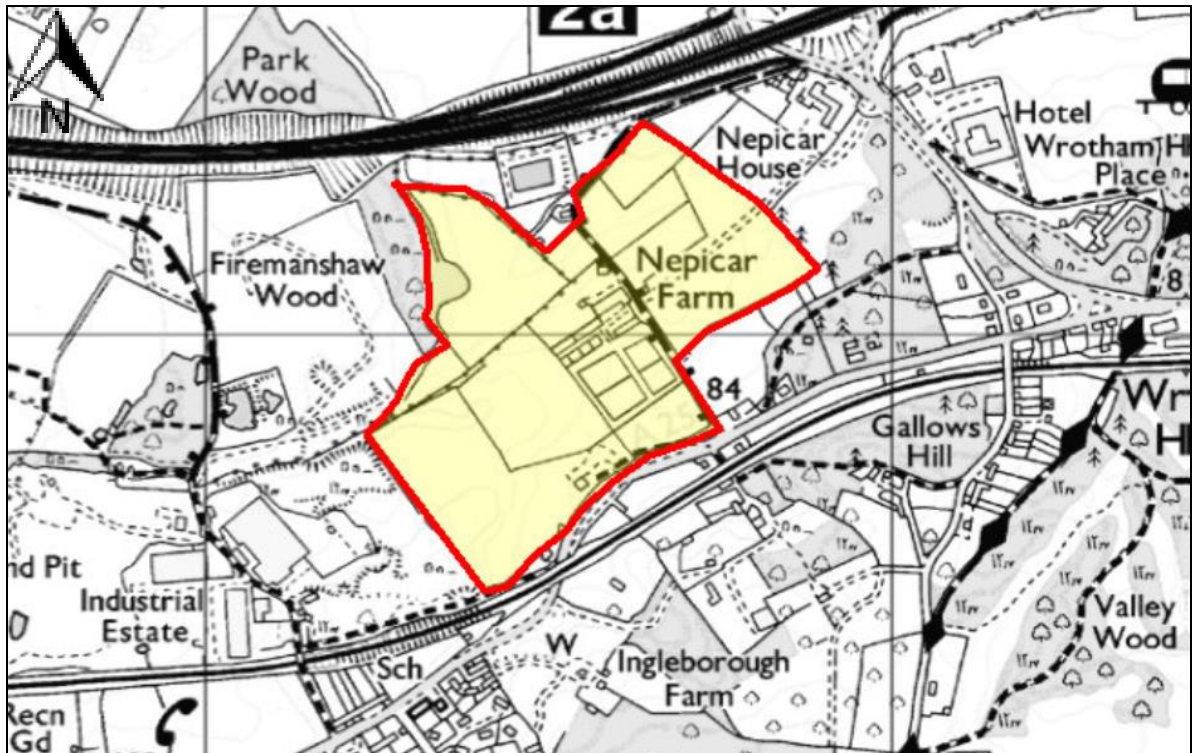
- TM/08/2653/A was granted in December 2008. Its impact is again confined to phase 1 and is simplistic in revising the scheme of sand working as a consequence of not providing a working haul road to Park Farm Quarry. The provision is simply to provide for a future haul route across phase 1 at a level of some 77- 80m AOD. (NB. It is proposed that the relevant condition from TM/98/1815 relating to the requirement to submit a scheme for the proposed road is not repeated if this Section 73 application is permitted.)
9. As suggested by the planning permissions above the quarry was originally conceived as a replacement source of sand for the Ryarsh Brickworks and was operated to supply sand to this single market and was designed to this end. Within 4 years of the original grant of planning permission the Ryarsh Brickworks closed so depriving the quarry of its principle sand market. The Applicant sought to continue quarrying operations which led to the grant of the 1999 permission. The original working and restoration was carried through into this later permission.
 10. The loss of the Ryarsh Brickworks as a market for Nepicar sand was a significant blow to the Applicant who was obliged to seek alternative markets for the sand. This meant the quarry working; landscaping and restoration did not proceed as expected. I am advised that for a number of years output was sluggish and below expectations. Quarry progression and hence restoration fell well behind the timescales envisaged at the time of the 1999 permission, such that working was fully contained within the area of Phase One for a long period of time. A change in the market in very recent times has led to the need to work the quarry in a different way and this is explained in detail in the application proposals.
 11. Provisions as to how the site is to be progressively worked, landscaped and restored is currently set out in condition 19 of TM/98/185 which states:

“The progressive working, landscaping and restoration of the site shall be carried out only in accordance with the details set out in Chapters 4 and 5 of the “Statement to Accompany Planning Application” and as identified on Plans C, F and G, Figures 1a-d and Figures 2–4 and as subsequently amplified by the applicant letter of 2 August 1999 and accompanying Plan H.”
 12. This provision was amended by the submission in August 2008 and drawings NEP/101 rev 1 and NEP/102 which were permitted as amendments to the condition 19 provisions. The submission states, paragraph 3.3 *“...it is not proposed to vary...method of working except in so far as no haul routes are to be constructed”*. It goes on *“...it is proposed to retain a landform with similar gradients to that approved and to safeguard a route to Park Farm Quarry, with the line of the road grassed rather than surfaced.”* This is the basis of permission TM/08/2653/A.
 13. Thus the extant planning regime consists of permission TM/98/1815 together with the revisions to condition 19 provided for through permission TM/08/2653/A. Restoration is currently approved to be a low level bowl shape land form and permission proposes that the access track (and PROW) serving Nepicar Meadow

TM/15/1636 (KCC/TM/0141/2015) - Section 73 application by J Clubb Ltd to revise the existing working, landscaping and restoration scheme, including re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR

Cottage and The Chalet is reinstated along a similar alignment to its current location.

Site Location Plan



Proposal

14. This application seeks to update and revise the existing approved working and restoration provisions for the Quarry. The Applicant states that market conditions for industrial sand have changed in recent times and that demand within the County and Region has increased together with a marked reduction in the available productive capacity. This will be expanded upon later in my report but essentially the applicant wishes to access the different colours and grades of sand in order to respond to a more customer driven requirement for particular specification. The supporting statement sets out how the applicant has been able to establish new customers for Nepicar sand such that quarry development is now re-approaching the expectations at the time of the 1999 permission.
15. The principles of working, landscaping and restoration remain the same, the Applicant emphasise those main principles as being:
 - Primary purpose of the development is the extraction of sand;
 - Sand extraction is limited to a maximum depth of 65m AOD (condition 13);

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- Tree and shrub landscaping provision is made;
- Restoration is to be agriculture and woodland. Conditions 15, 16, 17 and 21 deal with soil handling. This restoration is to be at a lower level, the back filling of the site is expressly not permitted by condition 21;
- Aftercare of the restored land is required by condition 22.

However the new market demands means that revisions are now desired to the details, particularly in respect of the methods of working and the phasing and direction of working. The application states that newly commissioned analysis confirms that remodelled phasing would better provide for access to the various sand colours (and thus grades) across each phase. The re-modelling would also maximise the sand that could be won, increasing volumes from 1.9mt to 2.3mt within the proposed new phases, whilst maintaining depth restrictions and the application boundary.

16. It is now also proposed to permanently relocate the access track (and PROW) serving Nepicar Meadow Cottage and The Chalet, to the eastern boundary of the site.

New Phasing

17. It is proposed that the site would be worked in four new phases as shown on Drawing No. 15032510v1 "Phase Volumes/Tonnages" and detailed on the individual "Proposed Re-Phasing" drawings. The expected duration of each of the phases is set out in the Table 1 below.

Table 1. Indicative Phase Duration.

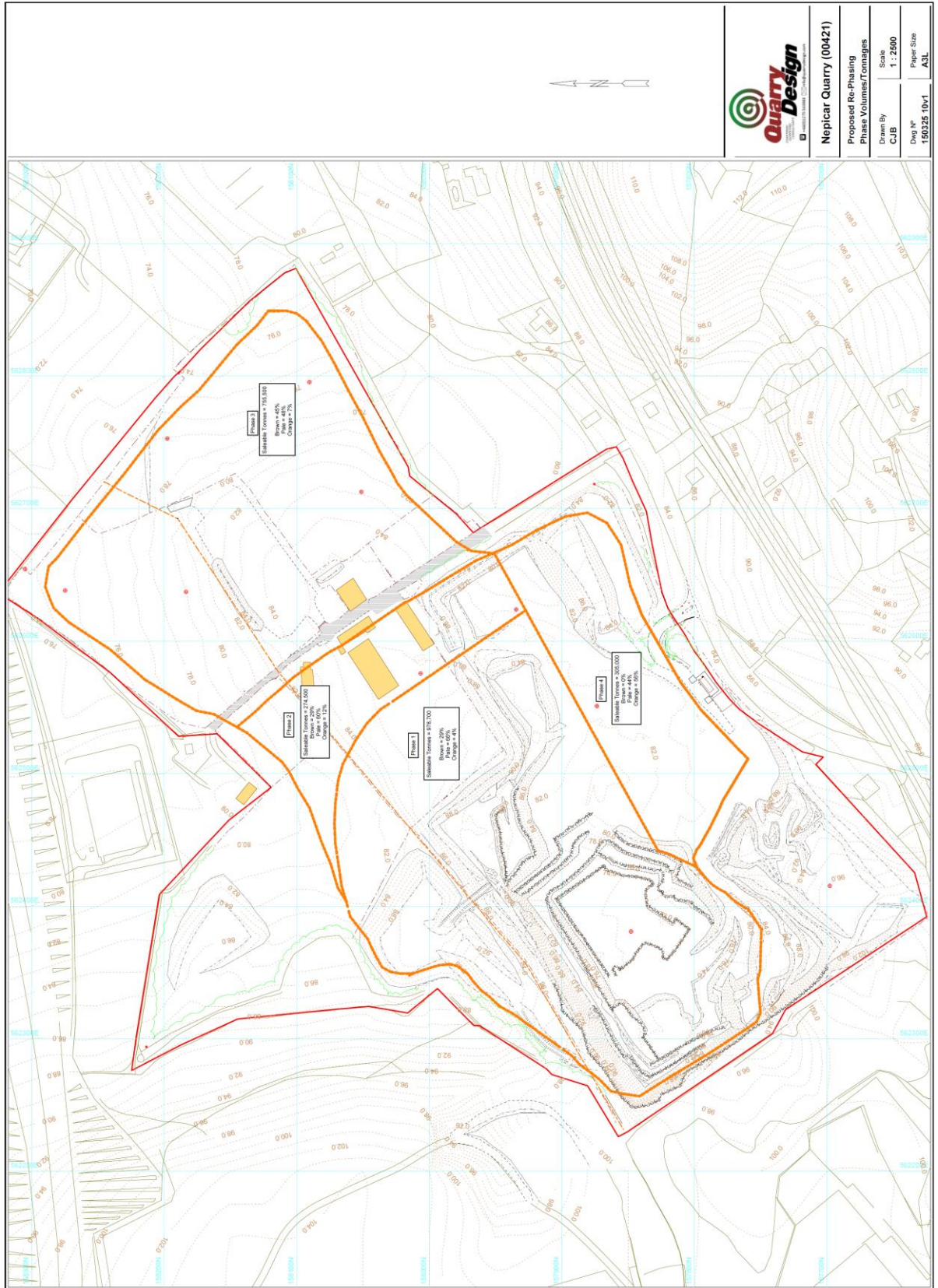
Phase	Commence	Duration (Years)
1	2015	6
2	2021	2
3	2023	5
4	2028	2

18. New phase 1 is based on the original and largest of all the phases but would cover a slightly larger area and still essentially covers the eastern half of the permitted site area. The part of existing phase two that had recently been opened and stripped would be temporarily restored and seeded and not be touched again until 2021 (part of new phase two). The restoration of the south west face and introduction of the haul road route would be progressed. The existing spoil tip adjacent to Askew Bridge Cottages would be re-engineered to provide fill for placement against the south west face thus replacing the benching with a more stable slope profile than originally proposed. (These engineering works are more or less complete now and the Applicant will progress with the introduction of the haul road (to Park Farm) and planting). The northern soil store would be removed and used to surface dress the profiled slope.

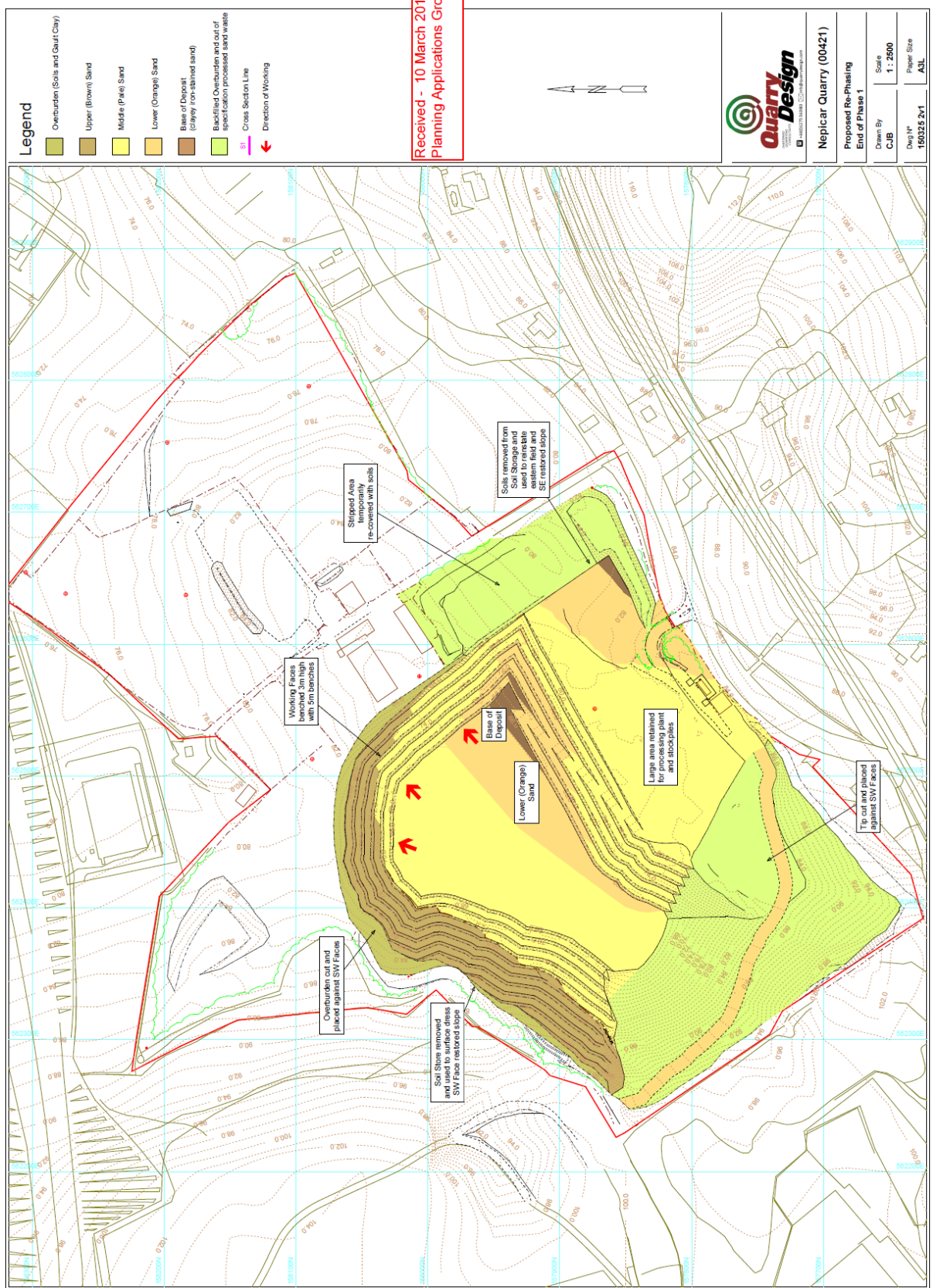
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19. The removal of the northern soil store would allow a minor shift northwards of the excavation area in an area where the sand is available at the greatest depth. This would still be within the planning application boundary and the approved stand-off to Firemanshaw Wood and the residents of Nepicar Meadow Cottage would remain. The restored final faces on this northern boundary would be steeper than approved at 1:3.
20. A larger area is identified for the mobile processing plant and stockpiles than originally approved and these would remain in place until final restoration commences in phase 4.
21. New phase 2 is the smallest of the new phases and would carry forward the eastwards direction and working of phase one. Soils from phase two would be directly placed on land undergoing restoration in phase 1. Completion of this phase would require the demolition of Nepicar Farm and associated buildings.
22. Prior to excavation in phase 3, provision would be made for the permanent diversion of the access road (and PROW) to Nepicar Meadow Cottage and The Chalet around the northern and eastern perimeter of the site (see below). The north easterly direction of working would be continued throughout phase 3 with soils and overburden from this area being directly placed on areas being restored in phases 1 and 2.
23. New phase 4 would be the final extraction phase changing to working in a south easterly direction to work out reserves under the process and plant area. Soils from this phase would be used for restoration in phase 3. Any surplus soils would be utilised in final restoration needs and tree planting and landscaping would be completed.
24. The following pages show the phase volumes/tonnages plan, proposed phasing plans and final restoration plan.

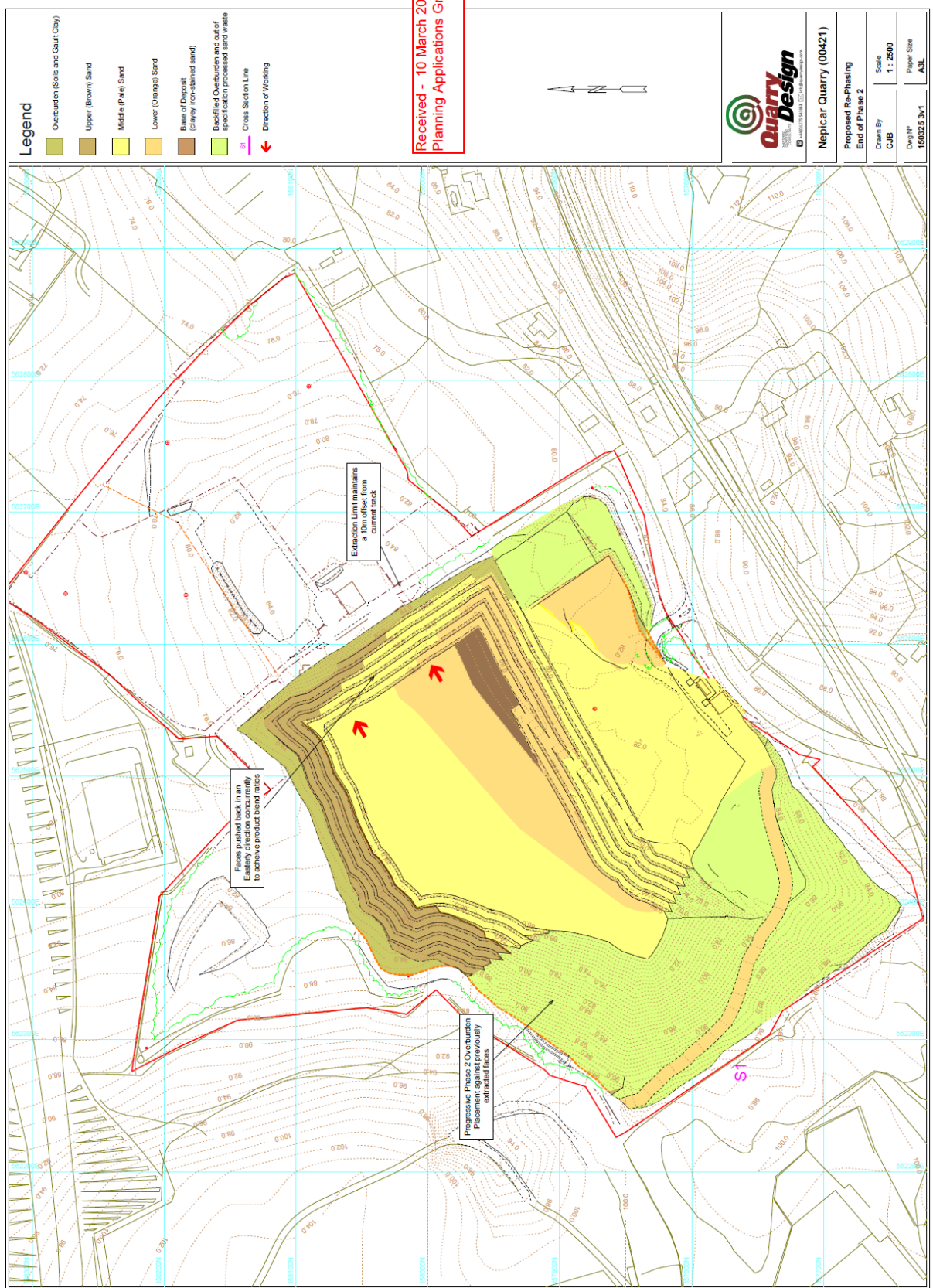
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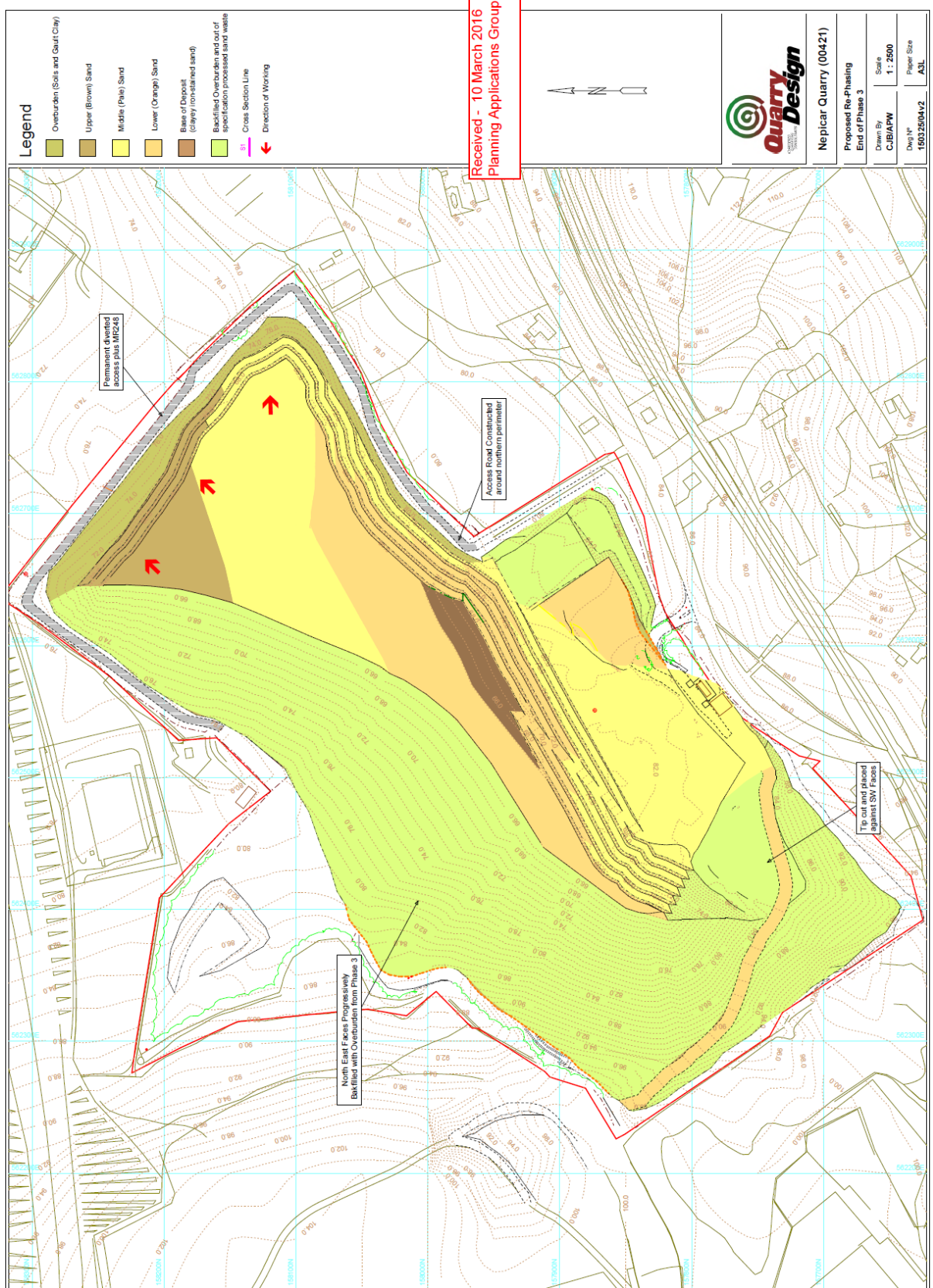
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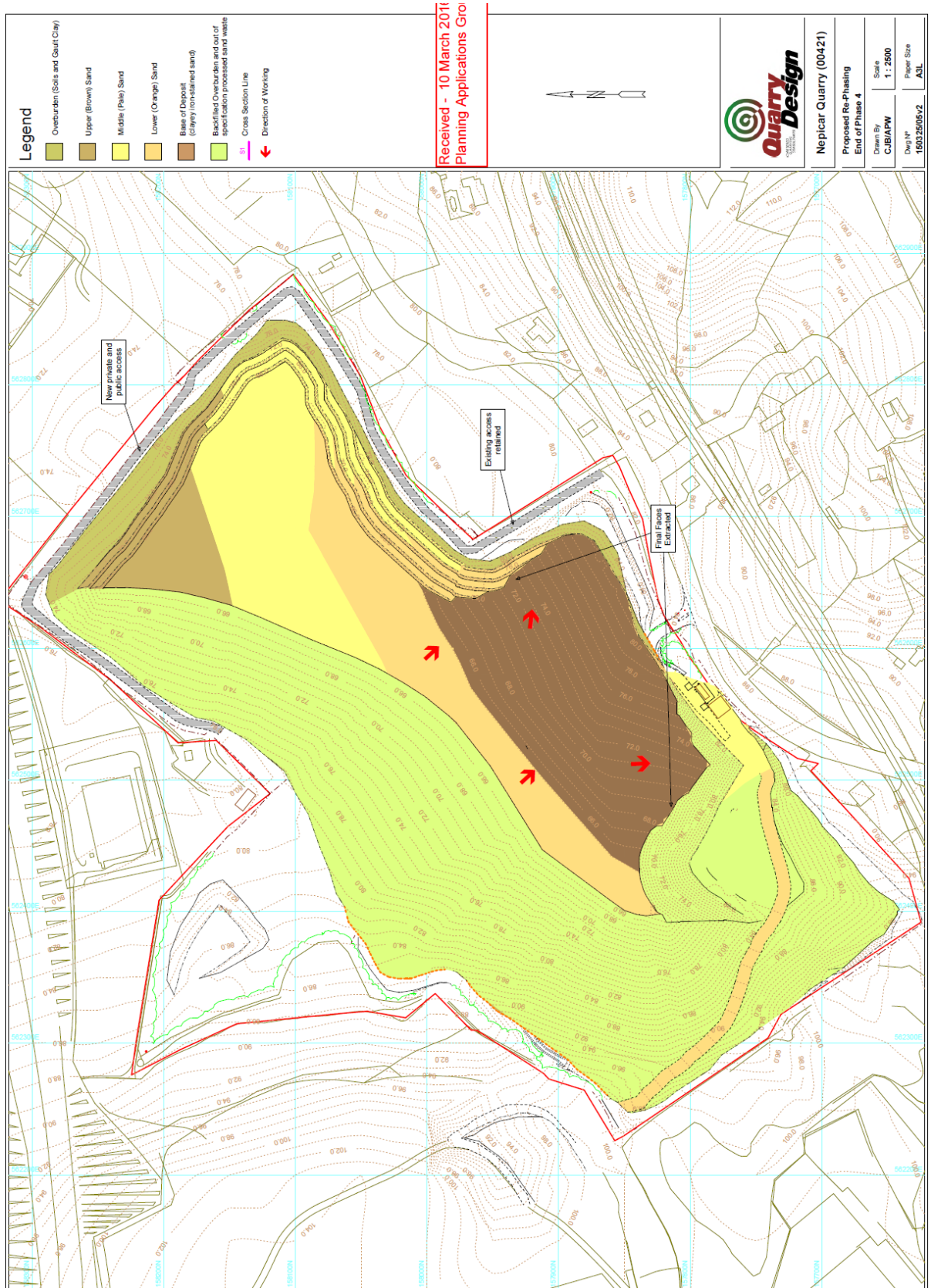
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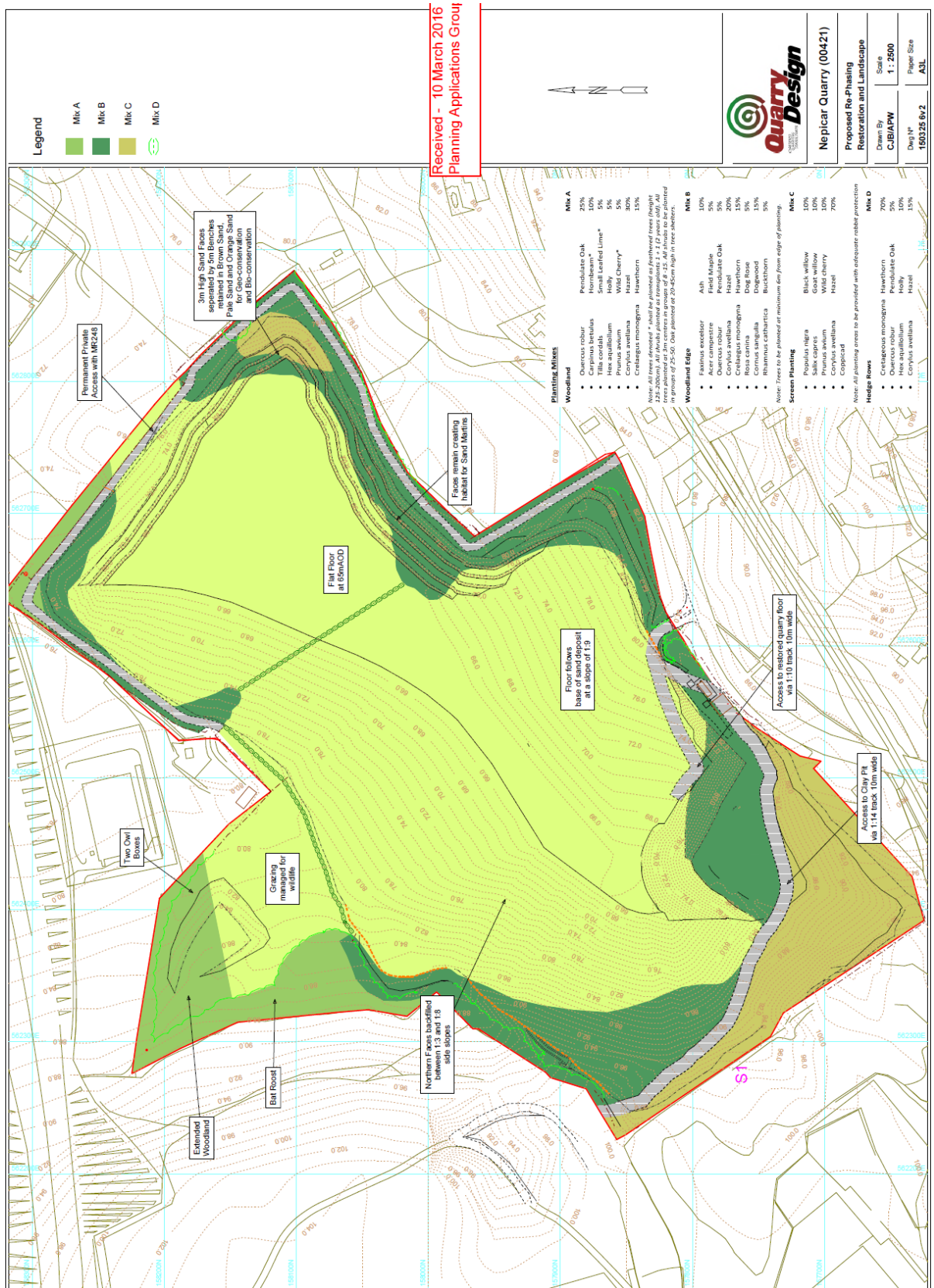
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Processing

