

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

Proposed single storey sixth form centre and a new sixth form classroom block at The Judd School, Brook Street, Tonbridge, Kent, TN9 2PN – TM/22/203 (KCC/TM/0248/2021)

A report by Head of Planning Applications Group to Planning Applications Committee on 15 June 2022.

Application by The Judd School for a single storey sixth form centre and a new sixth form classroom block – The Judd School, Brook Street, Tonbridge, TN9 2PN (Ref: KCC/TM/0248/2021 and TM/22/203).

Recommendation: Planning permission to be granted, subject to conditions.

Local Member: Mr M Hood and Mr P Stepto

Classification: Unrestricted

Site

1. The Judd School is a Voluntary Aided Grammar School for boys, with a mixed sixth form, located to the south west of Tonbridge town centre, just under half a mile from Tonbridge train station. The main school site is accessed via Brook Street (pedestrian and vehicular), and the school also has remote playing fields (known as Vizards) approximately 0.6 of a mile to the west, adjacent to the access to Haysden County Park on Lower Haysden Lane. The school's remote playing field includes a floodlit synthetic pitch, grass turf pitches, sports pavilion and changing facilities, and car parking. Vizards playing field can be reached via a footpath along Lower Haysden Lane and Brook Street.
2. The 5.1 hectare main school site lies to the north of Brook Street, opposite West Kent College. The site is split on two levels, with the school buildings located on the higher plateau to the south east of the site and playing fields on the lower plateau to the north and west. The built accommodation occupies approximately a third of the site and comprises a number of buildings varying in age from the 'School Room' built in 1896, to the Ashton Building completed in 2017 and a more recent extension to the Religious Education Studies building. Hayesbrook Academy lies to the west of the site, and Sussex Road Primary School to the north west. Residential properties in Chichester Road and Mabledon Road lie to the north of the site (the residential area to the north of the school site is locally known as 'Meadow Lawn') and properties in Tulip Tree Close back onto the school's eastern boundary. The whole of the school site is located within the Quarry Hill Conservation Area. A site location plan is attached.

Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

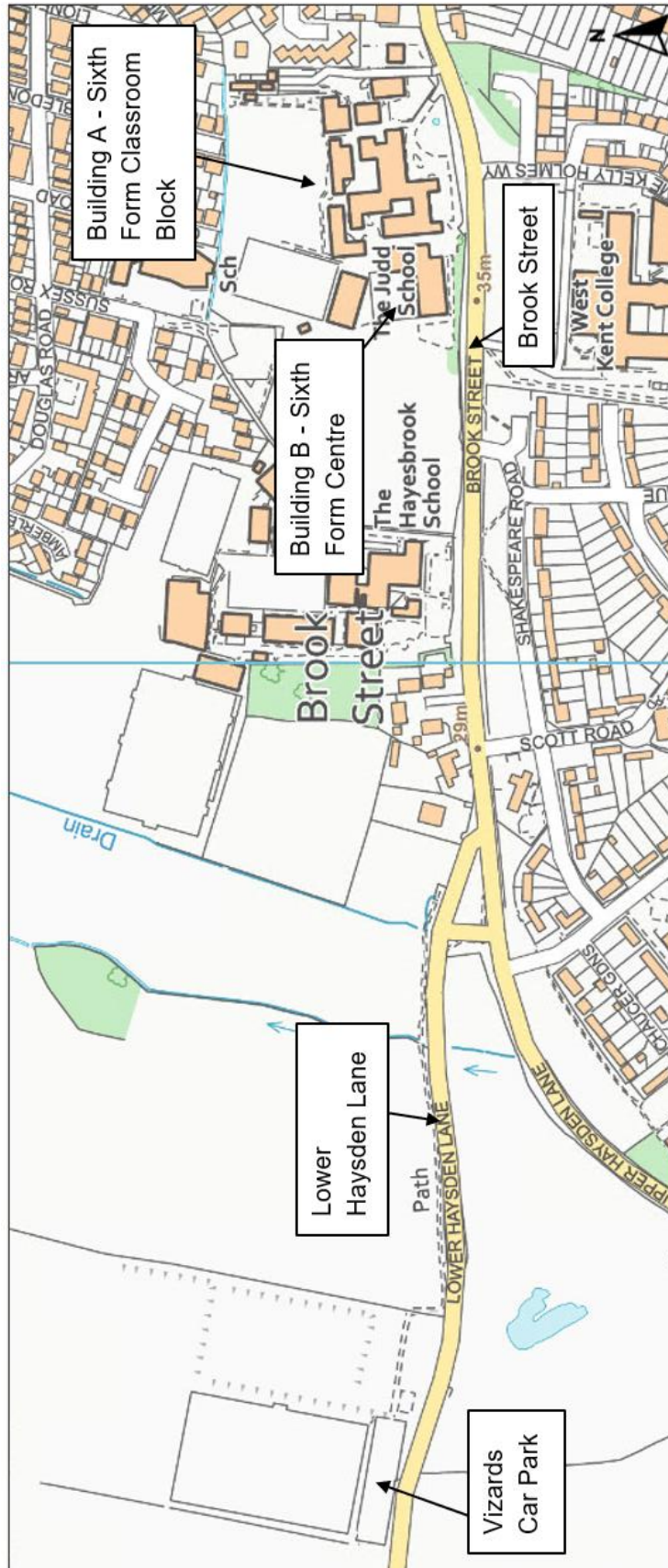
Site Location Plan



 Conservation Area

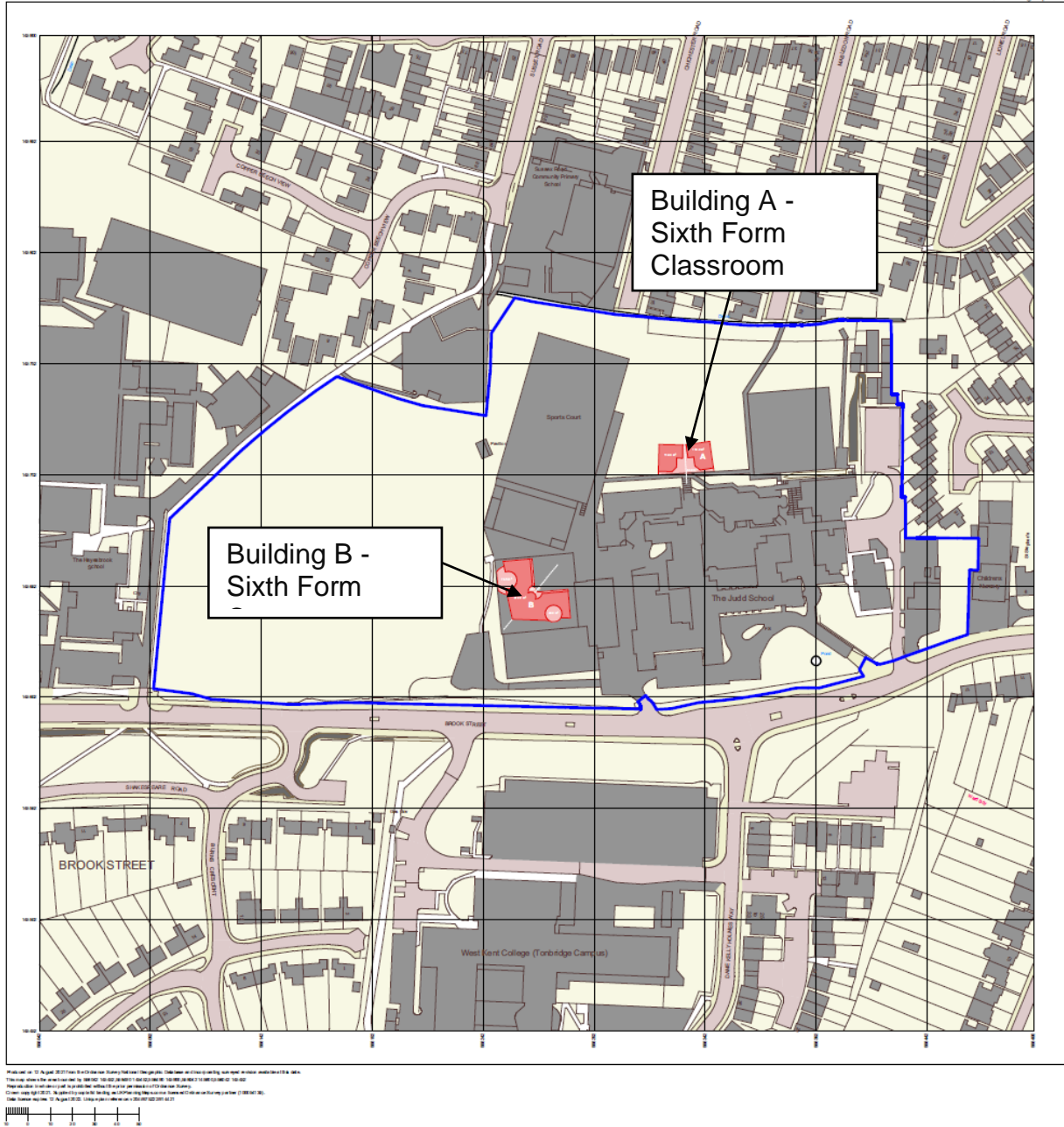
Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Site Location Plan



Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Site Location Plan



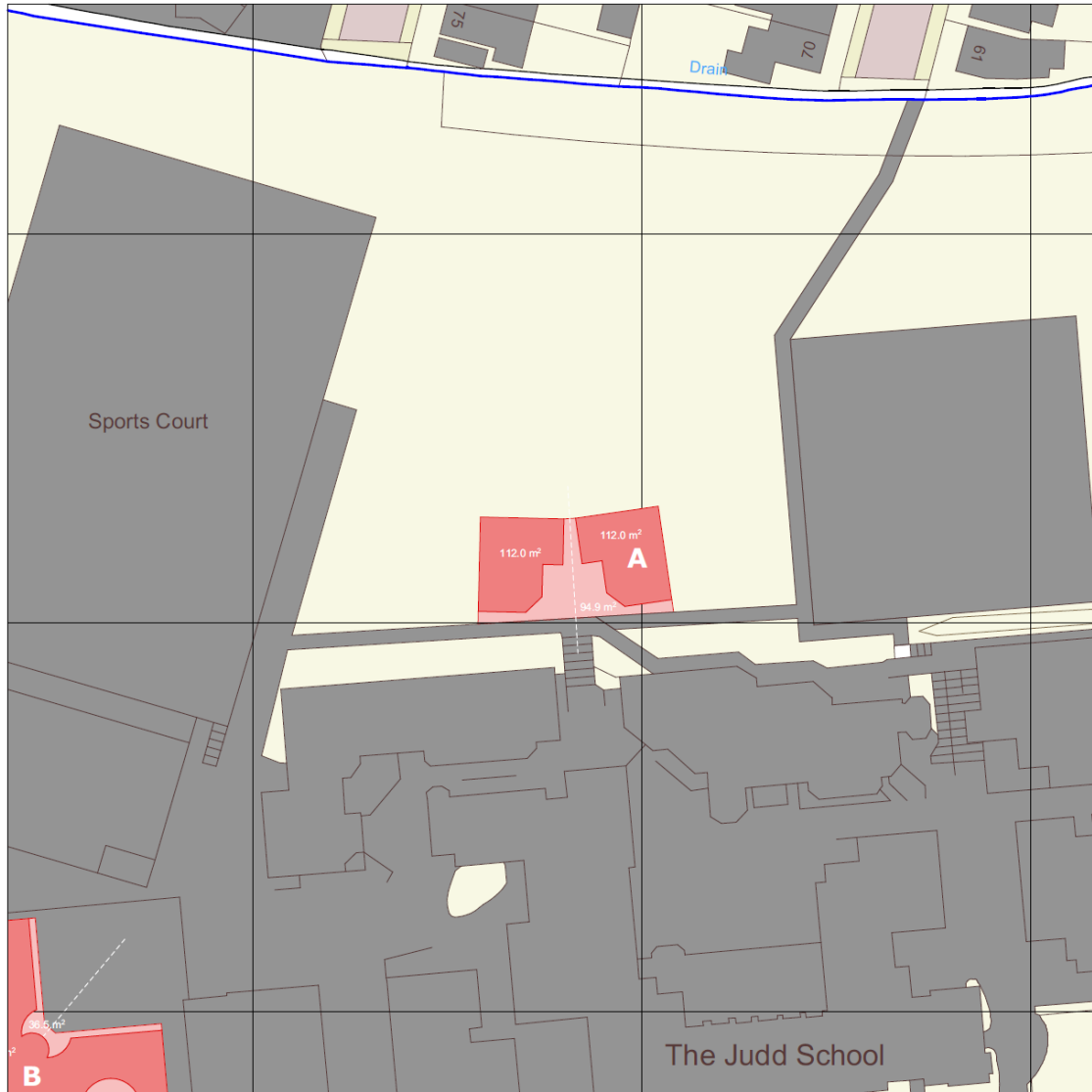
Item D1

Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed location of Building A – Sixth Form Classroom Block

The Judd School, Kent

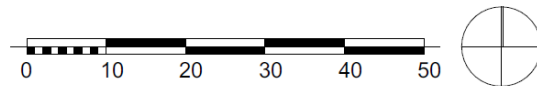
Received - 24 January 2022
Planning Applications Group



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Site Location Map
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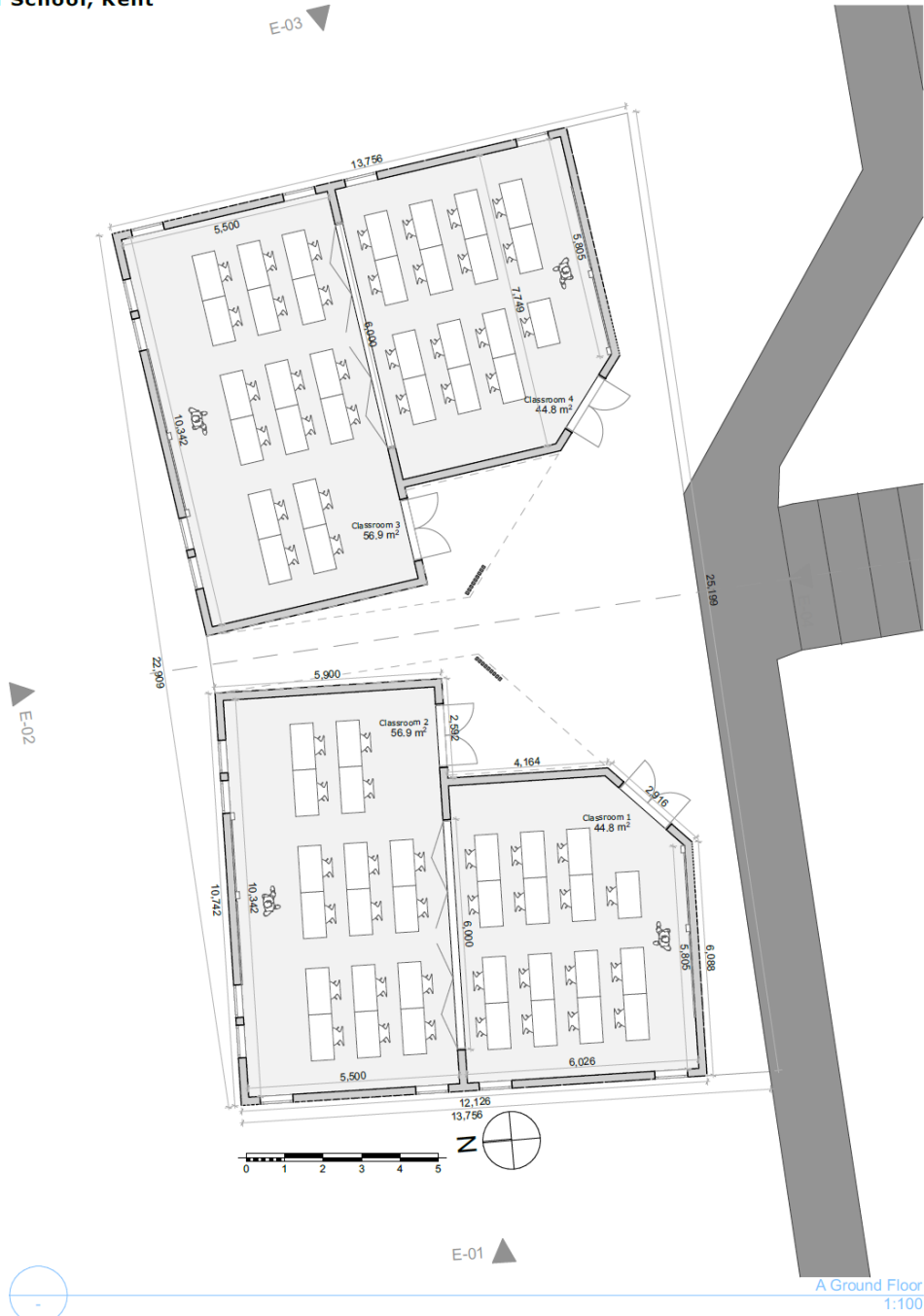
Pod Developments Ltd. Suite 263 Peel House Altrincham Greater Manchester WA14 2PX t: 0330 377 3873 e: info@ecopoddesign.co.uk www.ecopoddesign.co.uk	<input type="checkbox"/> Preliminary <input type="checkbox"/> Feasibility <input checked="" type="checkbox"/> Planning <input type="checkbox"/> Building Regulations <input type="checkbox"/> Tender <input type="checkbox"/> Construction issue <input type="checkbox"/> As Built	1. This drawing and content is copyright © of Pod Developments Limited 2. Do not scale. All dimensions to be checked on site prior to construction	Drawing no: 3.2 Drawing title: Block Plan Building A Client: Jon Wood Drawn by: BG Checked: PD	Project: The Judd School Post Address: Brook Street, Tonbridge TN9 2PN Scale: 1:500 @ A3 Date: 19.01.2022 Rev nr: 3	