25. Excavation would be carried out by 360 degree excavator and dump trucks operating on a series of 5 metre wide benches at 3 metres high. The intention would be that sand is processed close to the working face; the various sands would be blended before being put through a mobile screen. This mobile plant would proceed around the site as the quarry phases moved forward, it is not intended at this stage that conveyors would be used, unlike proposed in the approved scheme. However the production conveyor would remain as currently located on the hard standing. Sands processed at the working face screens would be brought to the central point and stored in stockpiles until required by the customer whereupon it would be loaded onto lorries.
26. A new element to the sand production is the provision of a rain shelter to protect the stockpiled sands from the wet weather and maintain appropriate moisture content. It consists of a framed polyethylene lightweight structure capable of providing cover that provides a moveable lightweight structure capable of sheltering an area of 450 square metres. The application states that the structure would be coloured to match its background.

Access Road

27. Provision is to be made for a permanent private access to Nepicar Meadow Cottage and The Chalet to replace the Nepicar Farm access track that these properties have used to access the A25. A new access road would be constructed around the eastern perimeter of the site as shown on Drawing No. 50325/04v2. This would provide a permanent new access to the two properties at an early stage giving them a sole private access removed from sand extraction operations. The new track is proposed to be 3 metres wide, as per the existing track it would replace. The topsoil along the route would be removed for use in restoration at the quarry. Any steep areas, as in the south eastern corner of the perimeter, would be modified to create gradual slopes. The sub-base would be constructed of well compacted recycled hardcore, surfaced with compacted recycled road planings to provide a level surface and allow free drainage of rain water. The materials used in this construction would arise from the demolition of Nepicar Farm bungalow and associated farm buildings that are due to be removed before the existing byway is removed. The reuse of these demolition materials has the advantage of reducing any off site impacts. At the same time it is proposed to divert any utilities such as electricity and water which serve the residential properties to a new secure location along the new track away from the extraction area.

Revised Landscaping

28. The approved scheme provides for extensive landscaping around the perimeter of the site and the slopes of the excavated low level bowl landform. As a consequence of the proposed method and direction of working some revisions to the approved landscaping provision is necessary. The main differences with the new landscaping are as follows:

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- The woodland planting at the south west edge of the quarry is adjusted to accommodate the revised route of the access to Park Farm Quarry;
 - the removal of the drainage pond from the proposed restoration means that there will be no wetland planting as shown on Dwg No NEP/101 Rev 1;
 - adjustment of new planting to fit the marginally steeper perimeter restoration slopes;
 - adjustment to planting along the eastern edge of the site so as to accommodate the new permanent access track and footpath;
 - new copses and hedgerow across the site on the approximate alignment of the old Nepicar Farm access track.
29. The woodland planting on the south west face is to be given priority in proposed new Phase One. Further woodland and screen planting would progress as quarrying and restoration of quarry margins allow.

Revised Restoration

30. As set out above the existing approved restoration provides for an excavated low level bowl feature to be put to an agricultural grazing afteruse. The proposed amendments to phasing and restoration are designed to maximise restoration in new phase one (the largest) as working progresses into phase two and subsequent phases. There are some changes to the margin profiles but the original objective of a return to agriculture with the same landform is to be retained. The slopes and quarry floor would be spread with soils and seeded to return them to grassland.
31. The main revision to the approved restoration is the removal of the drainage pond that was proposed in the south east margin of the site. Under the proposed amendments to the restoration contours this would no longer be the lowest part of the new quarry profile and to maintain a year round pond would require the importation of clay to line the area to sustain a water feature. The water levels at the site have been monitored by the Applicant since the quarrying activities commenced and they conclude that the underlying geology would continue to have natural drainage capacity such that an engineered drainage pond would not be necessary. This area would be grassed as with the remainder of the site.
32. The existing restoration scheme also allowed for the provision of a route into Park Farm Quarry, albeit in landform terms only with appropriate construction details reserved for the future should it be pursued. A small revision to the alignment of the 'green route' to Park Farm Quarry is proposed by moving it closer to the south west edge of the quarry.
33. As part of the revised restoration the Applicant also proposes enhancements to the ecological mitigation for the quarrying activities in and around the site. It is now proposed to leave a near vertical face of sand exposed in the south eastern quarry face to enhance provision for Sand Martins to colonise this restoration feature.

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Planning Policy Context

34. **National Planning Policies** – the most relevant National Planning Policies are set out in the National Planning Policy Framework (NPPF) (March 2012), the National Planning Policy for Waste (October 2014) (NPPW) and the associated Planning Practice Guidance (PPG) which includes a number of topic related parts including a Minerals PPG, a Natural Environment PPG, an Air Quality PPG and a Noise PPG. These are all material planning considerations.
35. **Kent Minerals Local Plan Construction Aggregates (December 1993)** – Saved Policies CA7 (Provision of geological information), CA12 (Silica Sand), CA16 (Traffic considerations), CA18 (Noise, vibration and dust), CA19 and CA20 (Plant and buildings), CA21 (Public rights of way), CA22 (Landscaping) and CA23 (Working and reclamation).
36. **Kent Waste Local Plan (1998)** – Saved Policies W6 (Need), W12 (Landfill of mineral voids), W18 (Noise, dust and odour), W19 (Groundwater), W20 (Land stability, land drainage and flood control), W21 (Nature conservation), W22 (Road traffic and access), W25 (plant and buildings), W27 (Public rights of way), W31 (Landscaping) and W32 (Aftercare).
37. **Tonbridge and Malling Borough Council LDF Core Strategy (September 2007)** – Policies CP1 (Sustainable Development), CP3 (Green Belt), CP7 (AONB), CP9 (Agricultural land), CP24 (Achieving a high quality environment) and CP25 (Mitigation of development impacts).
38. **Tonbridge and Malling LDF Managing Development and the Environment DPD (April 2010)** – Policies CC3 (Sustainable Drainage), NE1 (Local Wildlife Sites), NE2 (Habitat networks), NE3 (Impact on Biodiversity), NE4 (Trees, Hedges and Woodland), SQ1 (Landscape Protection and Enhancement), SQ2 (Locally listed buildings), SQ4 (Air quality), SQ8 (Road safety) and DC6 (Rural Lanes).
39. **Emerging Kent Minerals and Waste Local Plan 2013-30 (As modified May 2016)** (*incorporates Proposed Main and Additional Modifications (July 2015), Proposed Further Modifications (January 2016) and Inspector's Report (April 2016)*) - Draft Policies CSM1 (Sustainable development), CSM2 (Supply of land-won minerals in Kent), CSM 5 (Land-won Mineral Safeguarding), DM1 (Sustainable design), DM2 (Environmental and landscape sites of international, national and local importance), DM3 (Ecological impact assessment), DM4 (Green belt), DM5 (Heritage assets), DM6 (Historic environment assessment), DM10 (Water environment), DM11 (Health and amenity), DM12 (Cumulative impact), DM13 (Transportation of minerals and waste), DM14 (Public rights of way), DM16 (Information required in support of an application), DM17 (Planning obligations), DM18 (Land stability), DM19 (Restoration, aftercare and after-use) and DM20 (Ancillary development).

Consultations

40. A first round of consultation was carried out in May 2105. Following receipt of amended proposals primarily relating to the access road (and PROW) and additional

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supporting information, a further round of consultation was carried out in March 2016.

41. **Tonbridge & Malling Borough Council** – No objection

Platt Parish Council – No objection (first consultation), no further views received.

Wrotham Parish Council - No objection

Amey - No objection comment as follows;

Landscaping - Documentation for the application has been put together with care and consideration to the area. The existing trees and the protection of trees externally to the site to reduce the visual impact of the site has been taken into consideration in the design. The proposed site is in a relatively remote location and suitable mitigation for the site's wildlife and visual impact on the area has been proposed by the applicant. As such it is not recommended that any further detailed assessments of the surrounding landscape character is undertaken as it is likely there will not be any adverse impacts on the land or to the wider countryside and surrounding fields and farm land and residential areas.

Noise - The new proposal does not change substantially the northern boundary of the works in the area closest to Nepicar Meadow Cottage and The Chalet. It is proposed to update the current planning condition on noise in line with our previous recommendations and in line with current Planning Practice Guidance – Minerals and National Planning Policy Framework. We agree with the approach being proposed.

Air Quality & Odour - It is not considered necessary to make any changes to the existing condition or the content of the approved dust attenuation scheme. The redirection of the PROW, relatively minor amendment to the landscape restoration and the provision of the new access track are not likely to result in any significant adverse dust impacts on local air quality

Environment Agency – No objection and comment as follows:

Contamination - As there is no change to the depth of sand extraction, or the final restoration levels, no objections to the proposal, any concerns are still satisfied by previous conditions incorporated into existing permissions.

Water Resources - It would appear that a clay lined, surface water fed, pond has been removed, this change does not generate any water resources concerns, however the pond may have been a mitigation measure that was required to address a particular loss of habitat, when the land at Nepicar was first exploited for minerals.

Waste - Demolition of farm buildings will take place and there might be contamination in the soil as detailed in the report, therefore waste materials must be correctly described/assessed and sent for recycling /disposal at a licensed facility. With regards the construction of a new track, if the contractor wishes to use waste materials for construction, they must apply for an exemption or appropriate permit, dependent upon waste volumes and waste types. They comment further that the site doesn't have a mining waste permit and the new proposals are unlikely to require one either, however the Applicant is advised to check with the EA.

Fuel, Oil and Chemical Storage - All precautions must be taken to avoid discharges and spills to the ground both during and after construction.

English Heritage – no views received to either consultation.

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Kent Downs AONB – Commented initially that they had not been able to compare the proposed revisions with the approved scheme but pleased that no Ash is proposed and that native species would be included in the new planting and requested that particular attention is paid to ensuring that the north facing slopes are restored in an appropriate and timely manner to minimise impact on views from the North Downs. The second round of consultation included details of the existing approved phasing and restoration – no further comments received.

Kent Wildlife Trust – No views received to either consultation.

Natural England - Does not consider that this application poses any likely or significant risk to those features of the natural environment for which we would otherwise provide a more detailed consultation response and so does not wish to make specific comment on the details of this consultation.

Whilst Natural England has no comments to make in relation to this application, given its proximity to the Kent Downs Area of Outstanding Natural Beauty (AONB) and the potential for the revised working, landscaping and restoration scheme to result in additional impacts to the AONB, we recommend the views of the Kent Downs AONB Unit are obtained.

Transportation Planning – No objection, as the traffic movements do not change.

Biodiversity – Comment that the Extended Phase 1 Habitat Survey & Bat Building Survey report details the results of initial ecological survey work and provides a framework for further necessary surveys that would ensure that appropriate mitigation is developed to minimise ecological impacts and prevent offences being committed. It is their preference, in accordance with Government guidance and good practice, for all ecological surveys to be carried out prior to determination of an application to ensure that all ecological impacts be addressed as material considerations to that decision, however the details within the survey report provide some comfort that there is a framework in place to carry out further detailed surveys to identify the ecological impacts and implement appropriate mitigation. These should be secured along with enhancement recommendations in paragraph 5.39 of the Revised Planning Statement.

Public Rights of Way Team – *“The permanent diversion of Restricted Byway MR248 to the eastern boundary of the Nepicar Farm site [as proposed] is the preferred option of the PROW and Access Service as this option allows for the movement of the PROW to a new permanent alignment in advance of any interference of the current alignment by quarrying activity. A route to the east is considered to have similar amenity to the existing route and retain as convenient a connection.*

Restoration of the current alignment, following sand extraction, to a standard not substantially less convenient for the public is not viewed as feasible given the likely gradients of the restored routes. Appropriate gradients may only be achieved through importation of vast quantities of material (over 1 million tonnes of inert fill) a process that will require further consents. Even if permitted this activity would

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extend activity at Nepicar for years. Diversion to the west of the existing line may improve the amenity of the route in the long term but would follow the completion of phase 4 and see the access point shared, initially at least, with access to the site by vehicles associated with the quarry activity.

Early receipt of a completed application would be advised so as to avoid any potential delay to phase 3 of the quarrying operation. A specification is also enclosed setting out the minimum requirement for the diverted route "On the right track surfacing standards for shared use routes – specification A9, or to a specification to be agreed in advance of the making of any order. A higher specification may be appropriate if the track is required to support a private vehicle access to the "Chalet" in the long term. A running surface of 4 metres is requested with an additional 0.5 metres of soft margin either side if the route is to be enclosed. A minimum "buffer" strip of 3 metres is requested between the PROW and the established woodland screening around the site to prevent interference to users by overgrowth.

I would ask that a "Grampian" condition is included requiring the confirmation of an order to divert the Restricted Byway and the provision of the new route of Restricted Byway MR248 to a certifiable standard in advance of the start of phase 3 of the sand extraction as it affects the alignment of the Restricted Byway.

Reason: To ensure that the formal diversion of the Restricted Byway has been secured, that public access is maintained and adequately provided for."

Conservation Officer - No objection, the nearest Heritage Buildings, Nepicar House (Grade II*), Outbuildings to Nepicar House, Nepicar Cottage and Nepicar Lodge (all Grade II) are situated some distance from the site (adjacent the A20/M26 intersection) and well screened by trees. Only the chimneys of Nepicar House can be viewed from the access road which runs through the site to serve Nepicar Meadow Cottage and The Chalet. This access road is to be re-routed as part of the proposal. The buildings at Nepicar farm are 20th Century and mostly in poor condition. The residential buildings surrounding the site comprising Nepicar Meadow Cottage, The Chalet to the north, and those to the south along the Maidstone Road (A25) boundary including Meadow Cottage and Askew Bridge Cottages are also non-listed structures.

County Archaeological Officer – no views received

Local Member

42. The local County Member Mrs Valerie Dagger was notified of the application on 13 May 2015 and again on 16 March 2016, no comments have been received to date.

Publicity

43. The application was publicised by the posting of site notices, an advertisement in a

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local newspaper, and the individual notification of 79 residential properties. A second round of neighbour notification to the same residents (including those who responded initially) was undertaken following receipt of amended proposals and additional supporting information.

Representations

44. In response to the initial publicity, 5 letters of representation were received. Objections largely related to the principle of sand extraction and associated noise, dust, vibration, fumes, light pollution and environmental impacts (green belt & farmland), particularly on wildlife and trees; as well as effects upon house values and the loss of Nepicar Farm, increases in traffic and loss of quality of life; and as such are not specific to the amendments proposed now. It was suggested that the operator should go and quarry elsewhere, away from residential properties, that the proposals would come closer than before and have greater visual impact on the nearest properties. Woodland planting in excess of 30 metres tall and 30 metres deep is suggested to fully screen the development. It is suggested that planning permission should be revoked or the new schemes should be stricter as the quarry and other mineral related development has no benefits to Platt. In commenting on the new schemes it is argued they will bring more and greater impacts in terms of noise, dust and visual impact, and objections are made to the visual impact of the proposed new rain shelter.
45. Following a further round of consultation upon the amended and additional information only one letter (from one of the initial objectors) has been received, although comments relate to the temporary use of the farmyard by road maintenance vehicles not associated with the quarry. The owners of Nepicar Meadow Cottage have stated they maintain their objection to the re-routeing of the access track.

Discussion

46. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraphs 34 - 39 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.
47. The starting point in considering these proposals is to acknowledge that planning permission already exists for the extraction of sand at Nepicar Quarry. Paragraphs 8-13 of my report set out the background to the planning history. What is being proposed now relates solely to a change to the phasing, working and restoration of the permitted sand quarry to access the diversity of sands to meet the specific requirements of the customer.
48. The planning application boundary remains the same and the timing of final restoration would not change. On that basis the main issues are:

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- Need and Market Demand
- Access/PROW
- Landscape including impact upon Green Belt
- Ecology

Need and Market Demand

49. National Planning Policy Framework (NPPF) sets out the purpose of the planning system to contribute to the achievement of sustainable development, in three roles, economic, social and environmental. Specifically the planning system needs to contribute to the building of a strong, responsive and competitive economy.
50. Paragraph 142 of the NPPF recognises that minerals are essential to support sustainable economic growth and our quality of life and that it is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. Specifically when considering planning applications authorities are encouraged to give great weight to the benefits of the mineral extraction, including to the economy, and provide for restoration and aftercare at the earliest opportunity to the highest environmental standards.
51. Paragraph 145 advises mineral planning authorities (mpa's) to plan for a steady and adequate supply of aggregates by making provision for the maintenance of at least a 7 year landbank (in so far as it relates to sand and gravel). Similarly paragraph 146 requires mpa's to plan for a steady and adequate supply of industrial minerals. It encourages safeguarding and stockpiling so that important minerals remain available for use. Nepicar Quarry contributes to both policy requirements and specifically provides a major contribution towards the Silica Sand supply in Kent. Indeed planning permission TM/98/1815 was granted (amongst other reasons) because of that very contribution the site would make. In more recent times it has become even more important that it continues to supply Silica Sand as it is now one of only 2 sites with a secure and viable deposit in excess of 10 years.
52. Nepicar has been operational for the last 15 years but the Applicant states that market conditions for industrial sand have changed in recent times and that demand within the County and Region has increased together with a marked reduction in the available productive capacity. The applicant commissioned new investigation and modelling studies including a series of new boreholes, detailed analysis of the nature of the full sand resource and an up to date topographical survey. Modelling of the resource to maximise sand extraction and to provide the basis for revised phasing, including calculations of all material volumes have been carried out by a qualified geologist.
53. Specifically the new market demands have meant the Applicant being challenged to provide the following:
- Providing for multiple customers rather than a single brickworks;
 - Multiple customers mean multiple specifications and new parameters;

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- Increased blending of sands to meet specifications;
 - Increased sand stockpiling to provide for the larger number of customers;
 - Opening of multiple sand working faces to seek to provide the necessary sand for blending;
 - Maximising the sand for sale with the consequence of reducing sand rejects available for progressive restoration;
 - Greater operational area to accommodate the increased storage and multiple face working;
 - A modified operational regime with the use of different machinery and equipment to that envisaged in 1999.
54. The need to respond to the upturn in demand for sand and changing customer requirements have led to them being unable to work the quarry within the approved phases set out in the permission TM/98/1815. In order to access the various grades and colours of sand within the geological deposit, in quantities sufficient to be responsive to demand, the quarry needs to be worked in a different way to that approved, and phasing adjusted to enable access to sufficient sand of the required grade. The Applicant has come forward seeking approval for amendments to the approved schemes so that the quarry can be operated in compliance with the proposed amendments.
55. I am satisfied that to change the phasing and restoration plans as proposed would enable the Applicant to be more responsive to their customers and the building industry in general. The case to extract the mineral has already been made (by the grant of permission TM/98/1815) and the extent of the application boundary remains unchanged. The sand would be worked in any event but it is the extent and shape of each of the four phases that changes; a new means of phasing allows for the necessary blending of the brown, pale and orange sands. The ability to meet the more exacting requirements of the customer is supported by government policy in that it would allow the operator to provide more specifically for a strong and competitive economy.
56. Having accepted that the proposed amendments are necessary to enable customers more specific requirements to be met, it is also appropriate to consider the potential impacts of those changes upon the environment and amenity of the area when compared to the approved plans.

PROW/Access

57. Planning permission TM/98/1815 carried through the proposals to temporarily divert the access road and PROW to accommodate mineral extraction from the original Phases 3 & 4 of TM/93/1595. Final restoration would see the route reinstated roughly back to its original position, although the illustrative restoration plans suggested a slightly less straight and regimented route.
58. Not a great deal of information was supplied with either of the earlier applications (referred to above) at the time of their submission as the need to temporarily divert the road was some way off in the future. There was no comment from the Public Rights of Way Officer in the committee report associated with TM/98/1815 and the consent relies upon the stated actions contained within the supporting statement and

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the approved phasing drawings to detail proposals in relation to the access road and PROW. No consideration appears to have been given to appropriateness of the resulting gradient.

59. The application before Members now proposes a permanent relocation of this access road/PROW around the eastern boundary of the site. There are two separate issues to consider here, firstly those relating to the diversion of the public right of way and the second the access to the residential properties.
60. Early consultation with PROW officers on this application identified that under current legislation they would not be prepared to consider a temporary diversion unless they could be satisfied that the restricted byway could be reinstated on its original alignment. It should be noted that this would be the case when it came to consider PROW arrangements irrespective of this latest planning application. The restored gradients up to the residential properties are such that it would not be suitable for all of the public traffic expected of the route (including equestrians, cyclists, horse-drawn vehicles and mobility vehicles) and could not therefore be considered acceptable on its original alignment. As permitted the gradient was around 1 in 8 and the proposed contours are now marginally steeper at around 1 in 7, were the track to be reinstated on the same alignment. On this basis the Applicant was encouraged to look for alternative arrangements for the PROW.
61. Initially a meandering route to the west of the present position was proposed but this was considered quite tortuous, would have introduced an intrusive feature across the landscape and would still have required a temporary diversion in the short term. It also would have shared the quarry access onto the A25, whilst the quarry was operational.
62. Consideration was also given to whether sand could be imported to restore levels of the track back to existing levels. The creation of such an engineered spine would mean that the restored land to the north would be left as a small bowl feature that would not be conducive to good agricultural uses and would also result in a very unnatural feature in the landscape. Such a proposal would require the importation of up to 1 million tonnes of material to create a stable raised platform, would need to be subject to a separate planning application as there is currently no permission for importation, and it would also likely need to be subject to a waste permit from the Environment Agency. Any such proposal would need to be considered against national and local waste policies which seek to protect the local landscape and amenity of the local area from the impact of waste related works. It would also have introduced a prominent feature across the site which would have negative impact on the openness of the Green Belt. Furthermore, and assuming the planning permission were granted, the construction of the raised spine could add a further 10 years beyond completion of sand extraction, potentially 20 years hence. A temporary diversion of the access and PROW would be required for the whole of this period.
63. Given the disadvantages outlined above the applicant has proposed a permanent re-routeing of the PROW around the eastern perimeter of the site. This is promoted as having the following advantages:

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- There would be no need for a temporary arrangement as the PROW would be moved onto a permanent route.
 - It could be relocated before sand extraction intrudes on the current route.
 - Sympathetic planting and its relocation nearer to existing woodland would enhance the amenity and landscape quality of the PROW.
64. The applicant has submitted a draft application to divert the public right of way in support of this planning application, but no formal application has been made to date. It is proposed that MR248 be permanently diverted along the new permanent access track proposed to Nepicar Meadow Cottage and The Chalet. Paragraph 4.8 of the supporting statement says, “... *This track will be constructed before new Phase Three of quarrying is entered onto. The diversion runs from the A25 along the retained existing access track before diverting north eastwards to follow round the perimeter of the Nepicar site to join up with the existing route of MR248. This will be taken forward through the formal submission to permanently divert MR248. A copy of the draft application is included at Appendix C. JCL is of the view that all outstanding PROW issues can be resolved outside of this minor amendment application.*”
65. The PROW Officer has indicated that he is satisfied with the proposed route however it is suggested that a condition (Grampian) which prevents the commencement of phase three (approx. 2023) until such time as a diversion order is confirmed should be conditioned. Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects and in the circumstances I do not consider to impose such a condition would be reasonable. Whilst I understand the desire to ensure adequate accommodation for the completion of the diversion order it would not in my view be reasonable to propose a condition on this section 73 application which requires the confirmation of a diversion order under different legislative provision. The applicant is aware of the need to gain permission to divert the restricted byway and has stated this would be taken forward through the formal submission to permanently divert MR248. A condition requiring the applicant to carry out the development as proposed in their application would endorse this commitment. Furthermore the County Council as Highway Authority has a duty to protect the PROW and to ensure it is not disturbed prior to orders for the diversion of the highway being confirmed. It also has powers under the Highways Act both to restore the surface should it be disturbed and to bring forward prosecution if unauthorised works are carried out. Should the diversion order application be unsuccessful there would be sufficient time for the applicant to reconsider how they might proceed with mineral extraction before entering phase three.
66. I am therefore satisfied that the revised alignment is acceptable from a public right of way perspective.
67. I now turn to the implications of re-routeing the track in relation to residential access. I understand the owners of Nepicar Meadow Cottage have a legal right to use the access on its current alignment, (the owners of the Chalet may have the same rights but the applicant and KCC has been unable to make contact with them). The owners of Nepicar Meadow Cottage are concerned about its relocation as it would in their view result in a less direct access to their property.

TM/15/1636 (KCC/TM/0141/2015) - Section 73 application by J Clubb Ltd to revise the existing working, landscaping and restoration scheme, including re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR

68. To reinstate the track along its original alignment following extraction of the sand is not possible without the consequential need to import significant volumes of material to engineer an appropriate gradient with acceptable batters (see paragraph 62 above). Introducing such an engineered feature in the landscape would in my view have a negative impact on the openness on the green belt. It is recognised that the re-routing as now proposed would result in a longer access route to the two residential properties however there are also some advantages offered by its relocation.

- It would allow for certainty by providing a permanent solution for access to the residential properties, thereby reducing disturbance and inconvenience;
- it would also allow for a permanent relocation of utility provision, currently within the access track;
- it would be constructed to an appropriate standard but in keeping with the rural nature of the restored site;
- it would provide vehicular access solely for the 2 residential properties; it would no longer be shared with a farmstead;
- sympathetic planting would enhance the amenity and landscape quality of the track;
- the public right of way would join up with the existing network in the northern corner of the application site, away from the residential properties, allowing for much greater privacy; (the Applicant has suggested a clear distinction between public and private access could be made by providing a gate).

In addition whilst strictly not a planning consideration,

- the Applicant would meet the reasonable costs to complete a deed of variation to show the new access as the permanent right of access between Nepicar Meadow Cottage and the A25;
- the new access would be provided and maintained at the expense of the Applicant.

69. These planning advantages must be weighed against the inconvenience of a longer route for the two residential properties and the impacts upon the landscape of importing significant volumes of materials to create a landform with a suitable gradient on the current alignment.

70. On balance it is my view that the relocated access provides an appropriate alternative giving a permanent solution, with opportunities for environmental and privacy benefits to the residents. As such the permitted mineral extraction and subsequent restoration could also continue with minimum disturbance to those properties. It is important to note that any outstanding legal dispute over the access is matter for the applicant to resolve; provided that the County Council is satisfied in planning terms with the alternative access that is being proposed it should not prevent this application from being positively determined. I am aware the two parties are currently in dialogue regarding current access rights. A condition requiring submission of the details of the proposed track would ensure a scheme giving adequate accommodation for all vehicles visiting the the residential properties.

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71. The County Council can only consider the proposals before it; and on balance the revised alignment offers improved amenity value for the users of the PROW and is reasonable in landscape and amenity terms and is therefore considered acceptable.

Landscape

72. The proposed amendments to the phasing and restoration essentially relate to a change in the direction and phasing of extraction operations and consequential changes to the landscaping and restoration provisions. The approved landscaping scheme provides for extensive landscaping around the perimeter of the site and the slopes of the excavated low level landform.
73. The specific changes to the phasing are detailed in the proposal section earlier in my report but they essentially follow the same principles of additional woodland planting around the edge of the site. Slight amendments to the restoration contours have meant that there is no longer a requirement for a functional drainage pond within the site following extraction and so this is now omitted from the proposals (this was not originally proposed as an ecological mitigation measure). Two new hedgerows are proposed to create three field units, one running east west to the north of the extraction area, thereby separating the grazing land to be managed for wildlife. The second runs north south along a similar alignment to that of the existing track, thereby maintaining a visual separation and reflecting the historical field boundaries. Following negotiations the woodland planting area in the north western tip of the site is proposed to be extended further thereby offering even greater opportunity for management for wildlife (see below). The amended restoration phasing follows the principles of the currently approved scheme in that it provides for progressive restoration as the phases are worked thorough. The final phase of excavation is now proposed to move southwards towards the access road thus ensuring that the eastern, northern and western boundaries can be restored as early as possible.
74. It is recognised that this site lies within the Green Belt, and that planning permission has already been granted for the mineral extraction. Amendments to the phasing and restoration plans means that as the extraction area moves southwards out of the quarry the amount of open mineral working significantly reduces. This combined with extended areas of woodland planting minimises the impact upon this Green Belt location. The phased approach to restoration would reduce the temporary impact upon longer distance views from the AONB to the north of the motorway, and further to the east.
75. The proposed rain shelter would be a new feature at the site and would be located within the processing area to provide cover for the various stockpiles of sand as required. The application states that as a flexible mobile structure its introduction to the quarry would not require specific permission. On the basis of the description contained in the supporting statement I have no reason to disagree, however no specific dimensions or details of mobility are provided, only illustrative details of the type of structure. There are a number of matters to establish before it could be concluded that the proposal is not development (thereby not requiring planning permission); or indeed if it is, whether it is permitted development (rights which are removed by condition 25 of TM/98/1815), and whether it would require prior

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approval. I therefore propose an informative to the effect that the County Council reserves its position until such time as the applicant is able to provide exact details of the proposed shelter to be utilised.

Ecology

76. The Applicant had already committed to increase ecological enhancements around the site under the existing planning permission and the proposals already included woodland, hedgerow and buffer planting (as discussed above). In addition to the new habitat creation for the Sand Martins, the Applicant considers there is scope for the triangular area of the site that lies to the north of the extraction area between Firemanshaw Wood and Nepicar Meadow Cottage, just left to grazing under the approved scheme, to enhance the ecological potential of this unworked area. The Applicant has therefore proposed the following wildlife enhancements be incorporated into the final restoration of the quarry:

- Provision of a new field boundary as identified on Dwg 1503256v2;
- a management regime that provides for continued grazing with an emphasis on wildlife habitat enhancement;
- new planting across the northern section of the triangular land to strengthen the link between existing woodland to the east and west and so enhancing the corridor for wildlife movement, the new area of planting would comprise Woodland Mix A as identified on Dwg 1503256v2;
- the provision of two nesting boxes for owls;
- provision of a bat roost at an appropriate location within the eastern edge of Firemanshaw Wood;
- appropriate management and aftercare.

77. Furthermore additional habitat surveys carried out in January of this year resulted in a new biodiversity report which also recommends further measures to increase biodiversity and create a net gain for wildlife within and around the site. My ecological advisor has acknowledged this would ensure a sufficient framework were in place to carry out further detailed surveys to identify ecological impacts and implement appropriate mitigation. Such measure would include bat and bird boxes as well as creation of hibernacula for invertebrates as well as refugia for reptiles and amphibians. The Applicant has indicated that they are prepared to accept a condition to secure such a provision.

Noise

78. Noise from operations on the site, including vehicles, mobile plant and machinery is already controlled through the scheme approved pursuant to condition 27 of TM/98/1815. The overall noise climate at the Quarry is influenced by the close proximity of the M26 motorway to the north. To date the original concept of transporting sand by conveyor has not been taken forward; mobile equipment has been used for the past 20 years in the quarry, and it is proposed that this method would continue. However the Applicant has noted the advice provided by the County Council's noise consultant and is happy to accept a new condition more in line with current Planning Practice Guidance, as follows:

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- *Noise levels from the site shall not exceed 55dB LAeq,1h,freefield at any of the sensitive receptors around the site. For temporary operations such as the construction and removal of earth bunds to act as noise barriers and the construction of the new access to Nepicar Meadow Cottage and The Chalet, an increased temporary daytime noise limit of up to 70dB LAeq,1h,freefield shall be permitted for a period of up to eight weeks in a year. If considered necessary by the local Environmental Health Officer, the applicant shall construct earth mounds to provide noise attenuation to Nepicar Meadow Cottage and The Chalet when quarrying operations approach them. The applicant shall ensure that reversing beepers used by mobile equipment on the site are non-tonal.*

It is proposed therefore that this condition replace the relevant noise condition on the original planning permission.

79. Part of the current provision for noise mitigation is the construction of attenuation bunds to provide an acoustic screen for the nearest residential properties. This would be carried through to this latest proposal. As the phasing of mineral extraction moves closer to those properties the above condition would require the Applicant to provide temporary acoustic bunds were it considered necessary. The Applicant is in dialogue with the owners of Nepicar Meadow Cottage with regard to the provision of the 'southern leg' of the bund within the next few months. Currently the owners wish to retain their views to the west and therefore have requested that the 'western leg' of the bund is not constructed.

Conclusion

80. It is recognised that when planning permission is initially granted for mineral extraction proposals it is based upon the best information available at that time. Given the longevity of these types of development it is often necessary to amend schemes as knowledge about the geological deposit and technology advances. The Applicant has recently found it necessary to extract outside the constraints of the originally approved phasing plan to get to the various colours and grades of sand required to meet customer specification. A minor amendment is therefore sought to enable the applicant to work within an approved scheme.
81. This proposal seeks only to vary the phasing and restoration plans but also requires some adjustment to the approved landscape plans. It has also provided the opportunity for the Applicant to re-consider the ecological mitigation and to take a clear and permanent approach to the treatment of the PROW and access road.
82. The site continues to be an important source of silica sand (a nationally important mineral) and therefore being able to meet the specific demand of the customer ensures efficient use of this valuable mineral resource. I am satisfied that the proposed changes to phasing and restoration plans do not have any greater impact upon the landscape or its Green Belt location than the approved scheme. The Applicant has taken the opportunity to propose greater ecological measures as part of the restoration and aftercare and proposes to maintain mitigation measures to

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ensure minimal impact upon the amenity of the area. A scheme for dealing with the relocation of the PROW and access to the residential properties is considered acceptable.

83. As this is a section 73 application the decision effectively result in the issue of a new planning permission which repeats all of the remaining original conditions. Any of the other conditions which require updating or adjustment to reflect current circumstances would be amended accordingly.

Recommendation

84. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO:

- (a) the re-imposition of conditions previously imposed on permission TM/98/1815 (updated and amended as necessary) including:
- the development being carried out in accordance with the approved details;
 - the only access to be used by traffic entering or leaving the site shall be the existing quarry access from the A25;
 - no excavation within 30 metres of the boundary of the M26;
 - safeguarding of visibility splays
 - measures to prevent mud and debris on the public highway;
 - sheeting of loaded vehicles
 - maintenance of surface of access road;
 - signs indicating left turn only onto A25;
 - restriction on average weekly traffic flows from Nepicar (and Park Farm Quarry)
 - no excavation within 30 metres of Askew Bridge Cottages;
 - no extraction below 65 metres AOD;
 - no materials imported for processing, storage or distribution;
 - retention of soils and overburden on site;
 - appropriate handling of soils;
 - appropriate treatment of stockpiles and no more than 5 metres in height;
 - submission of alternative restoration scheme in event of cessation of working prior to completion
 - retention of trees and shrubs for 5 years
 - no importation except topsoil and subsoil
 - aftercare
 - operating hours 0700-1800 hours Monday–Friday, essential maintenance only 0700-1300 hours Saturday, no operations Sunday, Bank or Public Holidays;
 - scheme of Woodland and Wildlife Habitat Aftercare implemented
 - removal of permitted development rights to erect, extend, install or replace fixed plant, machinery, buildings, structures, erections unless agreed in writing with Mineral Planning Authority;
 - display of planning permission;
 - control of noise (replacement condition as suggested by noise advisor);
 - proper maintenance of vehicles, plant and machinery;
 - control of dust;
 - removal of all buildings, machinery, foundations and bases and site restored;

TM/15/1636 (KCC/TM/0141/2015) - Section 73 application by J Clubb Ltd to revise the existing working, landscaping and restoration scheme, including re-routing of track (and public right of way) at Nepicar Sand Quarry, Maidstone Road, Wrotham Heath, Kent, TN15 7SR

- prevention measures for fly tipping
 - monitoring of groundwater;
 - safe storage of oils and chemicals
 - maintain 75 % silica sand sales
 - silica sand sale records;
- (b) new conditions including, amongst other matters, the following:
- progressive working, landscaping and restoration in accordance with plans submitted;
 - an application for the diversion of the PROW/access road shall be submitted prior to extraction commencing in phase 3 as set out in the supporting statement;
 - details of the specification of the access track shall be submitted to the Mineral Planning Authority for approval and thereafter implemented as approved;
 - additional ecological measures identified in Corylus Ecology Report January 2016 to be carried out.
- (c) an informative advising the applicant to supply exact details of the proposed rain shelter prior to it being brought onto site in order that the County Council can conclude on the need for permission or prior approval (or otherwise).

Case Officer: Andrea Hopkins

Tel. no: 03000 413394

Background Documents: see section heading

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SECTION D
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

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

Item D1

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

A report by Head of Planning Applications Group to Planning Applications Committee on 13th July 2016.

Application by Kent County Council Property & Infrastructure Support for the erection of a new 2 form entry primary school, car park, playground and playing fields. Proposed building to consist of 18 class rooms with associated stores and WC's, 4 of which are dedicated to Special Education Needs at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Recommendation: Permission be granted subject to conditions.

Local Member: Peter Homewood

Classification: Unrestricted

Site

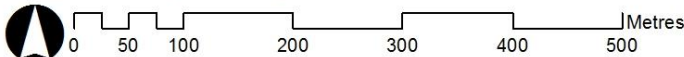
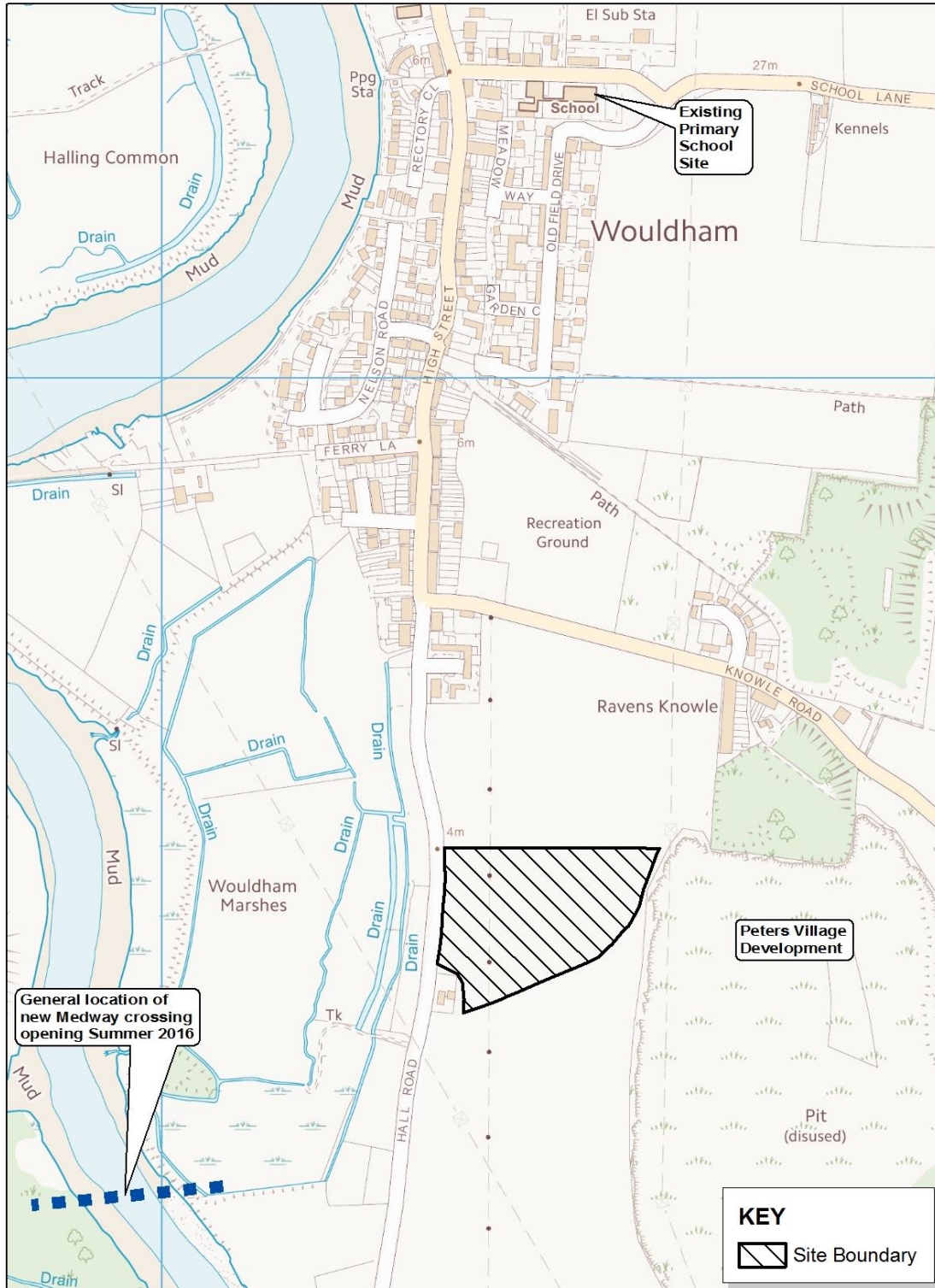
1. The application site lies to the south of the village of Wouldham and on the eastern side of Hall Road. The site is currently an undeveloped agricultural field, which is approximately 2.9ha (7.16 acres) in area. It is located just to the north of the 'Peters Village' development site, for which there is planning consent for the creation of a new community, determined by Tonbridge and Malling Borough Council. The new Medway River crossing is being created to the south-west of the site. Hall Road is a two way carriageway, currently closed off just south of the site. There is an established hedge screen along the road which separates it from a newly constructed footpath and cycleway, and there is a post and wire fence which then separates this path and the edge of the field.
2. The field has a gradual incline towards the east, and has existing electricity pylons cutting across the site in a general north-south direction. There are two residential properties fronting onto Hall Road, which are located at the southern end of the application site. Hall Road links into the southern end of Wouldham village at its junction with High Street, which carries through the village to the north, and Knowle Road which extends to the east. The existing Primary School is located at the northern end of Wouldham, to the east of the High Street, and is a 1 form entry school.

Background

3. The Tonbridge and Malling section of the Kent Commissioning Plan (2015-2019) identifies significant pressure points which are primarily linked to house building and inward migration. The Peters Village development itself is expected to create over 1000 new homes. The existing school is a 1 form entry primary, with limited space to expand and would therefore be unable to adequately provide for children from the new housing development and surrounding area.

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

General Location Plan



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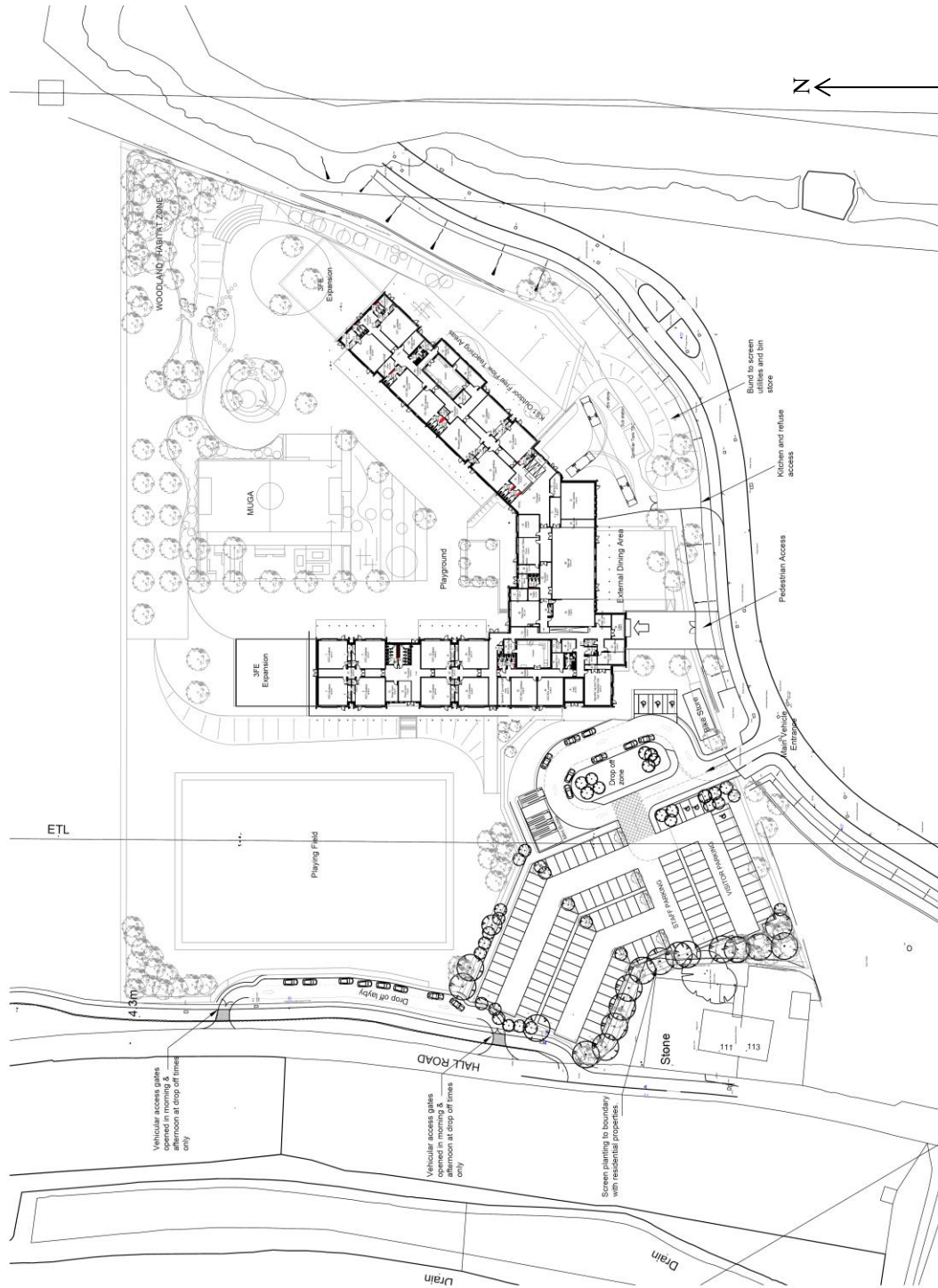
Item D1
New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Site Location Plan



New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Proposed Site layout Plan



New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

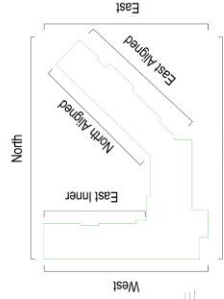
Proposed Elevations

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Planning - North Elevation
1:200

FILE: 16/00853/CR3
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Planning - South Elevation
1:200



FILE: 16/00853/CR3
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Planning - East Elevation
1:200

FILE: 16/00853/CR3
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Planning - West Elevation
1:200

FILE: 16/00853/CR3
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 P:\16/00853/CR3

- Materials:**
- External walls: Composite timber effect cladding, Brick, Wood cladding
 - External canopies: Timber pergola with clear PVC rain cover
 - Roof: Metal standing seam
 - Timber roof: Single ply membrane
 - Door frames: Dark grey PVC, aluminium
 - Covered surrounds: Covered trella on timber framing
 - Keyways entrance canopies: PVC louver, coloured steel with turned edge
 - Rainwater goods: Dark grey

Revised: 09 January 2018
 Planning Applications Group

baileypartnership
 CONSTRUCTION AND PROPERTY CONSULTANTS
 Kent County Council
 Project: Wouldham Primary School

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Proposed Elevations

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○ Planning - North Aligned
1:100

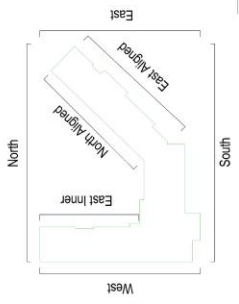


○ Planning - East Aligned
1:100



○ Planning - East Inner
1:100

- Materials:**
- External walls: Composite fibre-reinforced cladding; Metal cladding
 - External canopies: Timber pergola with clear PVC rain cover; Fibreglass roof; Fibreglass cladding; Fibreglass panels
 - Window frames: Dark grey PFC aluminium
 - Door frames: Dark grey PFC aluminium
 - Entrance canopy: Brushed aluminium edge; PFC feature coloured steel with turned edge
 - Rainwater goods: Dark grey



Received: 08 February 2018
Planning Applications Group

baileypartnership
CONSTRUCTION AND PROPERTY CONSULTANTS
11, The Quadrant, Maidstone, Kent, ME14 1JF, United Kingdom
Tel: 01622 735000 Fax: 01622 735001 Email: info@baileypartnership.co.uk

Kent County Council

Project: Wouldham Primary School, Near Wouldham.
Client: Kent County Council
Drawing Title: Proposed Elevations 2 of 2

Revision No:	1	Date:	08/02/2018
Revision Description:	As Indicated	Author:	DS
Revision No:	2	Date:	
Revision Description:		Author:	RJB
Revision No:	3	Date:	
Revision Description:		Author:	MAF

Approved By: [Signature]
Date: 08/02/2018

WP BA/00 ZZ DR A 050003

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Without expansion of places, the Education Authority would not be able to meet its statutory duty of ensuring adequate school places are provided.