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Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed Ground Floor Plan of Building A – Sixth Form Classroom Block

The Judd School, Kent



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Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed Artist Impressions of Building A – Sixth Form Classroom Block

Proposed Classroom Block

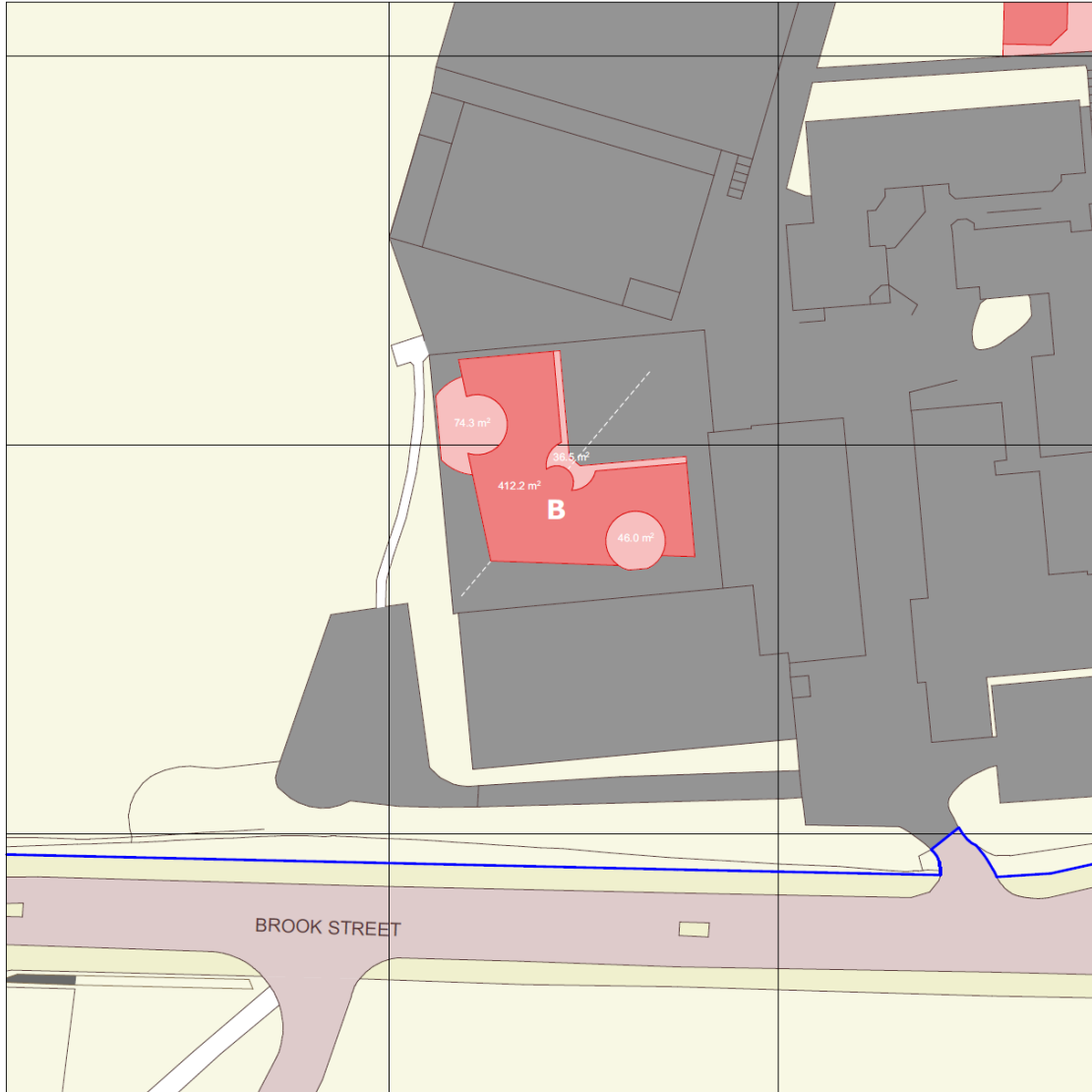


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Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed location of Building B – Sixth Form Centre