4. The Peters Village development site included an allocated site for a new primary school, within the development area, but due to the proposed amalgamation of the existing primary school, the need for space for the future expansion to a 3 form entry school and the inclusion of additional Special Educational Needs provision, the allocated site was not large enough to accommodate that, nor well positioned to cater for existing Wouldham pupils.

Proposal

5. The application seeks approval for the construction of a new two form entry primary school, with capacity for 420 pupils and space to incorporate an expansion for a third form at a later date, should it be required. 50 members of staff would be employed at the new school, and a further 12 staff for the Special Education Needs pupils, who would be accommodated here as a satellite to the Ridgeview Special School in Tonbridge. The proposed school would be a single storey building, with two wings of classrooms enclosing a central courtyard. The courtyard would contain the hard surfaced playground, moving out to the general recreational spaces and MUGA. A woodland habitat zone would be provided at the northern end of the site where it backs onto the remainder of the agricultural field. To the west of the proposed school would be the playing field and the parking.
6. Access into the school would be taken from a new link road provided as part of the Peters Village development, which runs along the southern boundary of the application site. This access would be a two way entrance and exit point, leading to a drop off zone provided around a loop road, with an area for minibus parking, and also providing access to an area of both staff and visitor parking. In total 113 parking spaces would be provided, broken down as 81 staff spaces, 21 visitor/parent spaces, 5 minibus parking spaces and 6 spaces for disabled parking. A further drop off layby would be created to the west of the playing field accessed off Hall Road. This would be a drop off layby only, with no vehicular access to the car park and would be controlled through gates at either end, which would only be opened at the drop off and pick up times at the beginning and end of each school day. The two drop off zones would provide between them space for between 10 and 14 cars at any one time. Pedestrian access into the site would be available from this drop off zone, as well as the on-site car park areas, and from the new access road from the south.
7. A secondary vehicular access would be provided further to the east along the new link road, which would be used for delivery and service vehicles and is also the proposed location for the bin stores, sub-station and septic tanks. This area would be screened from the road by a planted bund. A cycle store would be provided just to the east of the main access point, near the drop off zone, providing storage for 20 bikes, at 10 cycle stands. Landscape planting is proposed within the site, and particularly additional screen planting is shown along the boundary with the two existing cottages on Hall Road.
8. Each wing of the school would house a key stage of teaching and would allow for the necessary SEN provision to be integrated with the relevant age groups. The central linking element would house the general spaces such as the main entrance, school hall,

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library, staff room and offices. The Key Stage 1 classroom wing (the eastern wing) would be provided with the required outside teaching areas. The proposed school would be constructed with a pitched roof design, broken up with some flat roof elements, and with the long wings being articulated with ridges and parapet brick walls. The roof would be constructed in metal standing seam in a goosewing grey colour and the window frames, door frames and rainwater goods would be dark grey. The walls would be constructed from a mixture of brickwork and composite timber effect cladding. The windows and doors would have coloured surrounds to provide further relief to the elevations, and all external canopies would be timber pergolas with clear PVC rain covers. The main entrance façade would have an asymmetric gabled end with oversize windows to give prominence to this elevation, and the main entrance canopy would have a brushed aluminium edge to further define it. Solar panels are proposed on the southern facing roofs.

Planning Policy

9. 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.

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Tonbridge and Malling Borough Core Strategy September 2007:

- Policy CP1 Sustainable Development:** 1) All proposals for new development must result in a high quality sustainable environment; 2) provision should be made for housing, employment and other development to meet the needs of existing and future residents of the Borough; 3) the need for development will be balanced against the need to protect and enhance the natural and built environment; 4) locations for development should seek to minimise waste generation, water and energy consumption, reduce the need to travel and where possible avoid areas liable to flooding; 5) new housing development should include a mix of house types and tenure and mixed use developments promoted where appropriate; 6) development to be concentrated at the highest density compatible with the local environment, and be well served by public modes of transport; 7) that development should minimise the risk of crime and make appropriate provision for infrastructure to serve the new development including social leisure, cultural and community facilities and adequate open space accessible to all.
- Policy CP2 Sustainable Transport:** New development that is likely to generate a significant number of trips should (a) be well located relative to public transport, cycle and pedestrian routes and with good access to local service centres; (b) minimise the need to travel through the implementation of Travel Plans and the provision or retention of local services and facilities; (c) either provide or make use of, and if necessary enhance, a choice of transport modes, including public transport, cycling and walking; (d) be compatible with the character and capacity of the highway network in terms of the volume and nature of traffic generated; (e) provide for any necessary enhancements to the safety of the highway network and capacity of transport infrastructure whilst avoiding road improvements that significantly harm the natural or historic environment or the character of the area; and (f) ensure accessibility for all, including elderly people, people with disabilities and others with restricted mobility.
- Policy CP5 Strategic Gap:** Unless justified by special circumstances development will not be permitted that would harm the function of the mid-Kent Strategic Gap as a physical break maintaining the separation and separate identities of the built-up areas of Maidstone, Medway towns and the Medway Gap.
- Policy CP6 Separate Identity of Settlements:** Development will not be permitted within the countryside or on the edge of a settlement that might unduly erode the separate identity of settlements or harm the setting or character of a settlement when viewed from the countryside or adjoining settlements. Any development that is considered acceptable should maintain or enhance the setting and identity of the settlement and be consistent with Policy CP14 (Development in the Countryside)

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Policy CP14 Development in the Countryside: In the countryside development will be restricted to (a) extensions to existing settlements; (b) the one for one replacement, or appropriate extension of an existing dwelling or conversion of an existing building for residential use; (c) development that is necessary for the purposes of agriculture or forestry; (d) development required for the limited expansion of an existing authorised employment use; (e) development that secures the viability of a farm provided to forms part of a comprehensive farm diversification scheme; (f) redevelopment of the defined Major developed Site in the Green Belt which improves visual appearance, enhances openness and improves sustainability; (g) affordable housing which is justified as an exception under Policy CP19; (h) predominantly open recreation uses together with associated essential built infrastructure; or (i) any other development for which a rural location is essential.

Policy CP24: Achieving a High Quality Environment: All development must be well designed and of a high quality in terms of detailing and use of appropriate materials, and must through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings. All development should accord with the detailed advice contained in Kent Design, By Design and Secured by Design and other supplementary planning documents.

Policy CP25 Mitigation of Development Impacts: Development will not be permitted unless the service, transport and community infrastructure necessary to serve it is either available, or will be made available by the time it is needed. Development proposals must therefore either incorporate the infrastructure required as a result of the scheme, or make provision for financial contributions and/or land to secure such infrastructure or service provision at the time it is needed, by means of conditions or a planning obligation.

Policy CP26 Safeguarding of Community Services and Transport: The Council will safeguard land required for the provision of services to meet existing and future community needs as identified by service providers.

(iv) **Tonbridge and Malling Managing Development and the Environment Development Plan Document April 2010:**

Policy CC1 Mitigation – Sustainable Design: Requires all proposals for new development, building conversions, refurbishments and extensions to incorporate passive design measures to reduce energy demand.

Policy CC3 Adaptation – Sustainable Drainage: Requires the provision of sustainable drainage systems (SUDS) appropriate to the local ground water and soil conditions and drainage regimes. Where SUDS are not practical the proposal should incorporate alternative means of surface water drainage to ground watercourses or surface water sewers.

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Policy NE3 Impact of Development on Biodiversity: Seeks to protect biodiversity interest across the Borough.

Policy SQ1 Landscape and Townscape Protection and Enhancement: Proposals for development are required to reflect the local distinctiveness, condition and sensitivity to change of the local character areas as defined in the Character Area Appraisals SPD. All new development should protect, conserve and where possible enhance (a) the character and local distinctiveness of the area including its historical and architectural interest and the prevailing level of tranquillity; (b) the distinctive setting of, and relationship between, the pattern of settlement, roads and the landscape, urban form and important views; and (c) the biodiversity value of the area, including patterns of vegetation, property boundaries and water bodies.

Policy SQ6 Noise: Proposals for noise sensitive development (including schools) will be required to demonstrate that noise levels are appropriate for the proposed use. Proposals for built development should incorporate design measures such that internal noise levels are demonstrated to meet criteria levels in relevant guidance, including BS 8233:1999 and Building Bulletin 93.

Consultations

10. **Tonbridge & Malling Borough Council** raises no objection, but suggests a number of informatives relating to air pollution, the School Travel Plan and ventilation systems relating to cooking odours.

Wouldham Parish Council states that they are disappointed there is no pre-school provision and ideally would like to see one attached to the primary school. If this is not possible they would like the community centre to accommodate a pre-school. They would like to discourage cars around the school and see a walk way/cycle way through the centre of Wouldham, which would require a crossing over Knowle Road. They would like to encourage parents to park in the car park in Knowle Road and walk the rest of the way so that there will be less congestion.

KCC Landscape Officer considers that there would not be any adverse impacts on the land or to the wider countryside and surrounding fields, farm land and residential areas.

KCC School Travel Planner has provided guidance for updating the submitted School Travel Plan through the Jambusters website

Environment Agency raises no objection subject to the imposition of conditions regarding the finding of contamination on site that has not been previously identified, and no infiltration of surface water drainage into the ground. Also suggest the need for informatives regarding drainage, taking waste off the site and pollution prevention.

UK Power Networks raise no objection.

Southern Water raises no objection subject to the imposition of conditions regarding the protection of the public water supply main, the need for a foul and surface water

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drainage strategy and details of the foul and surface water sewerage disposal. They also suggest the need for informatives regarding the entering into a formal agreement with Southern Water for the necessary sewerage infrastructure and the need for a grease trap on the kitchen waste drain.

KCC Biodiversity Officer raises no objection subject to the imposition of conditions to ensure the landscape scheme uses species suitable for commuting and foraging Great Crested Newts, the submission of a simple management plan to ensure the landscape on site is managed to benefit biodiversity, the submission of the method of clearing the vegetation on site to ensure a precautionary approach is taken in case Great Crested Newts are present on site, a condition to ensure that the site is cleared outside the breeding bird season, and that the proposed ecological enhancements are incorporated on site.

KCC Archaeological Officer raises no objection subject to the imposition of a condition regarding archaeological field evaluation work.

KCC Sustainable Drainage and Flood Risk Project Officer raises no objection subject to the imposition of a detailed sustainable surface water drainage scheme.

KCC Highways and Transportation Officer raises no objection subject to the imposition of conditions requiring the provision of keep clear markings, an additional raised zebra crossing at the drop off zone, the submission of a Travel Plan, submission of a Construction Management Plan, and various conditions to secure the provision of vehicle and cycle parking, laying out the access and visibility splays.

Local Member

11. The local County Member, Mr Peter Homewood was notified of the application on 7th March 2016.

Publicity

12. The application was publicised by the posting of a site notice along the site boundary with Hall Road, an advertisement in a local newspaper, and the individual notification of the two adjoining residential properties.

Representations

13. In response to the publicity, three letters of representation have been received. The key points raised can be summarised as follows:
 - The current road infrastructure of Wouldham High Street and the country lanes is not suitable for the vast increase in traffic;
 - Traffic through Wouldham High Street will be significantly increased as a result of this development
 - Most of the current school traffic does not travel along the narrowest section of the High Street – between Ferry Lane and the junction of the High Street and Knowle Road/Hall Road;
 - The existing school can be accessed by School Lane for those travelling from

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- villages to the south and east;
- The additional traffic movements would be significantly higher than suggested in the Transport Statement and no remedial work to the road has been undertaken to achieve this;
 - Do not believe the figures given include the SEN pupils who would travel to the new school by taxi, or the proposed staff;
 - If the Hall Road drop off layby is full or parents wish to park at the school they will have to queue at the traffic lights section of Hall Road which would cause longer queues than the predicted 2-3 cars at peak times stated in the 2012 Transport Statement;
 - The additional traffic through the village could cause the junction of Hall road, High Street and Knowle Road to seize up
 - Each passing car would cause the houses on the High Street, within 1m of the road and with no pavement, to vibrate;
 - Already a problem in this section of Hall Road where buses have hit cars and properties;
 - Mitigation for the proposed traffic should be provided including the resurfacing of the recreation car park and marking out spaces; providing a pedestrian crossing from the recreation ground across Knowle Road to link up with the new footpath/cycleway on Hall Road; and a footpath from the recreation ground to the Oldfield Drive development;
 - Suggest some access to the proposed school car park should be made from the Hall Road layby to avoid cars queuing at the traffic lights.

Discussion

14. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 9 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.
15. This application is being reported for determination by the Planning Applications Committee due to the neighbour representations received, and the comments given by the Parish Council. In my opinion, the key material planning considerations in this particular case are compatibility with Development Plan policies together with the principle of providing the school in this location; the siting and design of the proposed school in terms of its built form and the layout on site; any amenity impacts resulting from the development on the occupiers of the adjoining properties; the highway and traffic implications of a new two form entry school in this location, along with other matters such as heritage, landscape and biodiversity.

Location of School in Strategic Gap and Countryside

16. The Strategic Gap as shown on the Local Plan Proposals Map extends over a wide area and seeks to ensure the built up areas of the Medway Towns, Maidstone and the Medway Gap retain their separation and separate identities. The Policy states that, unless justified by special circumstances, development will not be permitted that would

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harm the function of the gap. Although the new school site would be located within the gap, it must be viewed in the context of its surroundings, where it would be closely related to the new settlement being created at Peters Village. It is considered that in this context the school site would have a limited effect on the wider strategic gap when viewed in association with the new housing scheme currently being built here. At the more local level, a clear gap would be retained between the existing village of Wouldham and the proposed school/Peters Village development site, so that coalescence would not occur. Furthermore the proposed site layout ensures that open recreational space is to the north side forming part of this undeveloped gap. Nevertheless, the provision of necessary and appropriate education facilities would be considered to fall within the remit of 'special circumstances' allowing the proposed development to be permitted in this area.

17. The site also lies within an area defined as open countryside on the Local Plan Proposals Map where development is generally restricted, as set out in paragraph 9 above. The proposed school would not meet any of the criteria specifically listed in the Policy, however the context of the site will ultimately be altered dramatically by the building out of the development of Peters Village and therefore the site would not appear to be located amongst wider open countryside; the site would be considered more of an extension to the new settlement and seen within this context. Furthermore the settlement boundary for Wouldham is tightly drawn round the existing village therefore any new school development would need to have a countryside location to meet local need. No objection has been raised by Tonbridge and Malling Borough Council on policy grounds and it is therefore considered that the scheme would not conflict with the aims of the Strategic Gap (Policy CP5), Policy CP6 which ensures the separate identity of settlements is retained, or Policy CP14 which seeks to protect open countryside from inappropriate development.

Siting and Design

18. The proposed school would have a U shaped layout on the site and would therefore be able to provide an interesting façade in all directions. It would have a modern design which has been carefully thought out to provide detail and interest along each façade. The materials palette being proposed would reflect those being used in the Peters Village development to the south, and the design picks up on the vernacular aesthetic of Wouldham. Overall the design and materials are considered to be well chosen in this regard, to provide a cohesive wider development. The single storey nature of the development would mean the size and bulk of the new school would be limited and would more easily blend into the wider landscape setting. The school would be well situated within the plot and would have ample space about the building to allow the development to be landscaped and blend into the wider area.
19. The school site wraps round two existing cottages on Hall Road, and it would be the parking area that would back onto the rear of their gardens, with the school building itself being located much further away to the east. Although there would be a level of increased movement around the dwellings due to the development, ample space has been designed into the site to provide a buffer screen between the houses and the school parking area. The hard surfaced playground would be sited within the courtyard therefore the building itself would serve to buffer noise from the children using this, and the outside learning areas associated with key stage 1 children would be on the eastern wing, away from the houses. The proposed school would introduce a new level of

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activity to the rear of the houses, different to their current outlook, however, it is considered that it would not result in an unusual relationship, or one that would be so detrimental as to be considered harmful.

20. The site layout has been designed to provide sufficient space for an extension to the school to a three form entry at a later date, should it be required, without compromising, in principle, the overall appearance of the site. It is considered that the overall layout and design of the proposed school would therefore be acceptable and in accordance with the aims of the NPPF, and the more specific planning policies of the Core Strategy, CP1 and CP24, and Policy SQ1 of the Managing Development and the Environment Development Plan Document.

Highway and Traffic Implications of the Proposed School

21. The planning application was supported by the submission of a Transport Statement, and supplemented by a Transport Statement Addendum to clarify issues raised by the Highways and Transportation Officer. Both documents have been taken into account in the consideration of the application.
22. Access to the school would be from the new distributor road running along the south of the site, which would link Village area 1 and Village area 2 in the Peters Village development. The area immediately to the south of this road would be open space lying between the village areas. Two vehicular access points into the school would be provided off this road, one for the main car park and one for servicing. The road would have footpaths along it and further to the east there would be an island crossing point. Outside the school entrance a dropped kerb, tactile paving crossing point would be provided across the main road, to ease safe movement in this direction. Tracking diagrams have been provided to demonstrate that service vehicles would be able to adequately access the site, turn and leave in a forward gear; and additional tracking diagrams demonstrate that cars can access the internal loop road, drop off zone and car park satisfactorily.
23. The newly constructed footpath and cycle way which runs along the length of Hall Road where it leaves the village to the proposed school site would allow a safe pedestrian access route for those travelling to the new school from Wouldham. Pedestrians could then access the site from a footpath running from the drop off layby through to the school between the car park and the playing field. An additional raised table zebra crossing has been requested by the Highways and Transportation Officer between the drop off zone in the main car park and the school buildings. This would avoid any potential conflict occurring between pedestrians and cars, given that drop off bays would be available either side of the loop road. As that has not been shown on the plans it should be secured by condition if permission is given.
24. The on-site parking provision has been designed to provide adequate future space for staff should the school need to expand to three form entry. In total 81 spaces would be provided for staff and 21 for visitors to the school. This parking provision would accord with the Kent and Medway vehicle parking standards for the 3 form entry school, but as the proposals are only for a two form entry, there would be an overprovision of parking for the current staffing numbers. Under the circumstances, it is required that some spaces are held back until the time that the school might need to expand, in the same way that the school developments at Gibson Drive in Kings Hill and St George's in

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Broadstairs were. An updated plan has been requested to illustrate which spaces would be retained for a future 3FE use and this will be available at the committee meeting.

25. The original planning application for the Peters Village development included in its Transport Assessment the provision of a new school on the Peters Village site. The mitigating measures currently being provided on the highway therefore allow sufficient capacity for traffic generated by the proposed school, even though it is to be located in a slightly different position. The closure of the existing school would result in the local redistribution of some car trips, but the Highways and Transportation Officer considers this unlikely to lead to any significant impact on the highway. Hall Road, between the new school site and Wouldham High Street would be traffic calmed and the footway/cycleway detailed above has already been provided. Although there is a wish for a crossing to be provided over Knowle Road to link to the recreation ground parking area, and a wider cycle link to be provided from here to the Oldfield Drive development to the north, this does not form part of the current proposal and falls outside of the development area of this current application. The lack of this crossing does not make the proposed school development unacceptable in highway terms and therefore cannot be insisted upon, however it is suggested that an informative be included asking the applicants to investigate the possible provision of this at some point in the future.
26. As set out above, the proposed school would be used as a satellite for the Ridgeview Special School in Tonbridge. Children with special educational needs (SEN) are generally brought to site by dedicated taxi and the Transport Assessment suggests that different drop off and collection times will be used for these children so as not to coincide with the main school opening hours. By altering the arrival and departure times by 15-30 minutes it would ensure that pupils attending the SEN facility can safely access the pick-up area unimpeded by other pupils awaiting collection. Although this cannot be conditioned, this is something that the School could implement (with the exact timings decided once the school is occupied) and cover in their School Travel Plan to ensure that all pupils can access the site in the safest possible manner.
27. The School would need to produce a School Travel Plan which would help them promote more sustainable methods of transport to and from the school for both staff and pupils. Given the proximity of the school to the two developments it would serve, Wouldham to the north and Peters Village to the south, and the existing and proposed infrastructure that will be provided as part of Peters Village development, it is expected that the level of walking and cycling to the school would increase with time. A condition requiring the submission of a Travel Plan within 3 months of occupation of the new school would be considered appropriate (should approval be given) and it should be submitted via the County Council's 'Jambusters' website to allow ongoing monitoring and review.
28. All of the representations received relate to the expected impact of the traffic on the village of Wouldham and the surrounding roads, particularly Hall Road. However as stated above the impact of a two form entry school had already been taken into account for the Peters Village development – this proposal simply seeks to relocate the school to a site further north than previously agreed, but with the same access from Wouldham. Whilst the comments are noted, it is considered that the proposed highway improvements being carried out as part of the Peters Village development, the bus service enhancements that would come forward in time, the cycle and footpath links between Peters Village and Wouldham, and the implementation of the School Travel

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Plan would provide sufficient mitigation for the re-routing of traffic through the village from the existing school site. Since the existing High Street is already used as a bus route, it is difficult to argue that the route is unsuitable for use by school traffic, but even so the new school site could still be reached by more distant traffic via Knowle Road, without passing through the High Street.

29. Subject to the imposition of conditions requiring the provision of keep clear markings, the raised zebra crossing, the submission of a Travel Plan, submission of a Construction Management Plan, and various conditions to secure the provision of vehicle and cycle parking, laying out the access and visibility splays the application is considered to be acceptable in highway terms and in accordance with Policy CP2 of the Core Strategy.

Other Matters**Ecology**

30. The application was supported by the submission of an Extended Phase 1 Ecological Habitat Survey which considered the likely presence of a variety of protected species on the school site including protected fauna, great crested newts, reptiles, birds, badgers, bats, dormice and invertebrates. The report concluded that due to the arable nature of the site and the fact it has been ploughed regularly and subject to herbicides and nutrient input, there was limited potential to support protected species. However it does have potential to support breeding birds and lies close to several designated wildlife sites. In addition the report set out various ecological enhancements that could be incorporated on the site which included creating a buffer strip of broadleaved trees and plants and the sowing of a chalk grassland meadow.
31. The County's Biodiversity Officer suggests that the proposed landscaping on site should be designed to provide suitable habitat for foraging/commuting great crested newts that might move from the Peters Pit SAC and SSSI, and this could be secured through the submission of a detailed landscape scheme. A precautionary approach to the clearing of the existing vegetation from the site will also be needed, to ensure the potential for affecting Great Crested Newts that might have moved to the site is minimised.
32. The submitted survey suggested the need for a breeding bird survey to be carried out, in particular in relation to the grey partridge which had been seen within the wider arable field. For a number of reasons the recommended survey was not carried out this year. The applicants have stated that the location of the school is next to a new road which has been subject to works and vehicle movements over the last 18 months. The noise from this is likely to have deterred farmland birds such as grey partridge seen within the wider arable field, from breeding or foraging in this area. The County's Biodiversity Officer does not disagree with this view, but recommends that the site should not be cleared during the breeding bird season and that this should be secured via condition.
33. The Bat Conservation Trust's advice for lighting would need to be taken into account for this scheme to avoid the lighting being detrimental for roosting, foraging and commuting bats, and this advice can be covered through an informative. Finally the recommendations for ecological enhancements set out in the report would need to be included in the final landscape design, and this should be secured through a suitably worded condition if permission is given. Subject to the suggested conditions, the

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scheme is considered to accord with Policy NE3 of the Managing Development and the Environment Development Plan Document.

Landscape

34. There is little on-site landscaping at present, given the ploughed and agricultural nature of the site. A landscape scheme has been shown on the landscape plan which includes areas of buffer planting to the rear of the two cottages on Hall Road, and trees interspersed within the car park. Additional woodland tree planting and orchard planting are shown on the northern and eastern boundaries of the site surrounding the MUGA and the informal recreational space. The landscape officer has considered the information submitted and raises no objection to the proposed development. A condition could also be imposed to secure an appropriate landscaping scheme if planning consent was forthcoming, and which could include details of the future maintenance of the landscaping on site.

Construction

35. Given the proximity of the two neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays).
36. A condition requiring the submission of a full Construction Management Strategy, prior to commencement of development is considered appropriate, to include amongst other matters the routing of construction and delivery vehicles to and from the site; the location of parking and turning areas for construction and delivery vehicles and for site personnel and visitors; the provision of wheel washing facilities; and temporary traffic management and signage.

Sustainability

37. The proposed school would include an array of passive sustainable design measures and environmental practices, including reducing water consumption through eco flush toilets, aerating taps and flow restrictors, the use of sustainable heating and natural ventilation systems, high efficiency heating plant, and the use of LED lighting. The scheme would also include the provision of rooftop solar PV panels on the south facing hall and kitchen roofs, and south-east facing classroom roofs. The proposal would therefore accord with Policy CP1 of the Core Strategy and CC1 of the Managing Development and the Environment Development Plan Document.

Archaeology

38. The site lies within an area of archaeological potential associated with early prehistoric and later activity. The deposits laid down within the valley, close to the river, have potential for remains associated with Palaeolithic activity and palaeoenvironmental resource. The Medway Valley was generally a favourable place for occupation and there are indications of activity from the Neolithic Period onwards. Recent excavations to the south and on the site itself, associated with Peters Village, have noted extensive Iron Age and Romano-British activity. The application was supported by a Desk Based Assessment which has been reviewed by the County's Archaeological officer. The

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report is considered to provide a thorough assessment and includes the key information of archaeological findings on the site itself. In view of the archaeological potential a condition is recommended, should permission be given, which requires archaeological field evaluation works to be undertaken in order to ensure that any features found on site are properly examined and recorded and that due regard is had to the preservation in situ of any important archaeological remains found.

Flood Risk & Drainage

39. The application was supported by the submission of a Flood Risk Assessment which showed that the site is predominantly located within Flood Zone 1 (the zone least vulnerable to flooding), but partially within Flood Zones 2 and 3. The area of the site outlined for the construction of the school is wholly located within Flood Zone 1 and an additional plan has been submitted which shows the precise flood zone areas. It demonstrates that Flood Zone 2 includes a small strip of land to the western side of the site which runs along the edge of the playing field and includes the Hall Road drop off layby. Flood Zone 3 extends up to the edge of the access of the Hall Road layby and covers part of Hall Road. The County's Flood Risk Officer is therefore content that the site access is clear of the highest flood risk area and therefore the on-site layout is acceptable in this regard.
40. Should permission be granted a condition is requested for the submission of a detailed sustainable surface water drainage scheme. The Environment Agency, in considering the application, has requested a condition ensuring that no infiltration of surface water drainage into the ground is permitted without written consent from the County Planning Authority, to ensure there is no pollution of controlled waters. Subject to these, the proposed development is considered to be acceptable and in accordance with Policy CC3 of the Managing Development and the Environment Development Plan Document.

Conclusion

41. In my view the key determining factors for this proposal are the planning policy aspects, together with the appropriateness of the new school in terms of design and layout and the suitability of the highway network to accommodate school traffic in this location. There is strong Government support in the NPPF for the development of new schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on local amenity and all other material considerations, such as highway matters, design, ecology, flooding and surface drainage. In my view the proposed development would not give rise to any significant and demonstrable harm in any of these respects, as far as planning, environmental and amenity aspects are concerned, as demonstrated in the discussion above.
42. It is considered that subject to the imposition of appropriate planning conditions, the proposal would not have any significant detrimental effects on the local highway network, the amenities of local residents or the natural environment. In my view the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions be placed on any planning permission, including those outlined below.

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

Recommendation

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

- the standard 5 year time limit;
- the development to be carried out in accordance with the permitted details;
- the submission and approval of details of all construction materials to be used externally;
- 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 how the routing of construction and delivery vehicles to and from the site; the location of parking and turning areas for construction and delivery vehicles and for site personnel and visitors; the provision of wheel washing facilities; and temporary traffic management and signage;
- that the ecological enhancements recommended in the Ecological Appraisal be implemented through the landscape scheme;
- the site shall be cleared outside of the breeding bird season;
- the submission of details of vegetation clearance to provide a precautionary approach regarding Great Crested Newts;
- the submission of archaeological field evaluation works;
- if contamination found on site not previously identified, no further development will take place until a remediation strategy has been found;
- no infiltration of surface water drainage into the site without the written consent of the County Authority;
- the means of foul and surface water sewerage disposal be agreed with the County Authority in consultation with Southern Water;
- the provision of a raised zebra crossing, prior to occupation of the school, between the drop off zone and the school buildings in accordance with details to be submitted;
- the gates to open away from the highway and to be set back a minimum of 5.5m from the edge of the carriageway;
- details of School Keep Clear parking restrictions and traffic signs to be submitted, approved and provided prior to occupation of the school;
- completion and maintenance of the access shown on the plans prior to the use of the site commencing;
- the provision and maintenance of the visibility splays, with no restrictions over 0.6m above carriageway level within the splays, prior to the occupation of the school;
- the provision and permanent retention of the cycle parking facilities prior to the occupation of the school;
- the gradient of the access to be no steeper than 1 in 10 for the first 1.5m from the highway boundary and no steeper than 1 in 8 thereafter;
- the provision and maintenance of 2m x 2m pedestrian visibility splays behind the footway on both sides of the access, with no obstruction over 0.6m above footway level, prior to the occupation of the school;
- the submission of a School Travel Plan within 3 months of the occupation of the school hereby approved and its ongoing annual review for a period of 5 years;
- the submission of a fully detailed sustainable surface water drainage scheme for the

New 2 form entry primary school, car park, playground and playing fields at Land adjacent to Hall Road, Wouldham, Kent – TM/16/00853/CR3 (KCC/TM/0031/2016)

site prior to commencement of development, and the written approval of such a scheme and its on-going maintenance prior to occupation of the extension;

- the submission of a native species landscape scheme that supports biodiversity and details of a maintenance scheme for such landscaping to ensure the establishment of the planting and that it be managed to benefit biodiversity.

44. 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>;
- That the applicant ensures that all necessary highway approvals and consents are obtained;
- The development should take account of the Bat Conservation Trust’s ‘Bats and Lighting in the UK’ guidance;
- The applicant be aware of the additional information provided by the EA regarding drainage and waste to be taken off site;
- A wastewater grease trap should be provided on the kitchen waste pipe or drain;
- The applicant be encouraged to implement a ventilation system for the removal and treatment of cooking odours;
- The school to encourage parents to switch off their engines if stationary to avoid pollution from idling engines;
- The applicants are requested to investigate the possible provision of a cycle way/footpath crossing over Knowle Road in the future.

Case Officer: Helen Edwards

Tel. no: 03000 413366

Background Documents: see section heading

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Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

A report by Head of Planning Applications Group to Planning Applications Committee on 13th July 2016.

Application by Kent County Council Property & Infrastructure Support for a two storey extension to facilitate the expansion of the school from 1FE to 2FE and the remodelling of the car park area at South Borough School, Stagshaw Close, Maidstone, Kent, ME15 6TL – 16/503410/County (KCC/MA/0084/2016)

Recommendation: Permission be granted subject to conditions.

Local Members: Dan Daley and Robert Bird

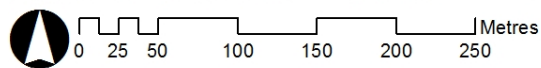
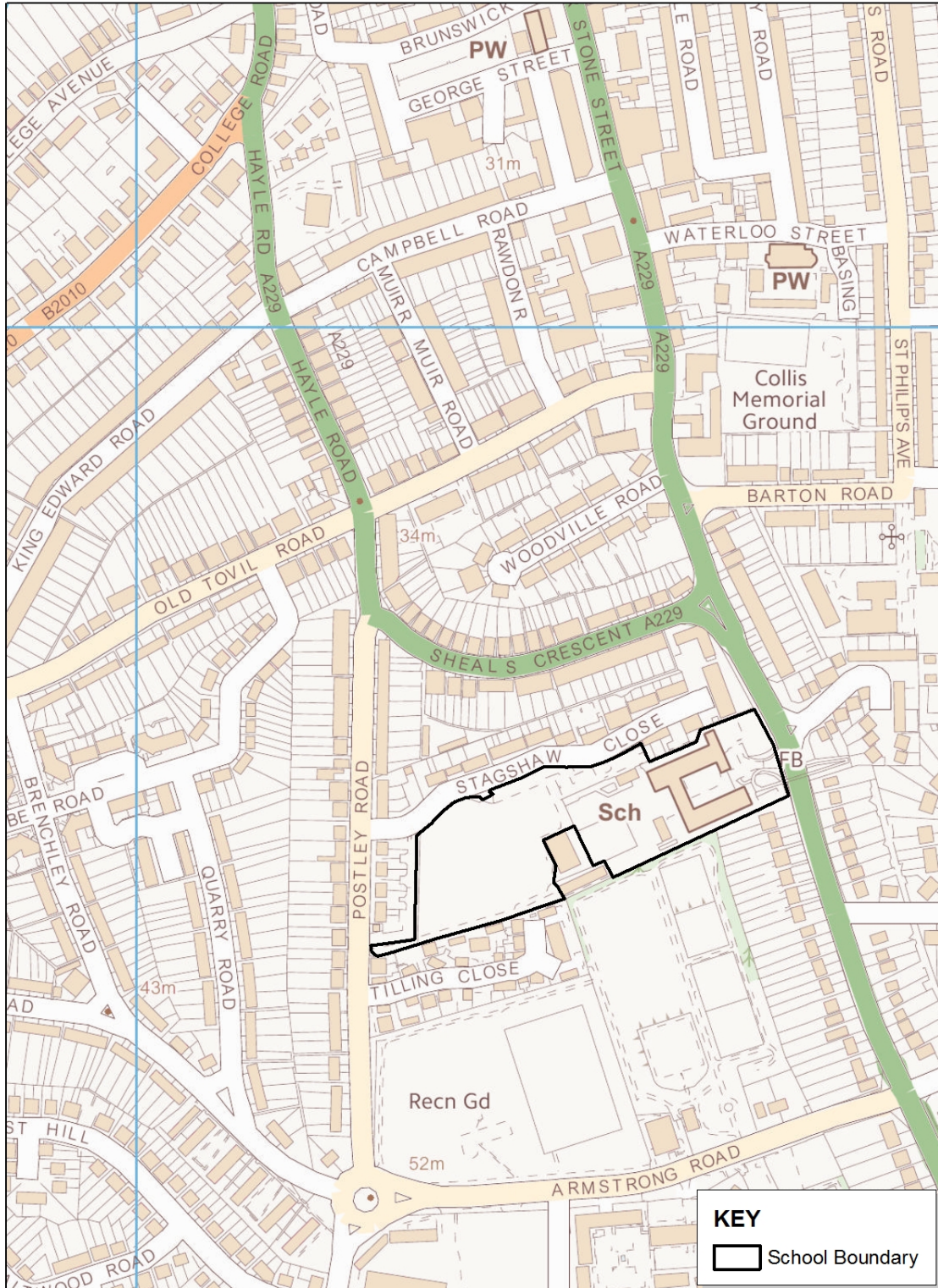
Classification: Unrestricted

Site

1. South Borough Primary School is located within the urban area of Maidstone and lies approximately 1km south of the main central area. The school sits within a predominantly residential area and is located on the southern side of Stagshaw Close, which is a cul-de-sac accessed off Postley Road to the west. Stagshaw Close serves both the school and a mixture of residential properties including two storey housing and three storey flats located at the eastern end. A further access to the school used to be provided from the eastern end of the site off the A229 Loose Road, but vehicular access from this direction has been closed and access now is for pedestrians only. There is a pedestrian footbridge over the A229 in this location.
2. The school itself is a brick built structure with a tiled roof, set back from the road, and in part located behind residential properties. There is a separate 'Little Stars' pre-school building and a further separate nursery which share the same site. The hard surfaced playgrounds lie to the west of the school buildings and the school grass playing fields lie beyond this extending up to the boundary with the residential properties which front onto Postley Road.
3. There are three vehicular access points for the school from Stagshaw Close. The first is by the school buildings, which is controlled by a barrier and provides access for staff only. The second access is approximately half way along the school frontage and provides an access 'in only' for staff and visitor parking for the nursery, linking to a loop road within the site to an 'exit only' point for nursery traffic located by the playing fields. There are currently 24 on-site parking spaces for staff at the site, plus an additional area of parking for the nursery.
4. There is a mixture of fencing surrounding the site including green and silver palisade fencing, wire mesh fencing surrounding the car park, and wooden fencing enclosing bin stores. There are areas of zigzag markings outside the vehicle entrance points and speed humps within Stagshaw Close, which has a speed limit of 30mph. Double yellow lines are currently only provided at the Postley Road end of the close.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent - 16/503410/County (KCC/MA/0084/2016)

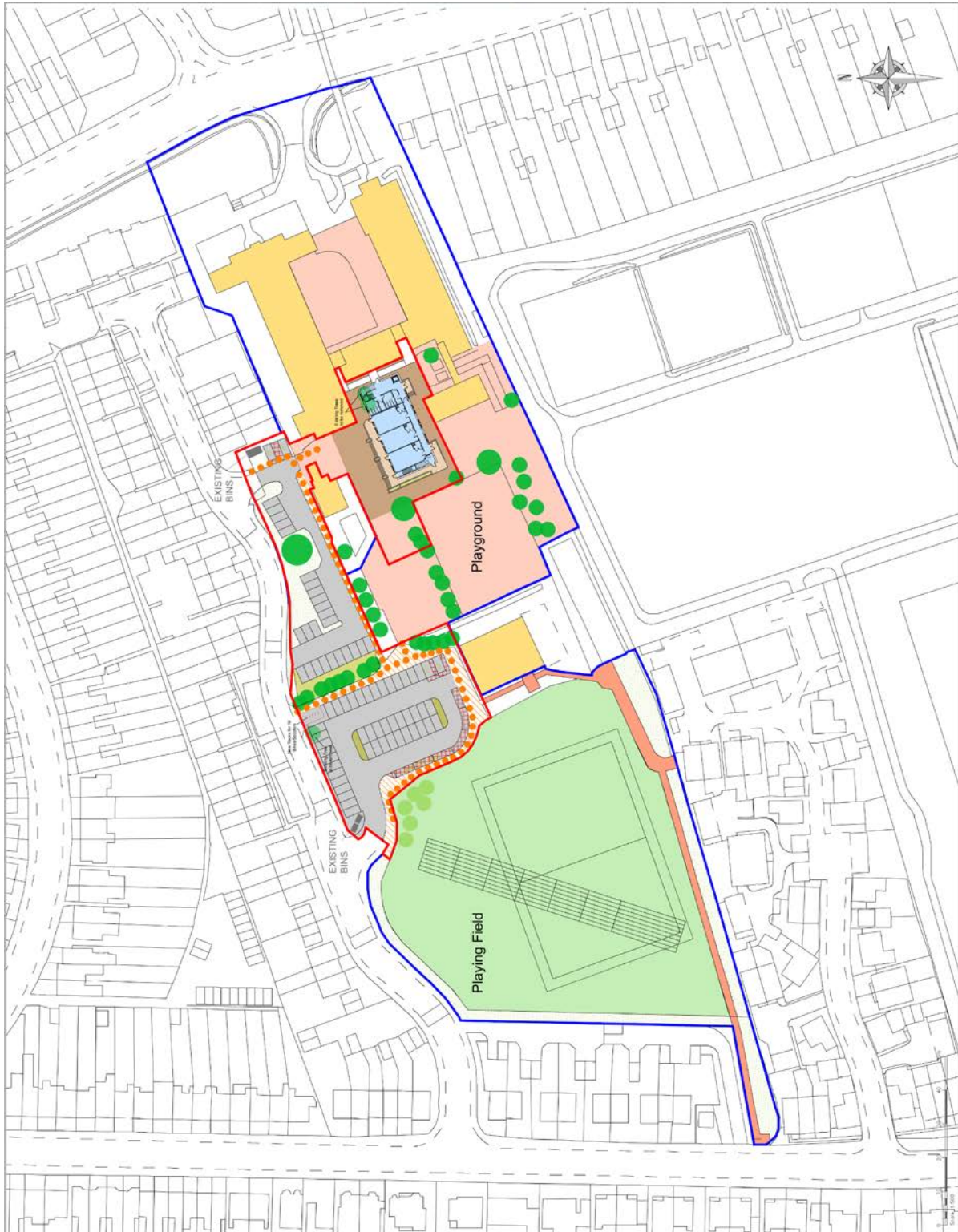
General Location Plan



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Ordnance Survey 100019238

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent - 16/503410/County (KCC/MA/0084/2016)

Site Layout Plan



Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent - 16/503410/County (KCC/MA/0084/2016)

Proposed Elevations

NOTES :
 The Contractor is to check all dimensions on site and ensure they correspond to the Council's Approved Plans.
 This drawing is to be read in conjunction with all other standard documentation in issue, S05.
ALL DIMENSIONS TO BE CHECKED ON SITE

Reviewed - 4 April 2016
Planning Applications Group

REVISIONS

No.	Description	Date	By	Check
1	Issue for consultation	10/01/2016
2	Issue for planning	10/01/2016
3	Issue for construction	10/01/2016

mouchel
 building great relationships
 100, Kingsway, London, Greater London, EC2A 4PU
 020 7596 6000 Fax: 020 7596 6001
 Email: enquiries@mouchel.com
 Website: www.mouchel.com

Client: **Kent County Council**

Project: **South Borough Primary School
 Proposed Two Storey Building
 Primary School Expansion**

Project No: **1071367**

Drawing Title: **Proposed Elevations**

Drawn: **ETP, DCM, DM, NDC**

Date: **Jan 2016** Scale: **1:100 @ A1**

Sheet: **PLANNING**

Contract No: **35000** Sheet No: **P3**

MATERIALS

- Red Brick
- Dark Grey Brick
- Dark Grey Slates
- Dark Grey Tiles
- Dark Grey Windows
- Dark Grey Doors
- Dark Grey Gutters
- Dark Grey Downpipes
- Dark Grey Fascia
- Dark Grey Soffits
- Dark Grey Eaves
- Dark Grey Roofs
- Dark Grey Chimneys
- Dark Grey Staircases
- Dark Grey Balconies
- Dark Grey Terraces
- Dark Grey Driveways
- Dark Grey Paths
- Dark Grey Gardens
- Dark Grey Fences
- Dark Grey Gates
- Dark Grey Walls
- Dark Grey Paving
- Dark Grey Kerbs
- Dark Grey Edging
- Dark Grey Planters
- Dark Grey Benches
- Dark Grey Seats
- Dark Grey Tables
- Dark Grey Benches
- Dark Grey Seats
- Dark Grey Tables

Scale 1:100

South West Elevation

South East Elevation

North East Elevation

North West Elevation

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

Background

5. Kent County Council as the Local Education Authority has a statutory duty to ensure sufficient school places are available. The County Council's Commissioning Plan for Education Provision in Kent 2015-2019 is a five year rolling plan which is updated annually, and which sets out the future plans for all types and phases of education in Kent. The identified housing need for Maidstone Borough is 18,560 dwellings for the period 2011-2031 and a number of significant development sites have been granted consent in the past year. As a result a deficit of primary school places has been forecast in the Maidstone Area.
6. A consultation regarding the possible expansion of South Borough Primary School was undertaken in January/February 2016, and was also discussed at the Education and Young People's Cabinet Committee in January 2016. The Cabinet Committee endorsed the recommendation to allocate monies to fund the expansion of the school, subject to planning permission being granted.

Recent Site History

7. The school has had various applications over the past 15 years, a number which relate to the provision of replacement fencing, plus applications for the refurbishment of old classrooms for use as a children's centre, the replacement of temporary surface car parking with a permanent area, the provision of a modular building for use as a nursery, and the closing of the access onto Loose Road.

Proposal

8. The application seeks approval for a two storey extension which would provide three classrooms and boys and girls toilets at ground floor level, and a further three classrooms plus toilets and a breakout group room at first floor level (6 new classrooms in total). Stairs would be provided at either end of the building and a lift in one corner. The extension would be of brick construction to match the design of the existing buildings, with a tiled roof. Three rooflights would be positioned in the roof plane facing to the south – away from Stagshaw Close.
9. The extension would facilitate an expansion of the school from a 1FE to a 2FE. The school roll as a 1FE was for 210 children, but the school accepted a bulge year in September 2015 so currently has 237 pupils on roll with 34 pupils in the nursery. It is intended that the school would grow gradually by admitting an additional reception class each year until it reached its capacity of 420 pupils.
10. The proposals also include a re-modelling of the car park. The middle access point would be closed to vehicles and only used for pedestrians. Vehicular access to the site would therefore be restricted to the two existing access points at each end of the site. The barrier controlled access would be retained and this parking area rationalised to provide 27 parking spaces (an increase of 3 spaces). The existing exit-only access by the playing fields would be altered to a two-way access point, with a circular access loop providing access to 47 parking spaces and 6 drop off spaces. In total there would be 84 parking spaces, four of which would be for disabled drivers. Racks for 10 bikes/scooters would be provided by the middle access point which would serve pedestrians only.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

Planning Policy

11. 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;
- That access to high quality open spaces and opportunities for sport and recreation are important in their contribution to health and well-being, and therefore that existing open space, sports and recreation facilities should not be built on unless the loss would be replaced by equivalent or better provision in terms of quantity and quality.

- (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.

- (ii) **Maidstone Borough Local Plan Publication (Regulation 19) February 2016:**

Policy SP1 Sets out the development to be achieved in Maidstone urban area, as the largest and most sustainable location in the Borough, including specific reference to the provision of a new form of entry at South Borough Primary School.

Policy DM1 Covers the principles of good design which proposed development

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

should accord with, including reference to permeable layouts; responding to local natural or historic character and incorporating a high quality, modern design approach; high quality public realm; respecting the amenities of occupiers of neighbouring properties; respecting natural features such as trees and hedges; high quality design which responds to surrounding areas; maximising opportunities for sustainable development; protecting on-site biodiversity; safely accommodating vehicle and pedestrian movements; incorporating security measures to design out crime; avoiding areas at risk of flooding; incorporating adequate storage of waste and recycling; and providing adequate vehicle and cycle parking; and being flexible towards future adaptation in response to changing life needs.

Policy DM2 Where technically feasible and viable, non-residential developments should meet BREEAM very good standards addressing maximum water efficiencies under the mandatory water credits.

Policy DM3 Sets out how development should avoid damage to and protect and enhance the historic and natural environment, including surface water protection, biodiversity habitats, landscape character and maintenance, mitigating and adapting to the effects of climate change, and contributing to natural green spaces. To protect and enhance the character of Maidstone's landscape and townscape through careful design, and provide appropriate appraisals in support of development proposals.

Policy DM22 Provides details for open space and recreation provision within the Borough. In particular at point 7 it states that development that would result in the net loss of open space or sport and recreation facilities will not be permitted unless there is a proven overriding need for the development. In addition, that development will only be permitted if there is no resulting deficiency in provision in the locality or an alternative provision determined to be of an equivalent community benefit can be provided to replace the loss.

Policy DM24 With regard to sustainable transport development proposals must demonstrate the impact of trips generated to and from the development are remedied or mitigated, and that a satisfactory Transport Assessment is provided.

Policy DM27 Sets out car parking and cycle standards that should be adhered to for new development, taking into account the accessibility of the development and availability of public transport.

Consultations

12. **Maidstone Borough Council** raises no objection.

KCC Landscape Officer raises no objection but suggests additional tree and landscape planting would help enhance the view for residents and the wider area.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

KCC School Travel Planner has provided guidance for updating the submitted School Travel Plan through the Jambusters website, which is currently incomplete.

KCC Biodiversity Officer raises no objection subject to the imposition of conditions regarding the protection of breeding birds and securing ecological enhancements.

KCC Archaeological Officer raises no objection subject to the imposition of a condition regarding archaeological field evaluation.

Sport England raises no objection to the application.

KCC Highways and Transportation Officer raises no objection subject to the imposition of conditions covering the provision and permanent retention of the vehicle parking spaces and cycle parking spaces shown on the plans; and the provision of wheel washing facilities for the duration of the construction period.

Local Member

13. The local County Members Dan Daley and Robert Bird were notified of the application on 14th April 2016. In response to this notification Mr Daley submitted the following comments:

- No objection to the premise that the school needs to expand to accommodate the growing child population's need for primary school places; however, would like it noted that County colleagues are concerned about the increase of road traffic that this extension is bound to generate in Stagshaw Close at least twice a day;
- The Close is already overburdened with parking problems – yellow line protection and zigzag markings at the school entrances do not deter illegal parking to the danger of many, particularly the children involved in the pick-up/set down vehicular movements.
- Residents' home driveway entrances in Stagshaw Close are also blocked;
- Some mitigation to speed has been gained by applying a 20mph speed limit and interactive traffic signs in Postley Road, however the problems in this area are severe;
- Currently fighting to get pedestrian crossing facilities in the area near the school to assist in foot passage from the surrounding area to negotiate a safe route from the Sheals Crescent/Postley Road area.

Publicity

14. The application was publicised by the posting of two site notices (one in Stagshaw Close and one by the entrance from Loose Road), and the individual notification of 90 residential properties.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

Representations

15. In response to the publicity, 1 letter of representation has been received. The key points raised can be summarised as follows:
- School located in a residential area where there is insufficient residential parking, meaning residents have to park on the road;
 - This road also used by people working in the town centre who wish to avoid parking in the town car parks;
 - Residents of Stagshaw Close are blighted by the movement of school traffic, and the disrespect parents display to where they park at drop off/pick up times, including using private parking bays;
 - Postley Road is restricted to 20mph yet Stagshaw Close is still 30mph;
 - Parking should be restricted to residents only;
 - The intended implementation of the TRO for Stagshaw Close is objected to.

Discussion

16. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 11 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.
17. This application is being reported for determination by the Planning Applications Committee due to the neighbour representation received and the comments from the local County Member. In my opinion, the key material planning considerations in this particular case are the compatibility with Development Plan policies, together with the siting and design of the proposed extension in terms of its built form; the highway and traffic implications of the school expansion on the surrounding roads; and the subsequent amenity impacts of this for neighbouring residents.

Siting and Design of the Extension

18. The proposed extension has been designed to replicate the form of the existing school buildings, and would be constructed from brick and tiles to match. Although the existing school is single storey the extension would be located adjacent to the school halls which are double height, and therefore the scale and height of the proposed extension would be comparable to the immediately adjoining buildings. The school is set back from the road frontage in Stagshaw Close and therefore the location of the extension would be in such a position where it would not cause any loss of light or overshadowing for residents of the closest properties, and would very much be seen in the context of the existing school buildings. In this regard it is considered that the extension would be in keeping with the existing school, and the wider residential area, and would accord with the aims of Policy DM1 in relation to high quality design.
19. The position of the new extension would require a slight reconfiguration of the playgrounds, but sufficient hard surfaced playground space would still be provided for

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

the children at the school. Of more significance would be the reconfiguration of the school parking areas, as this would enable a better on site layout to be achieved, a greater number of parking spaces to be provided, and the removal of one of the existing access points onto Stagshaw Close, thus simplifying movement in and out of the school. The issues regarding parking and access are covered below, but with regard to siting, the rearrangement of the parking area has a slight impact on the playing field provision.