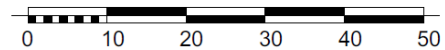
The Judd School, Kent




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Site Location Map
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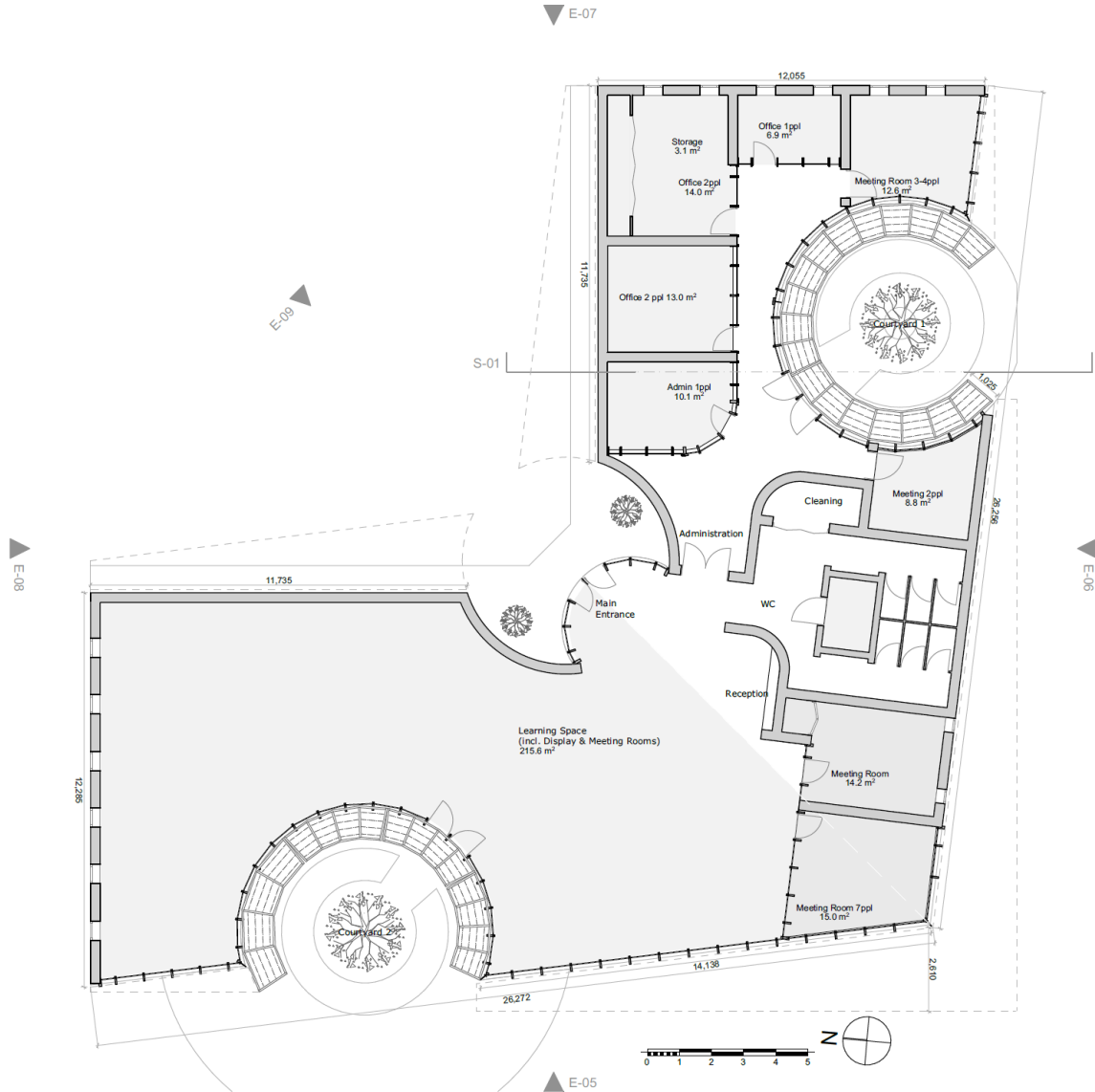
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Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed Ground Floor Plan of Building B – Sixth Form Centre

The Judd School, Kent



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	Client: Jon Wood Drawn by: BG Checked: PD		Scale: 1:100 @ A3 Date: 19.01.2022 Rev nr: 3		

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Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Proposed Artist Impressions of Building B – Sixth Form Centre

Proposed Sixth Form Centre



Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

Background

3. The Judd School is a popular school located off Brook Street, to the south of Tonbridge. As of September 2021, there were 1428 students at the school including 476 pupils in the sixth form. Over the past 10 to 15 years, the sixth form has grown from 280 pupils, when the school was a 4 form of entry (FE) school in Years 7 to 11, to over 340 pupils in the sixth form, by admitting more girls to achieve a better co-educational balance. In 2013 the School further increased the number of pupils in Year 7 by accepting an additional form of entry so increasing to a 5FE school. These pupils then reached the sixth form in 2018, by which time the sixth form had grown to 389 pupils. Throughout this period, the School confirmed that it maintained the co-educational balance with 30% of students being girls in the sixth form.
4. The School undertook a further 1FE expansion of pupils in 2017, to become a 6FE school and now it is approaching the point where the school's latest expansion in Years 7 – 11, would reach the sixth form in September 2022. The table below shows the additional 1FE increases in 2013 and 2017 and how these pupils have worked their way through the school to reach the sixth form. Previously in 2018, it was confirmed that the latest admissions data for Tonbridge and Malling indicated a strong demand for secondary places in the Borough, particularly in the Tonbridge Town Centre area. Overall provision in the Borough was predicted to be below the target of 5% surplus places, with around 3% for September 2018. However, the only available capacity was at that time in the north of the Borough, approximately 10 miles from Tonbridge Town.
5. In 2018, the majority of the schools in the Tonbridge Town Centre area received first parental preferences for places above their published admission numbers (PANs). At that time, The Judd School was the most oversubscribed, receiving 300 first preferences for the 180 places (including the temporary 30 place bulge) available for September 2018.
6. It was therefore proposed to expand The Judd School permanently by 1 FE from September 2019 (please note that the school did admit additional Year 7 pupils in 2017 and 2018 as temporary 'bulge' year's, and this can be viewed in the table below). This expansion increased the admission numbers each September from 150 to 180, an additional 30 Year 7 places. The 1FE expansion in September 2019 increased the school roll to 1311 (6FE including sixth form) and included an extra 11 members of staff. The table shows the actual and predicted pupil numbers for the entire school and how the sixth form is proposed to grow to 560 pupils by 2023, by accepting 280 pupils a year in both the lower and upper sixth forms. This is a proposed expansion of 84 pupils in the sixth form and a proposed increase of 8 pupils in the lower school. From 2023, it is proposed that there would be a total of 1520 pupils across the whole school.

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Year	7	8	9	10	11	12	13	Main School	6th Form	Total Student #s
2012	127	131	130	131	124	183	160	643	343	986
2013	154	125	130	129	132	172	173	670	345	1015
2016	155	152	154	158	121	166	181	740	347	1087
2017	188	155	153	156	158	180	155	810	335	1145
2018	183	184	154	150	156	209	180	827	389	1216
2019	192	183	187	157	151	232	209	870	441	1311
2020	192	190	183	189	159	234	235	913	469	1382
2021	192	192	193	186	189	246	230	952	476	1428
2022	192	192	192	193	186	279	246	955	525	1480
2023	192	192	192	192	193	280	279	961	559	1520
2024+	192	192	192	192	192	280	280	960	560	1520

Table showing actual and predicted pupil numbers at The Judd School between 2012 and 2024

7. The School has confirmed that there is no limit set in the number of its current pupils who are eligible to transfer from Year 11 to Year 12, as long as they pass the minimum criteria, they are entitled and assumed to stay on the school roll. However, the School has confirmed that they consider it is important for the school ethos to attempt to maintain the gender balance in the sixth form. With the current emphasis on gender equality and the importance of co-educational experience in the sixth form following a single sex education in Years 7 to 11 for the pupils, the School has confirmed that it is important to create this balance and that they would like to be able to retain it. Currently around 1 in 4 of the external pupils joining the school in the sixth form are female.
8. The School currently accepts around 170 boys into the sixth form and so the school take on around 110 external pupils into the sixth form (please note that this number of internal and external pupils will change every year, depending on how many current students make the minimum criteria and chose to transfer into the sixth form however the overall number of pupils accepted into the sixth form would be 280 pupils). It has been confirmed that there would be a total number of 560 pupils in the sixth form after this current expansion, with 280 pupils in each of the lower and upper sixth forms. This would be result in an increase of 84 additional pupils, following the next two years of the 6FE year groups tracking through to Year 13.
9. Whilst the school is currently twice the size that it was in 2004, the applicant has confirmed that the sixth form has remained in the same environment, with a cramped and unsuitable study area. It has approximately 45 computers in a room with a limited mezzanine area and a fire limit of 60 students. This is also paired with an adjacent 'common room' or café which the School has stated that it cannot accommodate sufficient numbers. In order to maintain the success and nature of the sixth form, the School has confirmed that it now needs to provide additional accommodation for the sixth form.

Recent Planning History

10. The most relevant recent site planning history is listed below:

TM/22/565

The enhancement of existing gardens at the front of the school.
Yet to be determined.

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- | | |
|------------|---|
| TM/19/506 | Section 73 application for the proposed variation of planning condition number 5 (removal of time restriction on delivery of pavilion facility) following the granting of planning permission reference TM/15/3918 dated 7 April 2016.
Granted with conditions. |
| TM/18/1924 | Proposed expansion from 5 to 6 forms of entry involving two storey extension of existing religious studies building, two new multi-use games areas (MUGA), creation of new 'exit only' footpath link to Mabledon Road, provision of 14 additional car parking spaces and associated landscaping works.
Granted with conditions. |
| TM/18/2532 | Section 73 application for the proposed variation of planning condition number 8 (removal of 'no community-use' restriction) following the granting of planning permission reference TM/15/121 dated 16 April 2015.
Granted with conditions. |
| TM/18/2527 | Full planning application for the proposed erection of a temporary single storey modular building to be used as changing room/pavilion facility to serve the Judd School's off-site outdoor sports facilities.
Granted with conditions. |
| TM/15/3918 | Full planning application for the relocation of The Judd School's outdoor playing pitches at Yeomans - comprising 1 x grass senior rugby pitch, 1 x grass junior rugby pitch, 1 x grass training pitch, 1 x floodlit synthetic pitch (with restricted non-school use), 1 x hammer cage, 1 x cricket square plus all weather wicket and a single storey changing rooms block and associated landscaping works.
Granted with conditions. |
| TM/15/554 | Proposed expansion of The Judd School (Brook Street, Tonbridge) from 4 to 5 forms of entry involving the demolition of existing kitchen and part of the dining space and reinstatement of former external facade, erection of a part two and three storey building, provision of 9 additional car parking spaces and associated landscaping works.
Granted with conditions. |
| TM/15/121 | Proposed change of use from agricultural land to recreational playing field to serve The Judd School together with associated ancillary development including access, parking, and hard landscaping works.
Granted with conditions. |
11. Originally this planning application, which is the subject of this report, was submitted incorrectly to Tonbridge and Malling Borough Council for their determination. The application is one that falls to the County Council to determine under the Town and Country Planning General Regulations, and this should have been picked up at validation. However, this mistake was only realised after the consultation process has been undertaken and completed by Tonbridge and Malling Borough Council. The

Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

applicant was then informed of the mistake and the planning application was withdrawn without a decision being reached and the planning application documents were duly re-submitted to Kent County Council, as the correct Planning Authority to determine this application. The County Council has undertaken its own consultation process with statutory consultees and publicised the planning application in accordance with planning requirements.

Proposal

12. The planning application proposes to provide 2 new standalone buildings to be used by an expanded sixth form of up to 560 pupils across Years 12 and 13. The proposed development comprises of the following key components:
 - Building A – sixth form classroom block, and
 - Building B – sixth form centre.
13. Building A (sixth form classroom block) proposes a total of four classrooms, with two smaller classrooms both measuring 44.8m² in size and the remaining two larger classrooms both measuring 56.9m². It is proposed to have the smaller classroom at the front of the building and the larger classroom to the rear and this arrangement is the same for both halves of the building with a small corridor and general circulation space running down the middle of the proposed building. It is also proposed to have partition walls between the smaller and larger sized classrooms so that they could be opened up into one big classroom measuring just over 100m² (creating two larger sized classrooms in total). It is proposed to locate this building to the north of the existing school buildings on an area of unused grassed field, between the existing MUGA (to the east) and the existing sports court (to the west).
14. The applicant states that the sixth form classroom block is proposed to serve two critical functions for the school. Firstly, it would provide four additional classroom spaces, utilised by departments as they exceed their existing spaces. Secondly, it would provide two additional examination spaces, each able to accommodate 50 students under external exam conditions, or up to 90 for an internal exam. This would greatly alleviate the pressure on the sports facilities (gym and sports hall) during the exam weeks, periodically throughout the year as the School has confirmed that one third of the weeks in the school year have internal exams for one year group or another.
15. With regards the teaching classrooms proposed, currently the School's timetable is operating on 93% capacity use on standard classroom spaces, 86% in the school labs and 91% over the pair. The proposal would bring greater flexibility for different teaching spaces to the meet the needs of the curriculum, where one or more lessons are taught in an unsuitable classroom. The proposed four additional sixth form classroom spaces would bring the overall capacity of the School's teaching spaces down to 83% capacity, allowing greater freedom to balance timetabling accordingly.
16. Building B (sixth form centre) proposes a single storey V-shaped building which would include a large open plan space in one half of the building, is intended to be used as a sixth form centre for lone working, socialising, meetings, and group activities. In the remainder of the building, it is proposed to have toilets, offices, admin space, storage space, meeting rooms and a staff room. It is also proposed to have 2 external vegetated courtyard areas. It is proposed to locate the sixth form centre building to the west of the existing school buildings on an area of existing underused hardstanding games area.

Proposed sixth form centre and sixth form classroom block – The Judd School, Brook Street, Tonbridge – TM/22/203

17. This planning application proposes to provide an additional 888m² of floorspace over the 2 standalone buildings. Both single storey flat roof buildings are proposed to be built from mainly timber cladding and thus giving the building high eco credentials and allowing a natural appearance. The designs would also allow both separate buildings to visually link in with each other making them clearly recognisable as sixth form buildings. It is proposed that the buildings would be constructed from Forest Stewardship Council (FSC) sourced structural timber, and would be dressed in FSC sourced timber cladding, and with FSC sourced timber detailing. The Self Insulated Panels (SIP) wall and floor system would allow the building to prevent excessive air leakage, and the extra insulation would give the building exceptional U-values (thermal transmittance or U-value, is a measure of the rate of heat loss of a roof or wall construction) to ensure that running costs and energy usage is kept to a minimum. All windows and doors would be double glazed and A rated, and the building would incorporate a state of the art infrared panel and air source heating system which would mean that the building could reach room temperature within minutes and the applicant has confirmed that there should be no wasted energy heating cold air before the building needs to be used.
18. Furthermore, the applicant has confirmed that the proposed buildings have been designed with a keen interest in cutting edge sustainable construction, and to create an environmentally friendly building with low energy consumption. As mentioned above, to achieve this the main construction of the buildings would be made of SIP panels. All structural timber, decking, and exterior cladding is from FSC sources and would mean that two trees would be planted for every tree used in creating the timber for the two standalone buildings. All floor coverings and window and door frames would also be recyclable, and extra insulation would be used on the exterior of the building to provide low U-values which would far exceed building regulations. It is proposed that the heating would be via a very efficient air source heat pump and infrared panels. As most of the materials would be manufactured off site and sourced within the U.K. this should significantly cut down on installation times and reduce pollution during the construction phase.
19. The applicant has stated that the new buildings would promote an environmental ethos and offer enhanced facilities to compliment the good work the school provides. Currently these vital services are restricted due to the lack of space within the school, and the new stand-alone environment created by the proposed buildings, would allow the school to offer an outstanding level of care and support for the sixth form pupils.
20. As part of the determination process, the planning application has been amended to allow sixth formers to park during the school day at the school's off-site playing fields car park, known as Vizards and which is located off Lower Haysden Lane.

Planning Policy Context

21. The most relevant Government Guidance and Development Plan Policies summarised below are appropriate to the consideration of this application:
 - (i) **National Planning Policy Framework (NPPF) July 2021** and the **National Planning Policy Guidance** (first published in 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

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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 approach decisions in a positive and creative way, 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;
- whether impacts from the development on the transport network (in terms of capacity or congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree;
- Achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Conserving and enhancing the natural environment;
- Planning policies and decisions should prevent unacceptable risks from pollution and land instability and should ensure that new development is appropriate for its location, and

Conserving and enhancing the historic environment.

In addition, Paragraph 95 states that: *The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools.*

- (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. In particular, the Policy states that the Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity of provision in the state funded school sector, to meet both demographic needs, provide increased choice and create higher standards.

(iii) **Development Plan Policies**

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

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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. In selecting locations for development and determining planning applications the quality of the natural and historic environment, the countryside, residential amenity and land, air and water quality will be preserved and, wherever possible, enhanced. 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 CP24

Achieving a High Quality Environment: 1) 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; 2) All development should accord with the advice contained in Kent Design, By Design and Secured by Design, and other supplementary Planning Documents and, wherever possible, should make a positive contribution towards the enhancement of the appearance and the safety of the area; 3) Development which by virtue of its design would be detrimental to the built environment, amenity or functioning and character of a settlement or the countryside will not be permitted; 4) The Council will seek to protect and enhance existing open spaces; 5) The environment within river corridors will be conserved and enhanced.