20. In order to provide the access loop and drop off area within the larger part of the car park a small section of the playing field would be utilised, and hence lost as open space and recreational area. Given that, Sport England's views were sought on the planning application in relation to Sport England's Policy which is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or any part of a playing field, unless one of five exceptions are met. With regard to the two storey extension they stated that they had no objection to the development as it would fall on land incapable of forming, or forming part of, a playing pitch. With regard to the car parking element they stated that there would not appear to be any physical constraints that would prevent this area from being used to form part of a playing pitch, and as such it would technically form a breach of their policy. However, in this instance Sport England have borne in mind the fact that the existing pitches would not be affected by the proposed car park development, and that the modest reduction in the size of the playing field associated with this aspect of the proposed development would be unlikely to have an impact on the School's ability to meet PE curricular needs or compromise any community use of the playing field. Under the circumstances have stated that they would not wish to raise any objection to this aspect of the application.
21. The proposed on-site layout, in terms of the slight loss of a piece of playing field, and the siting and location of the proposed extension, are therefore considered to be appropriate and would meet the aims of Policy DM22 of the Local Plan Publication (Regulation 19), along with the guidance contained within the NPPF.

Highway and Traffic Implications of the School Expansion

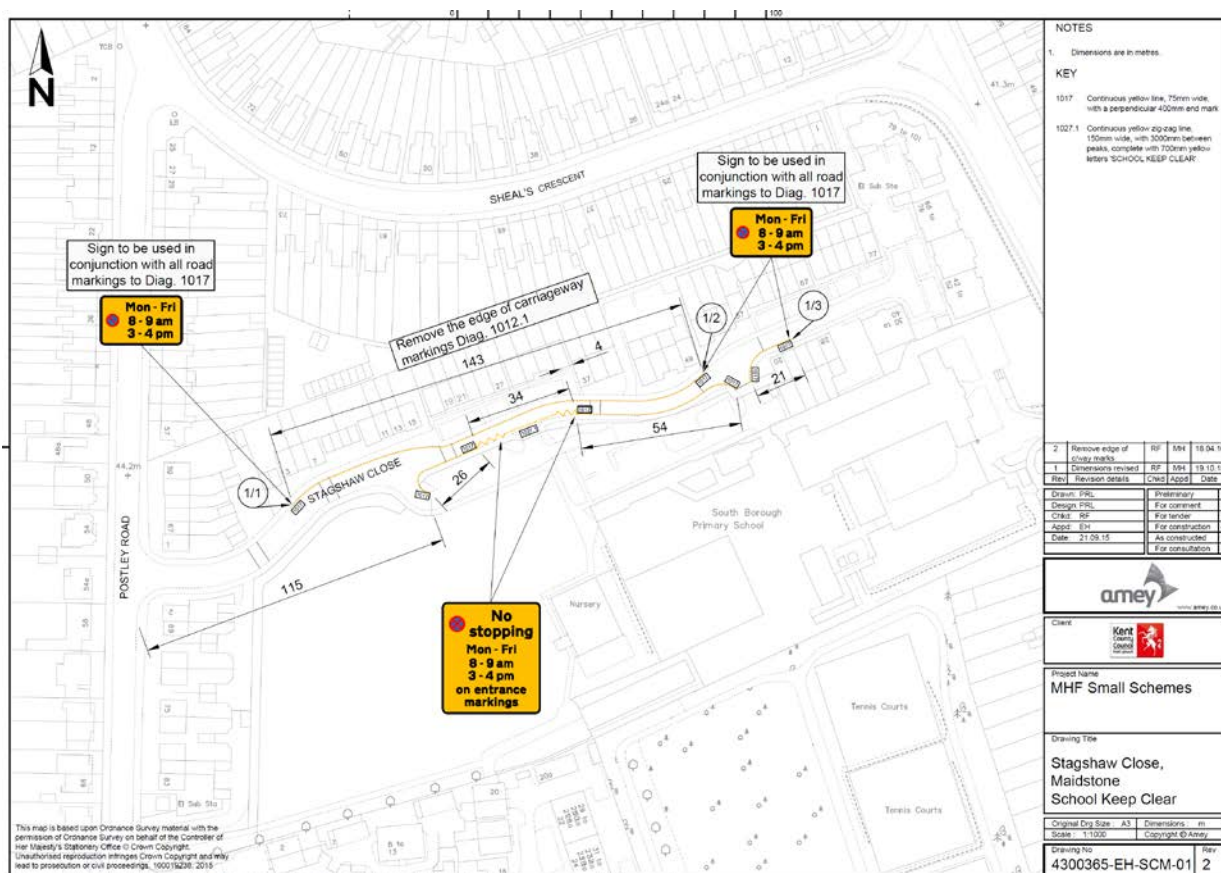
22. Historic maps show that the site of South Borough Primary School was originally both a primary (infants and juniors) and secondary school, accessed only from the A229 Loose Road. Over time the layout of the school has changed significantly, allowing a new road to be formed off Postley Road, namely Stagshaw Close, and permitting the residential development along this road that can be seen today, along with the closing up of the original access. As a result, the school shares Stagshaw Close for its access with the residents of the houses and flats there. The planning application has been supported by the submission of a Transport Statement and this assesses the current parking issues surrounding Stagshaw Close, the existing parking and access situation, the proposed on-site alterations to the parking provision and access and the implications of additional traffic both accessing the school and in the wider location as a result of the increase in pupil numbers.
23. In summary the Transport Statement indicates that there are widespread incidences of slow moving traffic through the main roads leading to the town centre due to the volume of traffic; traffic being hindered at peak times along Postley Road due to the presence of cars parked on both sides of the road, thus reducing the width to effectively a single carriageway; and poor traffic conditions in Stagshaw Close itself, which they suggest is

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

down to the extent and nature of on-street parking which affects the free flow of traffic through the close. The representations received reflect this view and point out the existing parking and access problems experienced along Stagshaw Close.

24. At present staff for the school access the car park through the barrier entrance, where there are 24 spaces available. Overflow parking for staff occurs in a number of locations, including the nursery car park, along Stagshaw Close and Postley Road. Visitors to the site at school drop off times were found to enter the site through both the 'in' and 'exit only' entrances close to the nursery causing confusion and congestion. In addition there were instances noted of parents parking on the pavements, and contravening the marked school entrance parking restrictions (zigzag lines). The parking area in front of the nursery lacks any formal layout, therefore this area is often underused and could accommodate more parked vehicles.
25. The proposed remodelling of the car park seeks to improve this situation in a number of ways. The staff parking area (barrier controlled) would be reconfigured slightly to make better use of the area and take advantage of the closing of the middle access to vehicles. The revised layout in this area would provide 27 spaces – 3 more than at present. The middle access point, as mentioned, would be closed to vehicles, but still provide pedestrian access. The western most access would be altered to an 'in and out' access with an internal loop road providing access to 47 parking spaces, and a further drop off zone which could accommodate 6 cars at any one time. This would represent an increase in parking spaces but an exact figure cannot be given as the current car park is used informally, with no marked layout.
26. By providing a formalised and efficient drop off zone for parents within the school site, it is expected that some of the congestion currently experienced in Stagshaw Close would be removed. From a safety point of view an on-site facility would be much safer than the current dropping off that takes place on the road and amongst parked cars. It should be noted that the County Council, acting as the Local Highway Authority, has sought to improve the on-street parking situation by applying in December 2015 for a Traffic Regulation Order (TRO), which would authorise the introduction of stopping restrictions along Stagshaw Close.
27. The TRO seeks to make stopping on the length of the 'School Keep Clear' zigzag markings during the times of 8-9am and 3-4pm Monday to Friday an infringement that could be dealt with by the issue of a penalty charge. The TRO was approved and sealed as a legal document in January 2016 and the associated lining and signing is to be undertaken during the school holidays. This additional 'keep clear' lining would, if adhered to, also improve the on-street parking caused as a result of the school traffic at peak times. The extent of the new lining is shown in the diagram below.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)



28. Further to these physical alterations to the on-street 'keep clear' lining and on-site car parking, the School would need to provide an updated School Travel Plan to encourage more sustainable travel patterns for both staff and pupils. A Travel Plan was submitted as part of the planning application but needs to be updated in line with comments from the County's School Travel Planner. The School has been requested to do that, and it is considered appropriate that this updated version, with achievable targets and actions, should be agreed prior to occupation of the extension, should permission be given, to ensure that the measures can be implemented straight away.
29. The County's Highway and Transportation Officer has reviewed the information submitted, and considers that the proposal, incorporating better parking management for pupils and staff, together with the forthcoming signage and lining, to be acceptable in highway terms. They would therefore raise no objection to the proposals subject to conditions being imposed to ensure the proposed parking is set out and available prior to occupation of the extension, along with the proposed cycle/scooter parking. On this basis it is considered that the proposals would accord with Policy DM1 and DM27 of the Local Plan Publication (Regulation 19).

Other Matters

Ecology

30. The application was supported by the submission of an Extended Phase 1 Habitat Assessment Report and Bat Scoping Survey which considered the likely presence of a

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

variety of protected species on the school site. This was followed up by a more detailed consideration of the effect the proposed building might have on any roosting bats (if present) and their ability to emerge from the adjacent buildings. The additional ecological report demonstrated that the new building would not restrict any bats entering or leaving the roost and the County's Biodiversity Officer has confirmed that this is correct.

31. The submitted reports showed that there was suitable habitat on site for breeding birds and therefore it has been recommended that works should be carried out outside the breeding bird season, and that if this is not possible that a qualified ecologist should examine the site prior to works commencing. This advice can be covered through the imposition of an informative.
32. Recommendations for ecological enhancements at the school have also been proposed in the report under section 7, which include measures to enhance the site for stag beetles, house sparrows and bugs. The report also suggests the removal of the invasive plant species, cotoneaster. These recommendations can be secured through a suitably worded condition should permission be granted. The development would therefore accord Policy DM3 of the Local Plan Publication (Regulation 19) in relation to protecting on-site biodiversity.

Landscape

33. There are a number of mature and established trees on the school site and a Tree Survey report was submitted detailing the quality of the trees on site and their individual and collective value to the overall appearance of the site. The majority of the trees on site would be retained, with two silver birch being removed to enable the construction of the classroom, plus one plane tree in the location of the revised car park layout. The proposed layout plans indicate the location for some new tree planting alongside the edge of the playing field and the access to the revised car park.
34. The Landscape Officer has suggested that the site could benefit from some additional landscape planting and tree planting, particularly along the edges of the site by the car park, and this could be secured by condition should permission be given.

Construction

35. Given that there are neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays). It is also considered appropriate to impose a condition restricting the timing of deliveries to the site to avoid school peak times.
36. The submission documents included details of the proposed location for the site compound and contractor's access, and the location of the secure Heras fence to enclose the development area from the rest of the school. The Highways and Transportation Officer has considered these details to be acceptable. The requirement for a condition to submit a Construction Management Plan therefore would not be necessary in this instance.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

Sustainability

37. The application proposal includes a raft of sustainable features, including triple glazing, natural ventilation system, LED lighting, underfloor heating and water saving measures to name a few. The scheme incorporates the principles of passive solar design to utilise the sun's rays, to collect store and distribute solar energy as heat. PV panels could in theory be provided on the southern roof slope (an indicative position for these has been shown) however providing them on a pitched roof slope rather than a flat roof would create ongoing maintenance and safety issues (feasibility of accessing them to clean them, to make sure they run efficiently), therefore is not favoured by the School.

Archaeology

38. The application has been considered by the County's Archaeological Officer, who has advised that the school also lies at a strategically important site for WWII defence systems. There is an anti-tank ditch to the south, running through South Park and stopping just before the school grounds; and there are some anti-tank blocks just the other side of the Loose Road. On the school grounds themselves, there are indications from a 1946 aerial photograph of some possible air raid shelters. In view of the potential for buried 20th century structures associated with WWII, it would be appropriate for some archaeological fieldwork. There may be voids associated with partially backfilled air raid shelters or anti-tank structures. Any structures associated with WWII would be of local heritage interest and if any of the air raid shelters survive, they would need to be archaeologically recorded and hopefully either preserved or fully recorded prior to removal. Should approval be given for the proposed extension, a condition is recommended for such field work to be carried out.

Conclusion

39. In my view the key determining factors for this proposal are the appropriateness of the extension in terms of its siting and design and the suitability of the highway network to accommodate school traffic in this location. There is strong Government support in the NPPF for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on local amenity and all other material considerations, such as highway matters, design, ecology, archaeology, landscape and sustainability. In my view the proposed development would not give rise to any significant and demonstrable harm in any of these respects, as far as planning, environmental and amenity aspects are concerned, as demonstrated in the discussion above.
40. It is considered that subject to the imposition of appropriate planning conditions, the proposal would not have any significant detrimental effects on the local highway network, the amenities of local residents or the natural environment. In my view the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. However, I recommend that various conditions be placed on any planning permission, including those outlined below.

Two storey extension to facilitate the expansion of the school from 1FE to 2FE at South Borough School, Stagshaw Close, Maidstone, Kent – 16/503410/County (KCC/MA/0084/2016)

Recommendation

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

- the standard 5 year time limit;
- the development to be carried out in accordance with the permitted details;
- the submission and approval of details of all construction materials to be used externally;
- 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;
- deliveries for construction to be undertaken outside of school peak times;
- the provision of wheel washing facilities for the duration of the construction period;
- that the recommendations set out in the Ecological Appraisal be implemented;
- the submission of archaeological field evaluation works;
- the provision and permanent retention of the vehicle, cycle and scooter parking facilities prior to the occupation of the school;
- the submission of an updated School Travel Plan prior to the occupation of the extension hereby approved and its ongoing review for a period of 5 years;
- the submission of a native species landscape scheme and details of a maintenance scheme for such landscaping.

42. 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>;
- That the applicant ensures that all necessary highway approvals and consents are obtained;
- To ensure that works on site are carried out outside of the breeding bird season and if this is not possible that an ecologist examines the site prior to works commencing.

Case Officer: Helen Edwards	Tel. no: 03000 413366
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Background Documents: see section heading

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Item D3**Single storey extension to provide additional teaching space, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at Seal C of E Primary School, Zambra Way, Seal, Sevenoaks -**

A report by Head of Planning Applications Group to Planning Applications Committee on 13th July 2016.

Application by Kent County Council Property & Infrastructure Support for internal alterations and refurbishment of the existing school, and the provision of a single storey extension to provide additional teaching and circulation space, car park extension and landscape improvements to enable the school to expand from 1 form of entry to 2 forms of entry at Seal C of E Primary School, Zambra Way, Seal, Sevenoaks, TN15 0DJ - SE/16/01043/KCCREG3 (KCC/SE/0055/2016)

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

Local Member: Nick Chard

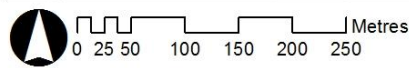
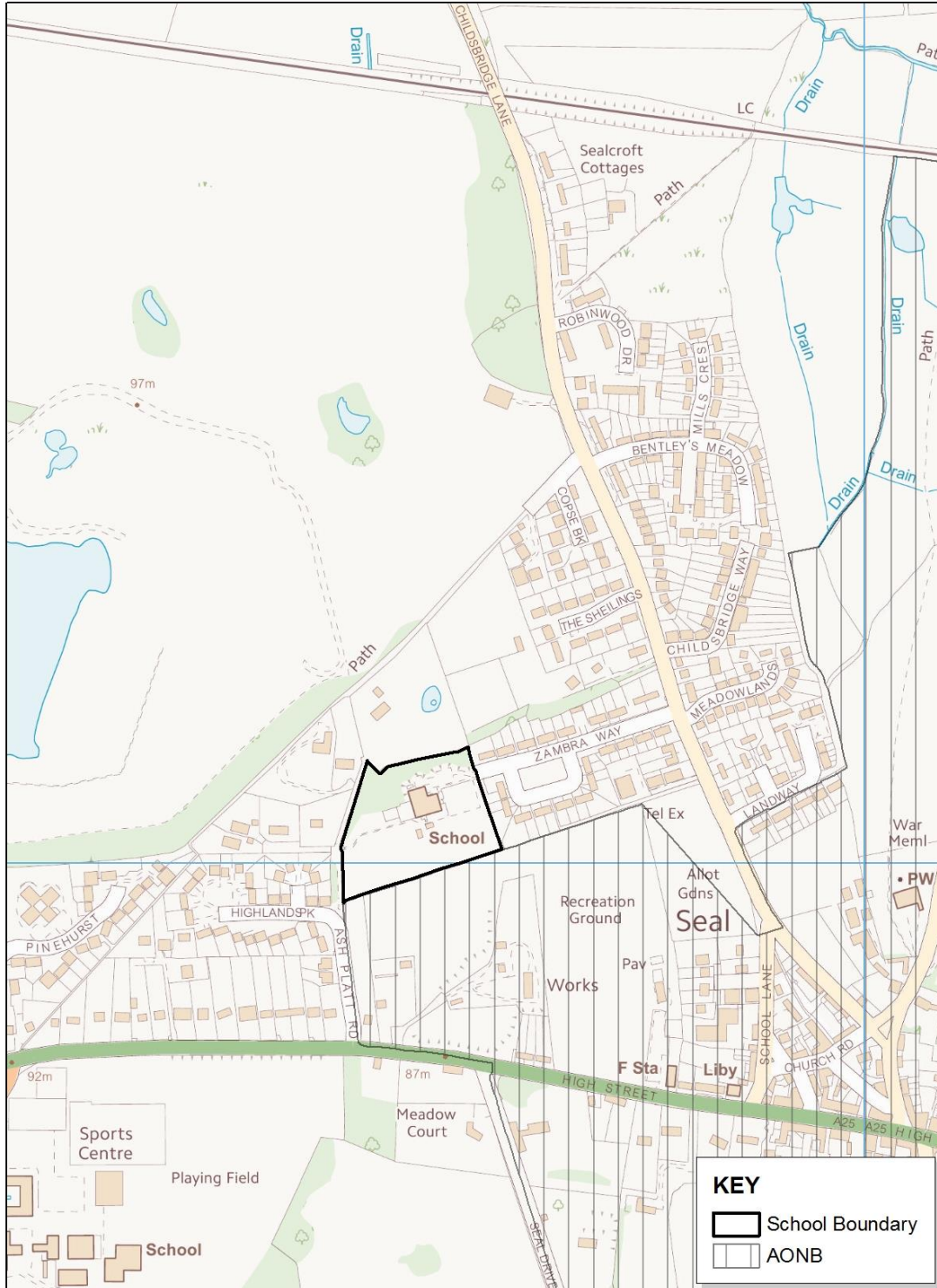
Classification: Unrestricted

Site

1. Seal Primary School is a single storey building which is located at the end of a cul-de-sac in the village of Seal. The existing building is constructed with brickwork and rendered blue panels under a flat roof, with white fascia's, windows and doors. The school is located in a central position within the school site, behind the hard surfaced playground. The playing fields lie to the south of the school and the site is well screened along the boundaries, including a wooded area to the north. Three temporary mobile classrooms are located on site, to the south and south-west of the main building and an area of staff parking (28 spaces) is located to the north of the school, accessed from a single vehicular entrance off Zambra Way. The access is gated and there are zig-zag keep clear markings outside the school gates. Zambra Way is a residential cul-de-sac, with semi-detached two storey properties located in a regular pattern around a small green. A secondary pedestrian only access to the school is provided from Ash Platt Road to the west, after its junction with Highlands Park, where it becomes a single width unmade road. Ash Platt Road is accessed from the A25 and serves a number of detached properties, but also provides access to Highlands Park which is a residential cul-de-sac of 26 properties.
2. The school lies outside of the settlement boundary of Seal, within the Metropolitan Green Belt and adjacent to the Kent Downs AONB, which meets the school's southern boundary. On a wider scale the village's recreation ground and community centre lie to the south-east of the school, accessed from the A25 Seal Road. The community centre has a car park and a pedestrian footpath which runs between this and Zambra Way. This recreation ground falls within the Seal Conservation Area which extends further to the south-east.

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

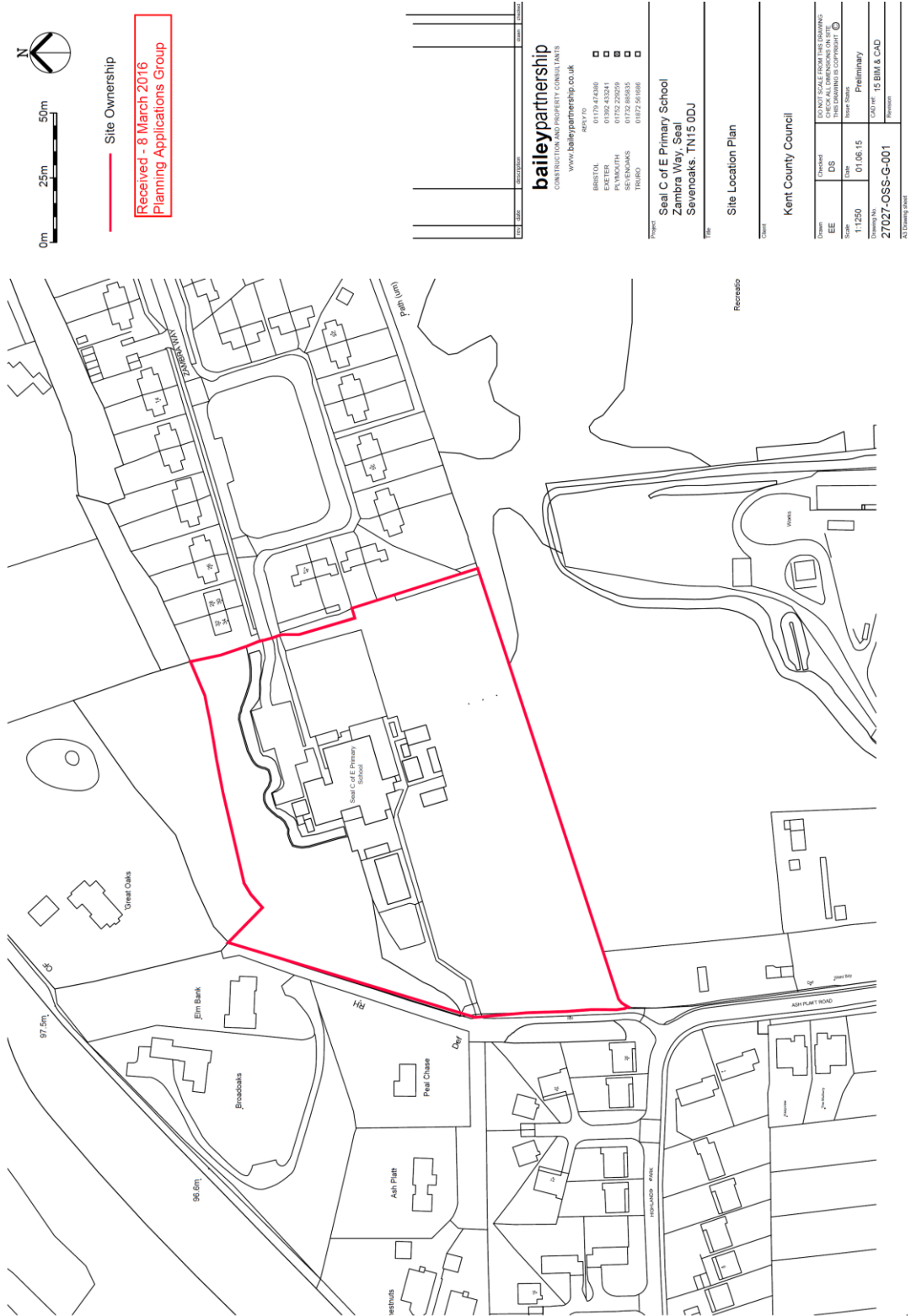
General Location Plan



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Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Site Location Plan



Drawn	Checked	DO NOT SCALE FROM THIS DRAWING
EE	DS	CHECK ALL DIMENSIONS ON THE DRAWING
Scale	Date	Issue Status
1:1250	01.06.15	Preliminary
Drawing No.	Client Ref.	Author
27027-OSS-G-001	15 BIM & CAD	Reviewed
A3 Drawing sheet		

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01892 861666

Project: Seal C of E Primary School
Zambra Way, Seal
Sevenoaks, TN15 0DJ

Site Location Plan

Kent County Council

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Proposed Site Plan



Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Proposed Elevations

Notes

- 1. All elevations are shown in perspective. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.
- 2. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.
- 3. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.
- 4. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.
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- 9. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.
- 10. The elevations are shown in perspective to illustrate the proposed design and to provide a visual impression of the proposed building. The elevations are not to scale and are not intended to be used for construction purposes.

Scale: 1:100

East Elevation - Planning

North Elevation - Planning

South Elevation - Planning

West Elevation - Planning

baileypartnership
CONSTRUCTION AND PROPERTY CONSULTANT

Kent County Council

Seal C of E Primary School, Zambra Way
Kent, TN15 4DQ

Proposed Elevations

Example - Planning	Scale	Date
21027	1:100	10.08.15
Drawn by	RJB	MAF
Checked by	DS	MAF
Project No.	21027-000-G-002	

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Background

3. The KCC Education department has provided details of the need for more primary school places in the Sevenoaks District in support of this planning application. Within the Sevenoaks Planning Area they state that there is barely sufficient capacity to accommodate existing and future demand for primary school pupils, creating no scope for parental preference. The number of first preferences for school places far exceeds the number of places available at existing facilities. In the absence of new school facilities in key conurbations within the Sevenoaks area, Kent County Council as education provider would be unable to fulfil its role in providing sufficient primary school spaces and being able to accommodate school preferences of families within these areas.
4. The Education Authority has undertaken an assessment of all the schools in the areas of current or forecasted demand and provided in their statement the reasons why these schools could not be progressed for expansion in lieu of Seal Primary. These schools included Lady Boswell's CE Primary, St Thomas Catholic Primary, St John's CE Primary, Sevenoaks Primary, Riverhead Infants Primary, Kemsing Primary, Dunton Green Primary, Otford Primary and Chevening St Botolph's CE Primary. In summary they consider these schools were either constrained through lack of space on site, in an area where the demand is not highest, already recently expanded by a form of entry or where there are significant highway issues. In addition they note that Knole Academy and Trinity School were not considered for an all-through proposal (i.e. primary through to secondary on the same site) as the Kent Commissioning Plan has identified future secondary school pressures and therefore the available space is required to be used for secondary school expansions over the next 5 years. However, it should be noted that basic need School places have been provided at Lady Boswell's, Otford and other primary schools in the Sevenoaks area.
5. In summary they state that Seal Primary is located in close proximity to the area of greatest need; there is sufficient size on site to accommodate an extension; OFSTED have rated the school "Good", which provides a strong platform on which to expand; and the school would be well placed for collaborative working with the relocated Trinity School and the establishment of the Weald of Kent satellite. The local concerns about congestion and inappropriate parking during drop off and pick up are acknowledged, but the Education Authority state that such challenges are a feature found at every primary school in Sevenoaks and would have to be managed in any location. The school has been temporarily expanded to a 2FE for the past 2 years and a permanent solution is now required.