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Tonbridge and Malling Managing Development and the Environment
Development Plan Document April 2010:

- Policy CC1** **Sustainable Design:** Requires all proposals for new development, building conversions, refurbishments, and extensions to incorporate passive design measures to reduce energy demand.
- Policy CC3** **Sustainable Drainage:** Development will not be permitted if it has an unacceptable effect on the water environment, including surface water and groundwater quality and quantity. Proposals will not be permitted unless they incorporate sustainable drainage systems (SUDS) appropriate to the local ground water and soils conditions.
- Policy SQ1** 1) Proposals for development will be required to reflect the local distinctiveness, condition, and sensitivity to change of the local character areas as defined in the Character Area Appraisals SPD.
2. 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 SQ8** **Road Safety:** 1) Before proposals for development are permitted, they will need to demonstrate that any necessary transport infrastructure is in place or is certain to be provided; 2) Development proposals will only be permitted where they would not significantly harm highway safety and where traffic generated by the development can adequately be served by the highway network; 3) Development proposals should comply with parking standards; 4) appropriate mitigation measures shall be provided where required before a development is occupied.

Consultations

22. **Tonbridge and Malling Borough Council:** Raises no objection to the planning application.

Kent Highways: Initially raised a holding objection to the planning application pending the submission of further information relating to school roll, confirmation of the total number of responses received to the travel surveys contained in the School Travel Plan survey and how many responses were from sixth formers, further clarity of the trip generation calculations, confirmation of the catchment area for the existing sixth form students and confirmation of the proposed/likely future catchment area for sixth form students, and provision of a level of car parking and cycle parking in accordance with current parking standards.

Following receipt of the requested additional information and being satisfied with the response received from the School, Kent Highways raise no objection, subject to two conditions and an Informative. The following comments have been made:

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“Trip Generation and Impact

As requested in this authority’s initial consultation response the applicant has confirmed that at the time of the survey that supports the trip generation forecasts presented in the Transport Statement (TS) 1,318 students were on roll. Of the 1,318 students on roll 1,129 responded to the survey. 346 of the 1,129 students that respond were sixth students meaning that sixth formers made up 30% of total respondents. KCC Highways are therefore content that the sample size is large enough to be representative and provides a suitably robust basis for forecasting purposes.

Postcode data for current year 11 students and existing sixth form students has also now been provided. Review of this information confirms that a significant proportion of students live within 20 kilometres of the school. Consequently, it is reasonable to conclude that the modal split of new students would be similar to existing. The suitability of this conclusion is further reinforced by the fact that the additional floor space permission is sought for is intended to accommodate existing students who have progressed through the lower school to the sixth form.

KCC Highways has some concerns over the additional local congestion this development would create. The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. That can only be judged on a case-by-case basis, taking account of all material factors. As a result of the timings of the school day it is only during the AM peak hour that the additional development traffic would coincide with the highway peak hour.

Whilst KCC Highways has considered the amount of additional traffic that the development is likely to generate on to the local highway network, in this instance KCC Highways are not able to conclude that the impact of the level of additional traffic could be considered ‘severe’ in congestion or safety terms. However, Members should be aware that the residual impact of this development is likely to be characterised by some increase in congestion, which the applicant cannot fully mitigate.

Parking

Car Parking

To address this authority’s previous concerns the applicant has proposed the use of the ‘Vizards’ car parking facility. As demonstrated on the applicant’s car parking plan (*drawing number: 3.17 titled ‘B Additional Car Park’*) this area has capacity for the parking of more than 60 vehicles. Consequently, this facility provides capacity to accommodate the additional provision required because of the proposed development, whilst also accommodating existing demands to some degree.

KCC Highways understand that students are not permitted to park on the school site. Consequently, any parking demand generated by sixth formers who are eligible to drive is displaced onto the streets that surround the school.

The applicant’s ability to offer an additional facility that is wholly within their control, in conjunction with a robust set management plan therefore offers the opportunity to significantly reduce the levels of parking stress on nearby streets. KCC Highways consider this to be a material benefit in highway terms. This provision should

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therefore be secured in perpetuity via condition to ensure that during school hours it is used for the purposes of sixth form and staff parking only.

Details of how the facility would be managed to prevent its misuse by members of the public are also provided in the applicant's latest submission. Measures include locking of the facility during school hours, introduction of a permit system, clear signage, and the consideration of clamping of non-authorized vehicles. These measures are considered suitable by KCC Highways.

Finally, the proximity of the car park to Haysden Lane junction with Upper Haysden Lane significantly reduces the likelihood of conflict between vehicles travelling in opposing directions. In addition, the facility already benefits from a continuous off road pedestrian link that provides direct connectivity to the school site.

Cycle Parking

Confirmation that additional cycle parking provision has been installed on site has been provided. The level of additional provision is commensurate with that required for the level of expansion proposed, thereby satisfactorily addressing this authority's previous concerns.

Summary and Recommendation

I refer to the above planning application and having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority subject to a condition requiring the retention of the Vizards car parking area for sixth formers and staff parking only during school hours in perpetuity and a pre-commencement condition requiring the submission of a Construction Management Plan. An Informative is also recommended regarding obtaining any necessary highway approvals".

KCC Conservation Officer: Raises no objection and has the following comments to make:

"The site of the school is located in Sub Area C of the Quarry Hill Conservation Area, designated in 1991, which is located to the south of the centre of Tonbridge. The school site has been included due to its landscaped school grounds and because of its core of 19th century buildings, now flanked by modern extensions. The school moved onto the present site in 1896 from its original home at Stafford House.

The school site is bounded by Brook Street to its south side, which forms the main entrance. A late 20th century housing estate forms the eastern boundary of the site. To the north are two streets of Victorian villas, Mabledon Road and Chichester Road. Views of the north elevation of the school can be gained from the ends of these two streets.

To the north west of the site is the modern Sussex Road housing development that includes a Community Primary School. Immediately to the west of the Judd School is the large site of Hayesbrook Academy. There are no designated historic assets within visual range of the Judd School site. The closest historic building is the Grade II listed Brook Street farmhouse, located 150m to the west.

The proposal involves the construction of two single-storey flat-roofed buildings. Natural timber has been chosen for the exterior finish of the buildings, with

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fenestration details of anthracite grey. The larger of the two buildings would be located within the existing development footprint, on the site of a tarmacked games court. Only the west elevation of the new building would be distantly visible, from areas to the west and south west, as existing blocks stand immediately to the east, north and south.

The smaller building extends the existing development footprint to the north of the school. The development site selected is a currently disused games area. The proposed building would be visible from the two streets to the north and distantly visible from areas to the north east and north west of the school site.

Views of the larger building from Brook Street and from the area of Hayesbrook Academy would be subject to a relatively minor change, as the new building would act as infill to the line of modern structures on the school's western side. As such, the level of visual harm caused to the setting of the Conservation Area as a result of the building's construction would be neutral.

The presence of the smaller building to the north of the existing development footprint would cause a low level of visual harm to the setting of the Conservation Area through the loss of existing open space it would occupy. The aesthetically harmonious materials and colour palette chosen for the new building, together with its compact, single storey form, combine to mitigate the harmful impacts. The smaller building would neither enhance nor detract from existing views of the school buildings from the north side.

Overall, the public benefits associated with the increase in usable interior space generated by the construction of the two new buildings significantly outweigh any visual harm resulting from their presence.

The Heritage Conservation team does not wish to raise any objection to the proposed development”.

KCC Sustainable Drainage Officer: Raises no objection subject to the imposition of conditions including two pre-commencement conditions requiring a detailed sustainable surface water drainage scheme to be submitted and to demonstrate that an effective outfall for surface water is provided for the development layout. A further condition is also required for a Verification Report to be submitted prior to the occupation of any the buildings hereby permitted.

Sport England: Raises no objection and has the following comments:

“It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement. Sport England has considered the application in light of the National Planning Policy Framework (NPPF) (in particular Para. 97), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or

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- land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.¹

The Proposal and Impact on Playing Field

The proposal is for the erection of a new sixth form classroom on part of the small remaining playing field area to the north of the existing school buildings.