Recent Site History

6. The planning history for the school includes a number of applications over the past 8 years for various temporary mobile classrooms, and their subsequent retention, including the most recent application in August last year (2015) for the demolition of 4 prefabricated units and their replacement with two mobile classrooms for a period of 18 months. This application was submitted to address a shortfall in accommodation at the school whilst the application for a permanent solution was sought.

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Proposal

7. The application seeks approval for a single storey extension to provide classroom space for an additional form of entry, expanding the school from 1FE to 2FE. The extension would be linked to the existing school by a glazed link and would be located to the east of the main school (towards Zambra Way) in the location of the existing playground. There would be internal stairs and a platform lift in the link to overcome the level differences between the existing and proposed buildings. The extension would accommodate 9 new classrooms, staff and pupil toilet facilities, space for children with Special Educational Needs to be supported, and a self-contained nursery, with its own toilets, kitchen, sleep room and entrance. Each classroom would have direct access to the outside, and a colonnade with canopy over would be provided on the southern side facing in towards the new playground. The existing school would also have a small extension added by the main entrance to provide additional staff and administration office space, and a further small extension to one of the classrooms on the western side of the school to provide additional toilet facilities and storage. Internal alterations within the existing building would help create an enlarged school hall to improve the indoor area available for sports, and the subdivision of an existing classroom to create an open plan library and area for group learning.
8. The extension has been designed with an L-shaped footprint, with two wings. The extension would be clad in vertical timber boarding with coloured window reveals and the proposed windows and doors would be a dark grey powder coated aluminium. The extension would have a zinc standing seam roof, with a mono-pitch design, and the rainwater goods and flashings would be powder coated aluminium. The southerly projecting wing would have a permeable corridor giving access to two classrooms, and this would also use the vertical timber boarding but with a hit and miss design and of two different thicknesses to reflect trees in a forest. This permeable corridor would allow ventilation through to the classrooms and also solar shading to avoid overheating on the south facing elevation. Full height glazing is included to provide high levels of natural light. The existing school is also proposed to be re-clad in timber boarding to match the new extension.
9. The two mobile classrooms currently located to the south of the existing school would be removed and a new hardsurfaced playground created in this area which would include an unfenced MUGA surface with court markings. The nursery would have its own external space located to the south of the extension. Paved access would be provided round the whole of the extension. The existing prefabricated building located to the west of the school would be retained and the playing fields laid out to the south of this. Additional planting is proposed along the eastern boundary of the site where the school meets the rear gardens of the properties in Zambra Way. A total of 6 trees are proposed to be removed from the site to accommodate the extension.
10. It is also proposed to alter and reconfigure the parking area at the north of the site to accommodate additional staff parking spaces and 1 minibus space. In total 46 car parking spaces would be provided (currently there are 28) which would include 2 accessible parking spaces. The access to the site would remain unchanged – vehicular and pedestrian access from Zambra Way and pedestrian only access from Ash Platt Road.

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Planning Policy

11. 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; safe and suitable access to the site can be achieved for all people; and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe;
- Achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- The desirability of sustaining and enhancing the historic environment;
- 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;
- That the development has taken into account the importance of protecting the Green Belt, assessed the development against the exceptions provided and provided a case for any very exceptional circumstances;
- That access to high quality open spaces and opportunities for sport and recreation are important in their contribution to health and well-being, and therefore that existing open space, sports and recreation facilities should not be built on unless the loss would be replaced by equivalent or better provision in terms of quantity and quality.

- (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.

- (ii) **Sevenoaks District Core Strategy (February 2011)**

Policy L08 The Countryside and Rural Economy: Seeks to maintain the extent

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

of Green Belt, and conserve and enhance the countryside, including the distinctive features that contribute to the special character of its landscape and its biodiversity. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, will be conserved and enhanced.

Policy SP1 Design of New Development and Conservation: Requires all new development to be designed to a high standard, reflect the distinctive local character of an area, create safe, inclusive and attractive environments, incorporate sustainable development principles and maintain biodiversity. Account should be taken of guidance adopted by the District Council in the form of Conservation Area Appraisals and Parish Plans, amongst other matters. The Districts heritage assets and their settings, including listed buildings, conservation areas, historic buildings, archaeological remains, landscapes and outstanding views will be protected and enhanced.

Policy SP2 Sustainable Development: Sets standards for sustainable design and construction. Institutional development will be required to achieve a BREEAM rating of at least 'very good'. In order to achieve this, the proposal will be expected to demonstrate 10% energy savings through renewable sources.

Policy SP10 Green Infrastructure, Open Space, Sport and Recreation Provision: Promotes the provision of multifunctional green space by linking existing green space areas. The Policy also seeks the retention of open space, sports and recreational facilities, including indoor facilities of value to the local community, unless any loss can be justified by additional provision of at least equivalent value to the local community.

Policy SP11 Biodiversity: Seeks to conserve biodiversity, to ensure no net loss through development and to promote opportunities to enhance biodiversity.

Sevenoaks Allocations and Development Management Plan (February 2015)

Policy EN1 Design Principles: sets out the need for high quality design and for proposals to meet criteria including: responding to scale, height and materials; respecting the topography and character of the site and any sensitive features; not result in the loss of buildings or open space that would affect the character of an area, provided satisfactory means of access and parking provision; include opportunities for increasing biodiversity potential, including sustainable drainage and to avoid harm to existing biodiversity; create a permeable layout; safe and easy access for those with disabilities; creation of a safe and secure environment to deter crime and fear of crime; include modern communication technology and infrastructure; and make efficient use of land.

Policy EN2 Amenity Protection: Proposals should provide adequate residential

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

amenities for existing and future occupiers of development, and safeguard amenities of existing and future occupiers of nearby properties by ensuring development does not result in excessive noise, vibration, odour, activity, vehicle movements, overlooking or visual intrusion and where it would not result in a loss of privacy or light.

Policy EN5 Landscape: Sets out that the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings will be given the highest status of protection. Proposals that affect landscape throughout the District will need to conserve the character of the landscape including areas of tranquillity.

Policy GB8 Limited Extensions to Non Residential Buildings in the Green Belt: Proposals to extend an existing non-residential building within the Green Belt which would meet the following criteria would be permitted – (a) the existing building is lawful and permanent in nature and (b) the design and volume of the proposed extension, taking into consideration the cumulative impact of any previous extensions, would be proportional and subservient to the original building and would not materially harm the openness of the Green Belt through excessive scale, bulk or visual intrusion.

Policy T1 Mitigating Travel Impact: Sets out the need to mitigate against adverse travel impacts including their impact on congestion and safety, environmental impact such as noise, pollution and impact on amenity and health.

Policy T2 Vehicle Parking: Sets out that vehicle parking provision, including cycle parking, for non-residential developments should be in accordance with the advice of Kent County Council as Local Highway Authority.

Consultations

12. **Sevenoaks District Council** Object on the grounds that the development would be inappropriate and harmful to the maintenance, character and openness of the green belt, contrary to the NPPF, Policy GB8 of the Sevenoaks District Council's Allocation and Development Management Plan (ADMP) and Policy L08 of the Core Strategy. No special circumstances have been advocated that could clearly outweigh the harm to the Green Belt. In addition the application has failed to address the parking requirements and highway impact of the proposals, contrary to Policies T1 and T2 of the ADMP.

Seal Parish Council objects to the application on the grounds that 'very special circumstances' for development in the Green Belt have not been demonstrated; the growth in traffic and the need for additional parking would result in severe congestion; the construction process would impact nearby residents; and the amenity of the nearest dwellings would be affected by the extension. They furthermore suggest the Statement of Community Involvement is inadequate; that the education justification is unclear as Dunton Green School appears to be a viable option other than due to funding; and query the accuracy of the Transport Assessment. (This is a summary of the extensive

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

comments received.)

Sevenoaks Town Council raises no objection subject to a satisfactory solution for parking and traffic issues being provided and a reduction to the speed limit section of the A25 from 40mph to 30mph.

KCC Landscape Officer states that adverse impacts on the AONB, the Green Belt, local landscape character and visual impact would not be significant if a suitable landscape scheme is provided, secured by condition.

KCC School Travel Planner's views on the recent draft School Travel Plan will be reported verbally at the committee meeting.

KCC Biodiversity Officer raises no objection subject to the imposition of conditions relating to mitigation for reptiles set out in the ecological report, securing the ecological enhancements set out in the report, and informatives relating to bats and lighting and carrying out works outside of the breeding bird season.

KCC Archaeological Officer consulted but no comments received.

The Environment Agency (Kent Area) has no comments to make as the site lies within Flood Zone 1 (lowest area of flood risk).

Sport England objects as the proposal would lead to the loss of land being used as a playing field, and does not accord with any of the exceptions of its Playing Fields Policy.

KCC Sustainable Drainage Officer raises no objection subject to the imposition of a condition requiring the submission of a detailed surface water drainage design.

KCC Highways and Transportation Officer states that whilst the future conditions on the road network are likely to be worsened as a result of this development, he is not able to conclude that it would result in conditions that could be described as 'a severe impact on congestion or safety', particularly when such impacts only occur for short periods during the morning and afternoon and only during school term time. The Highways Officer suggests that the key to managing the increased number of cars dropping off and picking up pupils in the vicinity of the school will be the Travel Plan, which should be revised and approved prior to any construction work commencing. A condition for a Construction Management Plan would also be needed.

Local Member

13. The local County Member, Nick Chard was notified of the application on 6th April 2016.

Publicity

14. The application was publicised by the posting of two site notices (one at each entrance to the school), an advertisement in a local newspaper, and the individual notification of 61 residential properties.

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Representations

15. In response to the publicity, 27 letters of representation have been received from 26 different properties. The key points raised can be summarised as follows:

- Pre application consultation process with local residents was poor;
- New pupils will not come from Seal or walk to school, but would be driven and a lack of parking proposed for additional staff and parents;
- Present roads and rudimentary parking arrangements are already full and parking haphazard, nose to tail, and on the pavements;
- Increase in school size will exacerbate an existing dangerous situation in terms of parking and congestion; with inconsiderate parking by parents who block or even park on resident's driveways;
- Green area in the centre of Zambra Way being ruined by cars;
- Proposal represents a serious health and safety risk for children and their parents, and an inconvenience to residents; suggest the school needs an alternative access and that with suitable infrastructure would not object to the expansion;
- Do not agree with the Transport Statement where it suggests that there is sufficient parking capacity within the local road network and that no additional parking is required; Transport Assessment does not take into account the new dropped kerbs and those applied for by residents in Zambra Way, and the impact this will have on the number of parking spaces
- Secondary pedestrian access is off a private road (spur off Ash Platt Road) and should not be used; introducing double yellow lines in Highlands Park and Ash Platt Road will not create any additional parking but would reduce available areas to park to the detriment of residents; and nowhere to turn legally for cars once they have entered Ash Platt Road;
- Suggest using the area of scrubland south of the telephone exchange as additional parking for the school;
- The previous and new Travel Plans do not work, and problems date back to 2009 when the school was a lot smaller;
- Inconsiderate parking could affect emergency vehicles getting to residents in Zambra Way, as could the proposed parking bays;
- Suggest school site is large enough to accommodate a drop off and collect car park;
- Parking restrictions should be imposed straight away rather than waiting for the school expansion;
- Traffic Assessment does not take into account traffic for the care home currently being built near the entrance to Ash Platt Road and traffic from Trinity School and the new grammar annex nearby, and suggest a holistic approach for traffic in the area is needed;
- Seal Parish Council should be compelled to use a portion of the Recreation Ground to create a safe solution in the same way that Ightham Parish Council have; the Recreation Ground car park not as busy as the Parish Council suggest – really only busy at the weekends when the school is closed and could be extended to create more spaces;
- Alternatively a new car park should be created on land off Ash Platt Road, or on the Biffa infill land fronting the A25, which could be shared with the Trinity and new grammar school;
- The spur off Ash Platt Road is not fit for school traffic, being too narrow, with poor lighting, and Ash Platt Road floods regularly;

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- Need to reduce the speed limit from 40mph to 30 mph on A25 to encourage walking to school.

Discussion

16. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 11 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.
17. This application is being reported for determination by the Planning Applications Committee due to the objections raised by the District Authority and Parish Council, the objections received from Sport England, and the neighbour representations received. In my opinion, the key material planning considerations in this particular case are the principle of development in this location in relation to the Green Belt and AONB, the siting and design of the proposed extension in terms of its built form; its siting which results in the loss of part of the playing field, and the highway and traffic implications of the school expansion on the surrounding roads; and the subsequent amenity impacts of this for neighbouring residents.

Principle of Development

18. Sevenoaks District Core Strategy Policy L08 seeks to resist inappropriate development within the Green Belt, unless justified by exceptional circumstances and this aim is reflected in Policy GB8 of the Sevenoaks Allocations and Development Management Plan Document – the details of these policies are set out above in paragraph 11. The NPPF, section 9, paragraph 80 states that the Green Belt serves five purposes:
 - a. to check the unrestricted sprawl of large built up areas;
 - b. to prevent neighbouring towns merging into one another;
 - c. to assist in safeguarding the countryside from encroachment;
 - d. to preserve the setting and special character of historic towns; and
 - e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
19. The NPPF further states that “as with previous Green Belt Policy, inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances”. The NPPF does not explain in any detail what “very special circumstances” means, but does go on to say “very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations”. Any built development within the Metropolitan Green Belt which affects the openness of it would be contrary to planning policies.
20. By virtue of the criteria in the NPPF, and various Local Plan Policies, the development is inappropriate in Green Belt terms. Although paragraph 89 of the NPPF lists examples of development that could be considered appropriate within the Green Belt, in my view the proposals would not meet these exceptions and the development is, therefore,

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inappropriate development in the Green Belt. Inappropriate development is, by definition, harmful to the Green Belt and it is for the applicant to demonstrate why permission should be granted with regard to planning policies and other material considerations. Such development should not be approved, except in very special circumstances. It is, therefore, necessary to consider the impact of the development on the openness of the Green Belt and whether or not there are very special circumstances that would warrant setting aside the general presumption against inappropriate development.

21. A 'Planning Statement' was submitted in support of this application, which included a Green Belt Statement setting out why the applicant considers it is justified to set aside the general presumption against what would be inappropriate development in the Green Belt. The applicants have provided an assessment of the sites contribution towards the purposes of the Green Belt to assess the impact of the proposal on the fundamental aims of the Green Belt policy. They have also provided an assessment of how the extension would impact on the openness of the Green Belt and then set out the 'Very Special Circumstances' they consider apply to the proposal.
22. With regard to the first of the fundamental aims of the Green Belt, the applicants suggest that the extension would not be considered as urban sprawl as it is a single development located in an area with a fragmented settlement pattern, sitting within a well-defined site, enclosed by existing landscaping and where further development could not be unrestricted. The development would be infill development on an existing developed site, largely enclosed by and concealed by natural landscape features. In this regard it would have limited effect on the aim of restricting sprawl of large built up areas and the separation of urban settlements. The second aim of the Green Belt designation is that it is designed to restrict villages merging into each other, and in this case the school sits in an identified gap between Seal village and Greatness to the west. Although it falls within a gap, the school extension would be entirely enclosed within the school's existing fixed boundaries and the applicants therefore suggest that any development on this site would not lead to coalescence in either physical or visual terms. The third aim is to safeguard the countryside from encroachment. The applicants suggest the school would be considered as more urban than rural given its function as a school. The established tree boundaries of the school provide a distinctive landscape character for the site. In particular they state the northern boundary, where there are Tree Protection Orders, changes in levels, and where the 'Forest School' is located would create a fixed boundary which would prevent encroachment into the open countryside beyond the site. The fourth aim is to preserve the setting and special character of historic towns, and the applicants suggest that the development would not affect this aim as the extension would be shielded from wider landscape views due to the established boundaries and that the design would be sympathetic to the site's woodland setting and would simply consolidate the buildings already on site. Finally development in the Green Belt should be restricted to encourage the recycling of derelict or other urban land. In this instance the applicants suggest in the absence of other suitable and viable sites, this site should be maximised to assist with immediate and projected demand. Further assessment of the alternative sites was provided by the applicants in the special circumstances section below.
23. Having considered the arguments given by the applicant in relation to the 5 fundamental aims of the Green Belt, I consider that their assessment is accurate. Development in this location would not affect the fundamental aims of the Green Belt policies and

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planning guidance due to the fact the extension would be well related to the existing school building, close to the nearby residential development to the east in Zambra Way and extends towards the established built up area rather than further into the 'open countryside'. Furthermore the site is enclosed with established boundaries, the development is well designed and screened from the wider setting of historic towns, and has an existing education use.

24. In terms of how the extension would affect the openness of the Green Belt the applicants have suggested this can be assessed in two ways – the visual openness of the site relating to views, and the physical openness relating to the amount of development. In terms of visual openness they suggest that there are limited views into and across the site owing to its woodland boundary and topographical level differences, plus the presence of residential development to both the east and west of the school site, and these factors would ensure that the openness of this site in relation to the wider green belt designation would not significantly change. In terms of the physical amount of the site that would be covered with buildings, hard play, roads and paths in relation to the green space and wooded areas on site, the existing figures show 81.8% would remain undeveloped from these physical structures, whereas with the proposed extension 69.7% would remain undeveloped. Just under 70% of the site would therefore remain 'open' should the extension be approved, which is still a substantial amount which would maintain the overall openness of the site.
25. In considering the justification given in relation to the openness of the Green Belt and whether the proposed extension would affect this, it should be noted that openness of the Green Belt is described as an 'absence of development' irrespective of the degree of visibility of the land in question from public vantage points. Therefore, any physical development within the Green Belt, whether visible or not, would have some impact on the openness. Whether that impact is either acceptable or unacceptable is a matter of fact or degree based on the specifics of each case. I consider that the proposed extension would be seen within the context of an established education facility, sited in close proximity to the existing building and neighbouring development in Zambra Way, thus keeping the built form within one established area, and ensuring that it would not encroach into the more open part of the site. Only 10.2% of the site area would have built form on it and the established landscaping around the perimeter of the site would screen the development from wider views. On this point I consider the proposed development would not affect the function of the Green Belt.
26. Notwithstanding all of the above, the prevailing policy context is that it would be inappropriate development owing to its location within the Green Belt. As such it must be demonstrated that 'very special circumstances' exist that outweigh the potential harm, and in support of this the applicants have put forward the following (summarised) justification:
- The importance the NPPF attaches to ensuring a sufficient choice of school places is available to meet the needs of the existing and new communities;
 - Sevenoaks planning area has an immediate and projected need for additional primary school places (as supported by the Education Authority's justification);
 - The proposed development is located in close proximity to the area of greatest need;
 - There are no alternative available sites of sufficient size to accommodate a new school within proximity to the area of greatest need for primary places in the District.

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- 93% of the District is in the Green Belt therefore it is preferable to extend an existing site rather than develop a new greenfield site within the Green Belt;
- The Education Authority has undertaken an assessment of alternative sites available and considers Seal Primary the only viable and suitable solution to meet demand on the eastern side of Sevenoaks urban area, and therefore if the expansion does not proceed the deficit of places would escalate;
 - The existing buildings fall short of the recommended space requirements for schools and therefore the need for considerable expansion and renewal is great, with some of the classrooms being significantly undersized;
 - The development of the site would provide improved and upgraded sports facilities, areas of open play space, and the retention of the forest school that would help preserve the openness of the wider Green Belt;
 - Although the extension would represent an increase of 62% in built floorspace compared to the original building, the cumulative built form on the site would still only constitute 10.2% of site coverage constituting limited infill rather than encroachment;
 - The pressing operational requirement to deliver additional school floorspace that is 'fit for purpose' is considered to outweigh any impact caused by the extension.
27. A number of these justification points relate to the fact there is a need for places in this locality and that this site has been shown to be the most appropriate when compared to alternative sites. The Education Authority considered 9 other sites identified as being located in close proximity to, or within, areas of current or forecasted demand, as listed in paragraph 4 of this report. A number of the schools were considered to be on sites that were too small or were constrained and therefore had insufficient space for additional buildings, some had already been expanded by a form of entry, and others were constrained by site topography, or were simply not in the area of highest demand. Moreover some of these other schools are also within the Metropolitan Green Belt.
28. Both the District Authority and the Parish Council consider that there has been a lack of evidence submitted to demonstrate that the proposed redeveloped school would serve the local rural settlement of Seal, that the proposal is within walking distance of the majority of families it would serve, or that a thorough sequential test has been undertaken to demonstrate that there are no other available sites of sufficient size to accommodate a new school. In addition they consider that insufficient evidence to support the case for need within the Green Belt has been submitted, therefore it is not clear that the proposed scale of development in the green belt is the only option available.
29. Overall, and taking on board the views of the District and Parish Council, I accept the applicant's assessment and application of Green Belt Policy as set out in the submitted documentation, and I have considered this in the context of the Development Plan Policy and the NPPF. The development is inappropriate development for the purposes of Green Belt Policy consideration and is, therefore, by definition harmful to the Green Belt. Nevertheless, in my view, the considerations summarised above are sufficient collectively to constitute 'very special circumstances' capable of outweighing harm, in this particular case. I accept that the carefully designed extension and its siting in relation to the existing school and surrounding built development would mitigate the impact of the development on the functioning and openness of the Green Belt. Accordingly, I consider that an objection on Green Belt grounds would not be warranted in this particular case. However, if Members were minded to grant permission, the

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application would need to be referred to the Secretary of State for Communities and Local Government before permission could be granted, to enable him to adjudicate on the Green Belt ramifications of the proposed development.

Siting and Design of the Extension

30. The proposed extension would be sited to the east of the original school and would extend towards Zambra Way. A glazed link would connect what would be the two sections of the school and the new element would be at a slightly lower level than the original building due to the levels difference across the site. The extension would be of a modern design with a monopitch roof, and whilst this would be different to the existing school, which has a flat roof, the original school has little architectural merit and in this case would not warrant replicating. The design includes oversized windows which would provide lots of natural daylight into the classrooms, and coloured panels and window reveals would highlight the elevations, which would be timber clad. The roof would be constructed from standing seam zinc.
31. It is considered that the materials would complement the natural wooded appearance of the school site, and it is proposed to re-clad the existing school with timber as well, to create a cohesive appearance for the whole extended school. The change in levels in the area of the proposed extension (floor level is 1.2m/3.9ft lower than the existing) ensures that even though a monopitch roof is proposed, the height of the extension would not be overbearing, and the single storey scale of the extension would be in keeping with the original building.
32. The proposed extension would project towards the shared eastern boundary with the properties in Zambra Way, whose rear gardens back onto the school. There is an existing close board fence along this boundary and some established planting. The distance between the rear elevation of the properties in Zambra Way and the new façade of the extension would be 28m at the closest point, which exceeds the widely accepted industry guideline of 21m as a separation distance between neighbouring properties, and included in design guides across the Country. In particular, this distance is judged to be a target separation distance between the facing windows of 'habitable rooms' in adjacent properties, beyond which privacy by virtue of overlooking is deemed to be of insignificant nuisance. Given this distance, the intervening boundary treatment and the fact the extension is single storey, it is considered that the extension would be at a sufficient distance away from the neighbouring houses, so as not to cause an overlooking issue or be overbearing in terms of scale and height.
33. The hard surfaced playground would be provided to the south of both elements of the school as proposed, and would include an unfenced but marked out, MUGA (which is not proposed to be lit). The playing field would then lie to the west between the playground and retained temporary classrooms. To the north of the school and proposed extension, the staff parking area would be remodelled to accommodate some additional parking spaces. This would require the provision of a retaining wall along the northern edge of the site. The parking provision and implications of the changes to the layout in terms of playing field provision are addressed further below.
34. The extension would be seen in the context of the existing school buildings and the wider residential development of Zambra Way, and the modern design is therefore considered to be appropriate for the site. The choice of materials proposed would

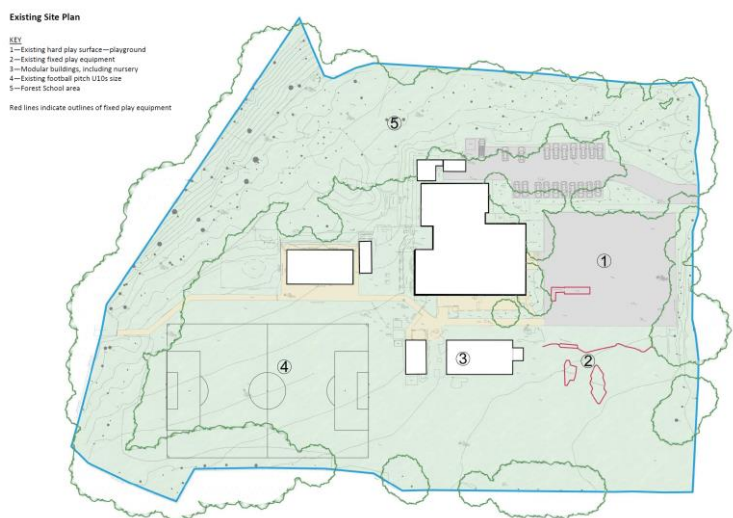
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complement the wooded and landscaped nature of the site and would be acceptable in principle. The overall layout on site would work well in terms of integrating with the existing school. It is therefore considered that from a design and siting point of view, the application would be acceptable, and in accordance with SP1 of the Core Strategy and policies EN1 and EN2 of the Allocations and Development Management Plan.

Siting of the Extension Resulting in the Loss of Playing Field

35. The proposed new extension would require the layout of the school to be altered in terms of the open space and sports provision on site. The extension would be built on the area of the existing playground, and this would therefore be relocated to the south of the original school. The extension would also extend along the eastern boundary and therefore a small area of grassed play space where the timber 'trim trail' and climbing frame are located would also be 'lost'. The play equipment would be re-sited to the south of the new playground, along the retained grassed area on the southern boundary.
36. Due to development being proposed on an existing area of playing field, Sport England were consulted, and have raised an objection to the proposals as they considered it would not accord with any of the exceptions to Sport England's Playing Fields policy, or with paragraph 74 of the NPPF. The applicants have provided further information in response to this, and this is summarised below.
37. They state that the school occupies a generous site where there would be a large area for both formal and informal soft and hard play, along with the external teaching facilities of the 'Forest School'. Even with the proposed extension included only 10.2% of the total overall site area would be covered with buildings, or some 22% when considering the buildings together with the hard surfacing of paths, roads and parking areas – under the existing situation 15% of the site is occupied by buildings and hard surfacing. They consider this demonstrates that a loss of playing field and open space at the site would be limited in terms of the overall percentage. They state that the affected area to the south-east of the site is generally of poor quality compared to the remainder of the site and that the area of informal play (trim trail) is prone to waterlogging and only available to use at certain times of the year. The proposed replacement playground would be of a higher quality than the existing in a more preferable location away from neighbouring properties, and would include a marked out MUGA to improve the sports provision. The internal alterations in the existing school building (which do not require planning permission) would also result in the increased size of the school hall, thus improving the indoor sports provision. Finally the consolidated teaching facilities would result in the removal of two temporary buildings to the south of the main school, and the incorporation of this space as external play. The following annotated site plans show the existing and proposed layouts in terms of open space provision.

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(Bailey Partnership document – Sport England: Seal Primary)

38. They further provided as assessment of the school’s facilities in relation to the Building Bulletin 103 Guidance provided by the Department of Education, which sets out the minimum net site requirements for all schools, and specific area requirements for primary schools in relation to area requirements per pupil place. That has shown that the proposal would still deliver in excess of the minimum net site area requirement of 14,400sqm – it having a net site area of 14,472sqm and by virtue of this provides sufficient external area. Furthermore they consider that the higher quality external sports provision that would be provided would outweigh the encroachment of the extension onto the existing informal play areas.
39. The applicants sought guidance from Sport England at a pre-application stage, where they were advised that in order for the MUGA to constitute a formal sports provision it

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would need to be fenced; that a minimum of 22.3m (73ft) between the proposed hard play and the south-eastern boundary would be needed; that the nursery play area would need to be removed or moved to part of the site which does not constitute a sports facility; and confirmation would be needed that the outdoor swimming pool is no longer useable. In considering these points the applicants have advised that the MUGA has remained unfenced to allow a more flexible play space for both PE and informal play times; the distance between the playground and the southern boundary is between 23m (75ft) and 25m (82ft); that the nursery play space needs to be immediately adjacent to the nursery building in line with BB103 guidelines; and that the swimming pool was drained and covered in in 2008 and a double modular classroom block provided in this location in 2011. Finally they state that community use playing fields are located within close proximity to the school in the Recreation Ground to the south of the site and the Wildernesse sports centre approximately 1 mile away at the Trinity School. The proposed development would not limit access to these existing facilities to the wider community.

40. The additional information and justification submitted by the applicants was forwarded to Sport England, but the latter have maintained their objection. The proposals do result in the small loss of an area of undeveloped open space on the site currently used for informal play provision, and therefore in strict policy wording terms, it would not accord with Sport England's policy aimed at protecting playing field and open space provision. It should however be noted that the layout of the playing pitch itself would not be affected by this proposal, as this would remain unchanged in the south-western corner of the site. The removal of the temporary classrooms would result in this space becoming available for use, and the provision of the improved playground facilities away from the neighbouring properties and incorporating marked MUGA pitches would be of benefit to the School, as would the enlargement of the school hall to improve indoor facilities, the retention on site of relocated play equipment and the school's 'Forest School'.
41. Clearly the extension cannot be accommodated on site without there being some net loss of open space, and it is accepted that the proposals do not precisely comply with the exception policies of Sport England's guidance or the bullet points of paragraph 74 of the NPPF. In my opinion, although there is a maintained objection by Sport England, I consider that the provision of additional primary school places to meet the needs of the local community, combined with the provision of improved sports facilities associated with this, would outweigh the loss of part of the existing informal play space, especially when taking a longer term view and considering the proposals in a holistic and broader context. However, if Members are minded to permit the proposals, the application would need to be referred to the Secretary of State for his consideration of the playing field implications as well.

Highway and Traffic Implications of the School Expansion

42. The school is located at the end of a residential cul-de-sac, which provides the sole vehicular access to the site, leading to on-site parking for staff only. A secondary pedestrian access into the school is provided from Ash Platt Road. The proposals include an increase in on-site parking from 28 spaces to 46, and the increase in cycle/scooter parking from 16 to 21 spaces. The on-site parking would remain for staff only, which means all parents and visitor parking must be accommodated on the surrounding road network. The majority of the representations received relate to the

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current problems experienced at school drop off and pick up times with parking in Zambra Way, Ash Platt Road and Highlands Park.

43. The proposed increase in the size of the staff car park meets the KCC parking standards and the Highways and Transportation officer considers this number would be adequate for the proposed staff numbers at the site, and therefore meets the aims of Policy T2 of the Allocations and Development Management Plan.
44. The application was supported by the submission of a Transport Assessment, which was updated in May 2016, and this document has been assessed by the Highways and Transportation Officer. Given that no parent parking can be provided on site, their view is that the key to managing the likely increased numbers of cars dropping off and picking up in the vicinity of the school, would be the School Travel Plan. They state that this would need revising and made more robust to ensure the increases do not create further problems and avoid safety issues, and that should permission be given it would need written approval prior to the commencement of construction.
45. The percentage of children who currently walk to school is only 30%, which is low for what is essentially a village school. Various incentives could be introduced and reinforced in the Travel Plan such as 'Walking Buses' and 'Park and Stride', but this would need a commitment from the school to promote, monitor and plan for. Car sharing could be further encouraged and a car sharing database can assist in making this effective. The School have recently implemented staggered start and finish times to try and spread the arrival of cars at the school, and they have also introduced a voluntary one way system round the small green in Zambra Way to better manage traffic entering and leaving Zambra Way to avoid conflict. Due to recent complaints the School also now have a member of staff monitoring parents parking every morning, with those parking dangerously 'named and shamed' in newsletters. Additional suggestions include considering the implementation of a school bus to collect pupils in the morning and take them home at the end of the day, plus further consideration of using the recreation ground car park, albeit this would require the agreement of the Parish Council which has not been forthcoming so far. It is also suggested that the School should lobby for the reduction in the speed limit along the A25 between the recreation ground and Seal Hollow Road from 40mph to 30mph, as this might currently discourage parents from walking here due to the narrow footpath width and speed of road traffic.
46. These mitigation measures cannot be conditioned, but can be secured through a robust School Travel Plan, which as stated above should be submitted to the County Planning Authority for written approval prior to the commencement of any development on site, and subject to on-going review through the 'Jambusters' system.
47. The Transport Assessment suggested the introduction of new yellow line markings in Ash Platt Road, Highlands Park and Zambra Way, and the marking out of parking bays in these roads to help formalise parents parking and overcome the congestion that currently occurs. However such road markings and parking bays would be subject to the need for a Traffic Regulation Order (TRO), which is subject to its own consultation process. The success of this would be outside the control of this planning application and therefore cannot be relied upon. Furthermore following consultation with Sevenoaks District Parking Manager it is clear that these suggested markings are not definitive and would need some amendments including moving the spaces in Ash Platt Road away from the junction with the A25 and providing larger gaps between the

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spaces to allow cars to pass. In addition the layout suggested in Zambra way does not take into account all of the recently approved dropped kerbs and would also need to be amended.

48. Although the Highways and Transportation Officer does have some concerns over the additional local congestion and parking issues that this development would create, in terms of Policy, the NPPF paragraph 32 states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'. That, he states, can only be judged on a case by case basis, taking account of all material factors. Whilst the submitted information shows that the situation is likely to be worsened, he is not able to conclude that it would result in conditions that could be described as 'a severe impact on congestion or safety', particularly when such impacts occur for short periods during the morning and afternoon and only during school term time. They conclude that with appropriate conditions and a pro-active input from the School to improve sustainable travel to and from school by pupils and staff, that the impact may be reduced considerably. The careful production, monitoring and review of the School Travel Plan would be the key to this. In addition to the School Travel Plan other conditions suggested, should the application be approved, would be for the permanent retention of the staff parking areas shown, and the need for a Construction Management Plan (this is addressed further below).
49. Considering the off-site highway aspects of the proposed development as a whole, it is to be borne in mind that primary schools generate a level of localised traffic congestion and competition for on-street parking space. In most cases this is a short lived nuisance and irritation rather than a serious risk to road safety. Moreover, it only occurs on days when the school is open, compared to streets that are close to shops, offices, railway stations etc., so the level of nuisance is not as great as experienced in many other residential areas. Nevertheless, it is acknowledged that these cause friction between residents and school parents over on-street parking, but the public highway is there to be used and it is not the sole preserve of any one category of highway user. The key to minimising traffic nuisance and avoiding safety risks is sound management of the available facilities and the measures that have been suggested for parking restrictions, one-way circulation, speed restrictions and use of the Recreation Ground car park are best pursued through the updated School Travel Plan.

Other Matters**Construction**

50. Given that there are neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays).
51. A condition requiring the submission of a full Construction Management Plan (CMP) for written approval, prior to commencement of development is considered appropriate and has been requested by the Highways and Transportation officer. He states that construction works would need to be carefully planned and managed to ensure the safety of pupils, staff and residents. The CMP should include amongst other matters that no traffic movements, including deliveries, should occur in Zambra Way and Ash Platt Road during school start and finish times; the location of parking and turning areas

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for construction and delivery vehicles and for site personnel and visitors; and the provision of wheel washing facilities.

Ecology

52. The application was supported by the submission of a Preliminary Ecological Appraisal which considered the suitability of the site to support various protected species, and this was further updated with additional information in relation to Great Crested Newts. This documentation was assessed by the County's Biodiversity Officer who concurred with the findings of the updated report. A Great Crested Newt (GCN) survey was carried out on the pond within the school site and no GCN were recorded, therefore no mitigation strategy is required. The majority of the habitat to be impacted by the proposed development is regularly mown grassland and hardstanding and it is agreed that this is not optimum reptile habitat. The report suggests that work to the woodland along the northern boundary where the additional parking spaces are to be provided should be undertaken with a precautionary approach, and the mitigation detailed in the report should be implemented if permission is given. This could be covered through a suitably worded condition.
53. With regard to bats and breeding birds KCC's Biodiversity officer has suggested the need for informatives relating to the Bat Conservation Trust's 'Bats and Lighting in the UK' advice, and the need to carry out development outside of the breeding bird season, and if this is not possible that the site must be surveyed by a suitably qualified ecologist. Finally the recommendations for ecological enhancements set out in the report should be secured by condition, and should also include that amenity grassland strip between the woodland area and the school pond should be left unmanaged to increase connectivity between the woodland and the school pond area.

Landscape

54. The application was supported by the submission of a Tree Survey Report and has been assessed by the County's Landscape officer in terms of the impact of the proposed development on the Seal Chart Landscape Character Area, and the Kent Downs AONB. It is considered that given the tree belts along the site boundaries and the broad woodland belt to the north of the site would give a woodland feel to the school grounds and that although there would be some loss of trees there would only be a slight adverse impact on landscape character. Furthermore it is considered that the proposed development would not intrude on the setting of the AONB which lies to the south of the site. The submission of a detailed landscape scheme would mitigate any slight impact on the wider landscape area, and the reinforcement of the boundary treatment along the eastern boundary would further reduce any slight impact for the adjoining residents. The trees located in the gap between the existing school and the proposed extension, the Landscape Officer suggests, are unlikely to survive and are not of the highest quality. As part of any landscape scheme these should be removed and new semi-mature trees planted elsewhere on the site. Subject to the imposition of a landscape condition as detailed, and covering the future ongoing maintenance, there would be no objection to the proposal.

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Flood Risk & Drainage

55. The application was supported by the submission of a Flood Risk Assessment which shows that the site falls within Flood Zone 1, the zone least vulnerable to flooding. Details of the proposed drainage were also included in the report, and the County's Flood Risk Officer has assessed these details. There would be a slight increase in impermeable area on site (265m²) as a result of the proposed design and there is concern that the existing drainage system would not meet current design standards and would not be able to accommodate the additional volumes of surface water generated by the development. As such they suggest that a detailed surface water drainage scheme should be secured through a suitably worded condition, if permission is given.

Sustainability

56. The design of the proposed extension has been undertaken to include various sustainable measures so that the scheme would accord with the principle of BREEAM Very Good. These would include natural ventilation, high efficiency condensing gas boilers, low energy lighting, high efficiency appliances and control of hot and cold water consumption through measures such as low volume cisterns, flow control taps etc. Although it has been considered, the design of the school with its monopitch roof and orientation would not be suitable for the installation of PV panels.

Conclusion

57. In my view the key determining factors for this proposal are the principle of allowing the development given its location in the Green Belt, the loss of playing field land, together with the appropriateness of the extension in terms of design and layout and the suitability of the highway network to accommodate the additional school traffic in this location. There is strong Government support in the NPPF for the development of new schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on local amenity and all other material considerations, such as 'very special circumstances' allowing development in the Green Belt, highway matters, design, ecology, and landscape. In my view the proposed development would not give rise to any significant and demonstrable harm in any of these respects, that are overriding as far as planning, environmental and amenity aspects are concerned, as demonstrated in the discussion above.
58. The objections received in relation to the loss of playing field land and the fact the development would be sited within the Green Belt have been considered in detail above. In my view the proposed extension would not affect the principle aim of protecting the Green Belt and the small loss of playing field land would be compensated for by the provision of better on site sports facilities. In my view the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. I therefore recommend that the application be referred to the Secretary of State for Communities and Local Government for his consideration, and subject to his decision that various conditions be placed on any planning permission, including those outlined below.

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Recommendation

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

- the standard 5 year time limit;
- the development to be carried out in accordance with the permitted details;
- the submission and approval of details of all construction materials to be used externally;
- the submission and written approval of an updated School Travel Plan prior to the commencement of development and its ongoing monitoring review for a period of 5 years;
- 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 amongst other matters that no traffic movements, including deliveries, should occur in Zambra Way and Ash Platt Road during school start and finish times; the location of parking and turning areas for construction and delivery vehicles and for site personnel and visitors; and the provision of wheel washing facilities;
- that the ecological enhancements recommended in the Ecological Appraisal be implemented and in addition that grassland strip between the woodland and the school pond be left unmanaged;
- that the mitigation detailed in the report regarding works to the wooded area at the north of the site be implemented as set out in the Ecological Appraisal;
- the provision and permanent retention of the vehicle and cycle parking facilities prior to the occupation of the school and their retention thereafter;
- the submission of a fully detailed sustainable surface water drainage scheme for the site prior to commencement of development, and the written approval of such a scheme and its on-going maintenance prior to occupation of the extension;
- the submission of a native species landscape scheme, including the replacement of trees removed from between the existing and proposed development with semi-mature specimens, and details of a maintenance scheme for such landscaping to ensure the establishment of the planting and that it be managed to benefit biodiversity;
- that any lighting of the MUGA shall not be permitted without the written consent of the County Planning Authority.

44. 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>;
- That the applicant ensures that all necessary highway approvals and consents are obtained;
- The development should take account of the Bat Conservation Trust’s ‘Bats and Lighting in the UK’ guidance;
- To ensure that works to trees are carried out outside of the breeding bird season and if this is not possible that an ecologist examines the site prior to works commencing.

Item D3

Single storey extension, car park extension and landscape improvements to enable the school to expand from 1FE to 2FE at - Seal C of E Primary School, Zambra Way, Seal, Sevenoaks

Case Officer: Helen Edwards

Tel. no: 03000 413366

Background Documents: see section heading

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

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

Background Documents - The deposited documents.

- | | |
|-----------------------|---|
| AS/16/600 | Temporary use of the site between 5th August to the 30th September 2016 as a High Output Operating Base, including the storage and loading onto train of track ballast, maintenance activities and erection of temporary accommodation.
Waterbrook Park, Waterbrook Avenue, Sevington, Ashford
Decision: Permitted |
| CA/16/906 | Installation of a ventilation and odour control system.
Unit 3, Canterbury Industrial Park, Island Road, Hersden, Canterbury
Decision: Permitted |
| SW/15/502632/
RVAR | Details pursuant to conditions 20 (off-site highway works), 21 (Traffic Management Plan), 22 (road condition survey) and 23 (access, parking & turning space) of planning permission SW/15/502632 for the phased extraction of brickearth and restoration to agricultural.
Orchard Farm, School Lane, Iwade, Sittingbourne
Decision: Approved |
| SW/15/509603/R8 | Details of a reptile survey pursuant to condition 8 of planning permission SW/15/509603 - Remediation of existing material stockpiles.
Land adjacent to Crown Quay Lane, Sittingbourne
Decision: Approved |
| SW/16/502623 | Install and operate food waste compactor to receive Swale Borough Council collection vehicles on land currently set aside for informal staff parking. Land adjacent to existing Waste Transfer Station.
Church Marshes Household Waste Recycling Centre, Gas Road, Milton Regis, Sittingbourne
Decision: Permitted |
| TM/15/775 | Relocation of the existing soil screening and processing operations and extend the timescales of the soil screening operations.
Borough Green Sand Pit, Platt Industrial Estate, St Marys Platt, Borough Green
Decision: Permitted |
| TM/15/777 | Section 73 application to vary conditions 2 & 12 of planning permission TM/09/2028 relating to operational timescales.
Borough Green Sand Pits, Platt Industrial Estate, St Marys Platt, Borough Green
Decision: Permitted |

TM/15/781 Section 73 application to vary conditions 2 & 17 of planning permission TM/07/512 relating to operational timescales.
Borough Green Sand Pits, Platt Industrial Estate, St Mary's Platt,
Borough Green
Decision: Permitted

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/RA Application for a Non Material Amendment to increase the width of certain paths within the site and the relocation of gas meter and housing.
Land at Little Hill, Wayside, St Michaels, Tenterden
Decision: Approved

CA/13/840/R Non material amendment application to alter the approved window frames.
Petham Primary School, Church Lane, Petham, Canterbury
Decision: Approved

CA/16/145 Section 73 application to vary condition 11 (hours of usage) of planning permission CA/14/174.
Simon Langton Grammar School For Boys, Simon Langton Grammar School for Boys, Langton Lane, Canterbury
Decision: Permitted

DA/14/19/RB Application for a non-material amendment, installation of school signage to the rear cladding of the school hall.
Oakfield Primary School, Oakfield Lane, Dartford
Decision: Approved

DO/15/1080
/R3 & R6 Details of external materials and construction management plan pursuant to conditions (3) and (6) of planning permission DO/15/1080.
Green Park Community Primary School, The Linces, Dover
Decision: Approved

DO/16/229 Construction of a two-storey teaching block containing new classrooms, associated staff, dining and welfare facilities and multi-purpose sports hall together with subsequent demolition of existing life-expired school buildings and reinstatement of land; formation of new pedestrian access to the school from Attlee Avenue; reconfiguration of external spaces to provide new and enhanced hard and soft play areas with associated landscaping, including formation of replacement ecology habitat area; extension of existing main school car park to provide one additional parking space; and other associated improvements.
Aylesham Primary School, Attlee Avenue, Aylesham
Decision: Permitted

E.2

DO/16/550	<p>Removal of an existing modular building and steel storage container and the construction of a single storey detached building to provide meeting, office, caretaker and WC facilities. St Edmunds Catholic School, Old Charlton School, Dover Decision: Permitted</p>
GR/12/441/R13 & R17 (i)	<p>Details of a programme of building recording, specification for archaeological field evaluation works and archaeological watching brief. Land at and surrounding Rathmore Road south of the Railway, Gravesend Decision: Approved</p>
GR/12/441/RVAR	<p>Details of horizontal and vertical alignment, highway design and construction, enhancement of retained section of existing road, structures, walls and fencing, street furniture and traffic signs, acoustic barrier, lighting landscaping, noise monitoring and disabled car parking, pursuant to conditions (3), (4), (5), (6), (7), (8), (9), (22) and (23) of planning permission GR/12/441. Land at and surrounding Rathmore Road south of the Railway, Gravesend Decision: Approved</p>
GR/12/441/R4&R6	<p>Details of granite sett colour mix for the retained section of Rathmore Road and Station Forecourt, bins, CCTV cameras pursuant to conditions (4) & (6) of planning permission GR/12/441. Rathmore Road Link, Land at and surrounding Rathmore Road, south of the Railway, Gravesend Decision: Approved</p>
GR/12/441/R4&19	<p>Details of surface water drainage pursuant to conditions (4) & (19) of planning permission GR/12/441. Rathmore Road Link, Land at and surrounding Rathmore Road, south of the Railway, Gravesend Decision: Approved</p>
GR/12/441/R20	<p>Details of a Code of Construction Practice and Environmental Management Plan pursuant to Condition (20) of planning permission GR/12/441. Rathmore Road Link, Land at and surrounding Rathmore Road, south of the Railway, Gravesend Decision: Approved</p>
GR/12/441/R21	<p>Details of a scheme for pre and post construction air quality monitoring pursuant to condition 21 of planning permission GR/12/441. Land at and surrounding Rathmore Road south of the Railway, Gravesend Decision: Approved</p>
GR/16/520	<p>Small extension to the proposed nursery. Westcourt Primary School, Silver Road, Gravesend Decision: Permitted</p>

MA/15/510092 /R4&R7	Details of landscaping scheme and tree protection plan/arboricultural method statement pursuant to conditions 4 and 7 planning consent MA/15/510092 Greenfields Community Primary School, Oxford Road, Maidstone Decision: Approved
MA/16/503117	A small hall/studio and four new staff offices. Sandling Primary School, Ashburnham Road, Maidstone. Decision: Permitted
MA/16/503853	Proposed new single storey staff room building with associated covered walkway and an additional 2 no. car parking spaces. East Borough Primary School, Vinters Road, Maidstone Decision: Permitted
SE/15/509809/R12	Details of construction management plan pursuant to condition (12) of planning permission SW/15/509809. Rose Street Primary School, Rose Street, Sheerness Decision: Approved
SE/16/1315	The development is to provide a new single storey extension to the rear of the Victorian CE Primary School in order to provide additional space in the school. In addition the proposal includes the demolition of an existing brick built conservatory, the foot print of which would be absorbed into the new extension. Chevening (St Botolph's) CEP School, Chevening Road, Chipstead, Sevenoaks Decision: Permitted
KCC/SH/0105 /2016	Replacement of 2 existing portakabins with 2 new modular units Brockhill Park Performing Arts College, Sandling Road, Saltwood Decision: Permitted
SH/16/340	New stand-alone self-contained classroom/intervention room. Brookland CE Primary School, High Street, Brookland, Romney Marsh Decision: Permitted
SH/16/470	Change of use of 0.65 acres/0.26 hectares of agricultural field to Selsted School playing field and erection of boundary fence. Land adjacent to Selsted Primary School, Stockham Lane, Selsted, Dover Decision: Permitted
SH/16/511	Construct 2no. flat roofed extensions. Care suite extension 3.9x3.225m and internal corridor alterations. PPA office extension 6.25x3.53m alongside David Curtess building. Hawkinge Primary School, Canterbury Road, Hawkinge, Folkestone Decision: Permitted
SH/16/513	Replacement of 2 existing portakabins with 2 new modular units. Brockhill Park Performing Arts College, Sandling Road, Saltwood Decision: Permitted

SH/16/575	Detached building for use as a breakfast club. Palmarsh primary School, St Georges Place, Hythe Decision: Permitted
SW/15/509809/R3	Details of materials pursuant to condition (3) of planning permission SW/15/509809. Rose Street Primary School, Rose Street, Sheerness Decision: Approved
SW/15/509809/R5	Details of Arboricultural Assessment and Tree Protection Draining pursuant to condition (5) of planning permission SW/15/509809. Rose Street Primary School, Rose Street, Sheerness Decision: Approved
SW/15/509809/R6	Details of flood resilience measures pursuant to condition (6) of planning permission SW/15/509809. Rose Street Primary School, Rose Street, Sheerness Decision: Approved
SW/15/510165/R	Non material amendment to change colour of external cladding to red. Meadowfield School, Swanstree Avenue, Sittingbourne Decision: Approved
SW/16/502939	The erection of a 1200mm high timber palisade fence along the boundary to St John the Baptist CE Church. Bredgar C of E (Aided) Primary School, Bexon Lane, Bredgar, Sittingbourne Decision: Permitted
SW/16/504350	Erection of temporary building to provide 2 classrooms. Sittingbourne Community College, Swanstree Avenue, Sittingbourne Decision: Permitted
TH/13/1014/R	Non Material Amendment to scheme of landscape. Former Newington Primary School, Melbourne Avenue, Ramsgate Decision: Approved
TH/15/846/RA	Application for a Non-Material Amendment to change the location for fire access. Bromstone Primary School, Rumfields Road, Broadstairs Decision: Approved
TM/15/3918/R20 & 22	Details of a written specification/programme for an Archaeological Watching Brief and a Construction Management Strategy pursuant to conditions (20) and (22). Land off, Lower Haysden Lane, Tonbridge Decision: Approved
TW/14/500759/R	Non Material Amendments to location of bike shelter; fencing and gates to SE and NE boundaries adjacent to Knights Square; delivery area reconfiguration and gating; hard and soft landscape layout for early years play area and amendments to school signage. Land at Home Farm Lane, Tunbridge Wells Decision: Approved

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

Background Documents –

- *The deposited documents.*
 - *Town and Country Planning (Environmental Impact Assessment) Regulations 2011.*
 - *DETR Circular 02/99 – Environmental Impact Assessment.*
- (a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-
- KCC/CA/0118/2016 - Renewal of planning permission for a mobile classroom unit.
Barham C of E Primary School, Valley Road, Barham, Canterbury
- KCC/DA/0085/2016 - Erection of a three storey teaching block, creation of a new hard outdoor play area and provision of additional car parking, together with associated landscaping and ancillary works and internal alterations to the existing Academy buildings.
Wilmington Academy, Common Lane, Wilmington, Dartford
- KCC/SW/0095/2016 - New build extensions to form additional classrooms with new access and parking area for coach and taxi drop off and hard and soft landscaping improvements throughout site.
Sittingbourne Community College, Swanstree Avenue, Sittingbourne
- KCC/TW/0135/2016 - Erection of a 499kw anaerobic digestion facility to process farm yard manure and slurry which is produced on site, along with a proportion of crops which are grown on the farm, and 832 tonnes of imported chicken manure. The development comprises two 18m diameter tanks connected by a pump room, each topped with a gas dome, one feeder and a Combined Heat and Power unit.
Forest Farm, Nineveh Lane, Benenden, Cranbrook
- KCC/SCR/TW/0161/2016 - Request for a Screening Opinion to determine whether the variation to planning permission TW/15/509988 in order to increase the amount of construction, demolition and excavation materials for crushing and screening to <172,000 tpa requires an Environmental Impact Assessment.
Land at North Farm Lane, Tunbridge Wells
- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-

None

E.6

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

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

Background Documents -

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

None

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