Assessment against Sport England Policy/NPPF

The proposal does not meet with any of Sport England's policy exceptions. I have considered the Headteacher's response to our previous objection and while I would not agree with his analysis of how the proposal accords with our policy, I have noted that the Vizards site does provide good quality alternative sports pitches for the school. Whilst these cannot be offset against the proposed loss, having been provided some years ago, and in the case of part of the site, as a replacement for pitches lost at Yeomans, I do except that these facilities meet the school's own requirements and are also available to wider community which is not the case with the on-site facilities. That being the case, Sport England does not object to the proposal in this instance.

Conclusion

Further to the above assessment, Sport England does not wish to raise an objection to this application, nor do we wish to recommend any conditions should planning consent be granted".

Local Member

23. The local County Members Mr Hood and Mr Stepto were notified of the application on 27 January 2022. The following comments have been received:

Mr Hood's comments

"I am concerned about the planning application for Judd School, Ref: KCC/TM/0248/2021, and the lack of detail in the current publicly available papers. There is no evidence of the response from Kent Highways which the correspondence from the Headteacher relates to. I have concerns about many aspects of this development in terms of its effect on neighbouring properties including flooding from displaced water at Sussex Road School and the effect on the local traffic system.

I am however completely open minded regarding the application and would like to see all the documents relating to it.

I would like to speak at the Planning Committee when this comes up".

Mr Stepto's comments

"Representing Sussex Road Primary School, I have real concern regarding the impact this further building expansion would have on potential flooding of our grounds. Since the installation of the all-weather pitch on Judd's site, the volume of run-off water flowing over our playground has increased enormously. The run-off can make the playground unusable at times or require us to cordon off areas which pose a risk to the children. Our site is very small; outside space is significantly limited for

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451 children with no grassed area at all. We installed a multi-use games area to try to improve our facilities for teaching PE. This was installed on existing playground space so has not compromised drainage on our site. However, the vast run-off and the speed at which the water flows, requires much higher levels of maintenance to the surface than anticipated. Overtime, we have spent valuable funds on trying to improve the drainage; recently, at great cost, we have needed to replace a safety surface due to the pooling water.

We have also removed pathways and hard surfaces on our grounds to try to reduce the amount of sitting water; we have plans to redevelop the school pond area, considering planting carefully, in an attempt to use the run-off to best effect. As we sit on lower ground to Judd, the run-off is inevitable, but it has very much increased since previous building works and it is becoming hugely costly for us to manage, with negative impact on our children's learning and provision. Although we can see enormous educational gains for the students at Judd which can only be of benefit, we try our best to make PE and play as effective as possible with grounds that are already not fit for purpose; the possibility of even more surface run-off to manage will compromise the quality of education and provision at Sussex Road. Is mitigating the very likely detrimental impact of this development on neighbouring grounds something that could be factored into the condition of the works? With a wealth of open space just over the boundary fence, could this be something that could benefit pupils from both schools?"

24. Both County Members were also notified on 4 May 2022, about the additional car parking information that had been submitted due to ongoing discussions between the School and Kent County Council. No further response was received from either Mr Hood or Mr Stepto.

Publicity

25. This application was advertised by the placing of a press advert in the Kent Messenger (all editions) paper on 3 February 2022. A total of 7 site notices were also posted in the roads that surrounded the school site. 3 site notices were posted in various locations along Brook Street, 2 site notices were posted in Mabledon Road, 1 site notice was posted in Chichester Road and 1 site notice was posted in Copper Beech View.

Representations on the planning application

26. A total of 5 representations have been received from local residents objecting to the application. The main points of objection are summarised below:
- This application would result in an increase in vehicle traffic along Brook Street. This road would see a significant increase in traffic if the recently approved initial planning for 120 odd homes on Lower Haysden goes ahead.
 - The traffic is unbearable during the school hours. The area cannot deal with any more building whether housing or school building.
 - With extra sixth form students attending, more students travelling to that school by car would need to park nearby. Many of those local roads are introducing double yellow lines so the knock-on effect of parking all over that estate would be unacceptable.
 - The streets around this area are already clogged with cars from Hayesbook and Judd. Residents parking is to come into force along Shakespeare Road shortly. This will push the cars to park along the main Brook Street road and Upper

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Haysden as no double yellow lines are there yet, and also on the Molescroft Estate.

- Drop off outside Judd is chaos in the mornings with parents turning around in the College and pulling across into the lay-by.
 - Parking should be provided on the school premises.
 - This application would add to flood risk in an around the local area, particularly the schools and housing close by.
27. Furthermore, an email was received from the Mabledon Road Residents Association asking to confirm receipt of their comments and questions that they had sent in. However, upon searching no comments were found to have been submitted by the Residents Association and so they were asked to re-submit their comments. They were contacted via email (on the same email address that the Residents Association had used) on 4 separate occasions and asked to re-submit their comments, however no response was received to any of these requests. There has been no further communication from the Mabledon Road Residents Association.

Discussion

28. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph (21) 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. Section 70(2) of the Town and Country Planning Act 1990 provides that the local planning authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. The proposal therefore needs to be considered in the context of the Development Plan Policies, Government Guidance, including the National Planning Policy Framework (NPPF), and other material planning considerations including those arising from consultation and publicity.
29. This application is being reported for determination by the Planning Applications Committee due to letters of representation received from local residents and the local County Members objecting to the planning application. In this case the key determining factors, in my view, are need and the principle of the development, design and siting including heritage matters, traffic and parking, and drainage issues. In the Government's view, the development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework and reflected in the Policy Statement for Schools. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to develop state funded schools, and making full use of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in paragraph 56 of the NPPF.

Need and principle of development

30. As outlined in paragraph 21 of this report, the National Planning Policy Framework (NPPF) supports the provision of school accommodation as a means of place making and promoting healthy and sustainable communities. Decisions should be made which guard against the unnecessary loss of valued facilities and services, particularly

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where this would reduce the community's ability to meet its day-to-day needs. It should also ensure that established facilities and services are able to develop and modernise in a way that is sustainable and retained for the benefit of the community.

31. Additionally, Paragraph 95 of the NPPF states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive, and collaborative approach to meeting this requirement and to development that would widen choice in education. They should give great weight to the need to create, expand or alter schools, and work with school's promoters to identify and resolve key planning issues before applications are submitted. There is similar strong policy support in the Government's Planning Policy Statement for Schools (2011).
32. As referred in the background section of the report, the proposal arises due to expansion of the school which has already taken place in Years 7 to 11 to meet the demand for selective secondary school places in the Tonbridge area and which is currently ongoing. This 1FE expansion of the School has also resulted in an increase in the number of pupils accepted into the sixth form by an additional number of 84 pupils, which would bring the total in the sixth form to 560 pupils in both the lower and upper sixth form.
33. The school is currently twice the size that it was in 2004, however the sixth form has remained in the same environment, with a cramped and unsuitable study area. The School has stated that it currently has approximately 45 computers in a room with a limited mezzanine area and a fire limit of 60 students. This is also paired with an adjacent 'common room' or café which the School says that it cannot accommodate sufficient numbers. In order to maintain the success and nature of the sixth form, the School has confirmed that it now needs to provide additional accommodation for the sixth form. It is therefore proposed to provide as part of this planning application a new standalone sixth form classroom block, comprising of 4 classrooms which can be made into two larger classrooms by moving the partition wall as well as providing a standalone sixth form centre. This would enable the sixth form to expand by 84 pupils and allowing a total of 560 pupils into the sixth form in both the lower and upper sixth form, which would enable a greater number of current pupils at the school to stay into the sixth form as well as accepting a proportion of pupils from outside of the current school.
34. Based on the above, in my view, it is evident that there is a clear case for additional sixth form accommodation at the school, following on from the recent expansion of school places in Years 7 to 11. Support for the provision of school places is also heavily embedded in the NPPF, and I consider that the education need for the proposed development should be given significant weight in this instance. In considering the above, I accept the need for the proposed development.

Design and Siting including Heritage matters

35. The planning application proposes to provide 2 new standalone buildings to be used by an expanded sixth form of up to 560 pupils over the two year groups. The proposed development comprises of a sixth form classroom block, and a sixth form centre. Both single storey flat roofed buildings are proposed to be built from mainly timber cladding. The applicant has stated that the buildings have been designed to allow them to effortlessly sit in the natural surroundings while heavily promoting an environmentally conscious ethos. The designs would also allow both separate

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buildings to visually link in with each other making them clearly recognisable as sixth form buildings.

36. It is proposed that the new buildings would sit within the grounds of The Judd School, with the sixth form classroom being located on an existing grassed area, located between the all-weather pitch and sports hall, whilst the larger sixth form centre is proposed to be located on an existing hard standing area on the other side of the sports hall. The applicant has been mindful that the school is located within the Quarry Hill Conservation Area, and so the proposed location, views of the proposed buildings, the design and use of materials have all needed to be considered carefully to satisfy Local Plan Policies CP1 and SQ1.
37. It should be noted that the County Conservation Officer has been consulted on the planning application and noted that Building A (sixth form classroom block), whilst extending the existing development footprint to the north of the school, has confirmed that this development site selected is a currently disused games area. He also notes that this proposed building would be visible from the two streets to the north and that it would also be visible from areas to the north east and north west of the school site. The County Conservation Officer also noted that Building B (sixth form centre) would result in views of this building from Brook Street and from the area of Hayesbrook Academy. However, the County Conservation Officer has agreed that the views would be subject to a relatively minor change, as the proposed building would act as infill to the line of modern structures on the school's western side.
38. Furthermore, the proposed planning application would involve the construction of two single-storey flat-roofed buildings. and it has been noted that natural timber has been chosen for the exterior finish of the buildings, with fenestration details of anthracite grey. The consultation has concluded that the level of visual harm caused to the character and appearance of the Conservation Area as a result of the building's construction would be neutral. Overall, the County Conservation Officer has confirmed that the public benefits associated with the increase in usable interior space generated by the construction of the two new buildings would significantly outweigh any visual harm resulting from their presence and has therefore raised no objection to the planning application. I am therefore satisfied that the proposed development would not have a detrimental impact on the character and appearance of the Conservation Area and consider that the proposed development satisfies the requirements of the Local Plan Policies CP1 and SQ1.
39. In light of the above, I consider the overall appearance of the proposed two sixth form buildings to be a suitable form of development and compatible with the form and scale of the school site. I also consider that the proposed locations of the two standalone buildings has been carefully considered to be located close to the existing buildings, which would also not impact upon the amenity of neighbouring properties. I consider that the proposed development satisfies the requirements of the Local Plan Policies CP1, CP24 and CC1 in that the design and siting are considered to be acceptable in this instance. I would not therefore raise a planning objection on these matters.

Highways Issues

40. Objection has been received from local residents and local County Member on grounds of the potential increase in traffic and in increased sixth form parking in the surrounding streets.

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Traffic

41. Objection has been raised about the potential increase in students attending the school and the increased traffic that this would generate in both Brook Street and in the surrounding streets around the school site.
42. The Judd School is located off Brook Street, which in turn is located off the A26, Quarry Hill Road via a mini roundabout. Tonbridge train station is located just to the north of the school site along Quarry Hill Road and less than a 10 minute walk. There are also a number of bus stops located along the Quarry Hill Road and in the vicinity of the train station. The school's main vehicular and pedestrian entrances are located off Brook Street, which pupils can access in the mornings. In the afternoon, in addition to the exits onto Brook Street, the school opens a rear gate from the playing field onto Mabledon Road, which offers the pupils an alternative walking route out of the school premises to help manage the pedestrian traffic out of the school site.
43. The School has previously produced a School Travel Plan in 2020, where the question of how pupils travel to school and back, had been asked of all pupils across the whole school. From this information, the School was able to confirm that over 80% of sixth formers travelled to school by sustainable methods (bus/train/walking), whilst this was slightly lower than the school overall at over 90%, this was still a very high proportion of the school community that were committed to sustainable travel.
44. The School accepts that students in Year 13, in particular as they pass their driving test, do travel by car to school, either alone or with friends/siblings. To be able to find out how many sixth formers did drive to school after passing their driving test, a survey was undertaken of 101 students, of whom 24 reported that they drove to school, and of which 11 car shared. The School has confirmed that given the maximum potential increase in the sixth form school roll has been calculated as 84 additional pupils, then if half of these pupils were in Year 13, and assuming a proportionate increase in self-drive, then this may add as many as 10 additional students travelling and parking locally to the school in both the morning and afternoon and so a potential increase of a total 20 additional vehicle trips.
45. The School has confirmed that overall, and based on an proposed increase number of 92 pupils across the whole of the school (8 pupils in the lower school and 84 pupils in the sixth form), and based on the travel data in the School Travel Plan (and the high proportion of pupils travelling by sustainable means), then it was anticipated that there would be a total increase of 26 vehicle trips (13 in the morning which included the 10 additional Year 13 drivers and 13 in the afternoon and which included the 10 additional Year 13 drivers) as a result of this planning application.
46. Furthermore, the school has confirmed that as a result of the proposed expansion of sixth form pupils that one additional member of staff was proposed to be employed. It is anticipated that the majority of the additional 84 sixth form pupils would join the existing classes rather than creating additional classes.
47. Kent Highways initially sought further information and clarity from the applicant. Upon receiving this additional information Kent Highways confirmed that they were content that the sample size of sixth formers questioned for the School Travel Plan was large enough to be representative and provide a suitably robust basis for forecasting purposes.

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48. Kent Highways also sought information about postcode data for current year 11 pupils and existing sixth form pupils. A review of this information confirmed that a significant proportion of pupils lived within 20 kilometres of the school. Consequently, it was reasonable to conclude that the modal split of new sixth form pupils would be similar to existing. Additionally, the suitability of this conclusion was further reinforced by the fact that the additional sixth form development was intended to accommodate existing pupils who have already progressed through the lower school to the sixth form.
49. Kent Highways raised some initial concerns over the additional local congestion this development would create. The National Planning Policy Framework (*NPPF*) states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Kent Highways confirmed that this can only be judged on a case-by-case basis, taking account of all material factors. As a result of the timings of the school day it would only be during the AM peak hour that the additional development traffic would coincide with the highway peak hour.
50. Whilst Kent Highways has considered the amount of additional traffic that the development was likely to generate on to the local highway network, in this instance KCC Highways are not able to conclude that the impact of the level of additional traffic could be considered 'severe' in congestion or safety terms to satisfy the requirements of the NPPF. However, Members should be aware that the residual impact of this development is likely to be characterised by some increase in congestion, which the applicant cannot fully mitigate.
51. Local residents have drawn attention in their comments that another planning application has recently been permitted which they have said would add to the traffic problems along Brook Street. Members have to consider this application in terms of the proposed traffic that this application would generate and based on the data provided by the School, the additional traffic that is estimated to be generated by this application would be a total of 26 trips (13 trips in the morning and 13 trips in the afternoon). Kent Highways have confirmed that this proposed increase in traffic would not be classified as severe enough to object to this application on traffic grounds.
52. This planning application proposes to increase the number of sixth formers by 84 pupils and based on information provided by the School, this may add 10 additional students travelling and parking locally to the school. Accordingly, Kent Highways are now satisfied that the proposed development would not result in an unacceptable impact on the highway network that could be deemed severe in the context of paragraph 111 of the National Planning Policy Framework. No objection has been raised to this proposal, subject to the imposition of two planning conditions, should planning permission be granted.
53. Subject to the imposition of the conditions and an Informative outlined in the final Kent Highways comments as outlined in paragraph 22 above, I am satisfied that the development would not have a significantly detrimental impact on the local highway network. I also consider that the proposed development has considered and satisfies the requirements of the Local Plan Policies CP2 and SQ8 and the relevant paragraphs of the NPPF. I would not therefore raise a planning objection on traffic matters.

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Parking

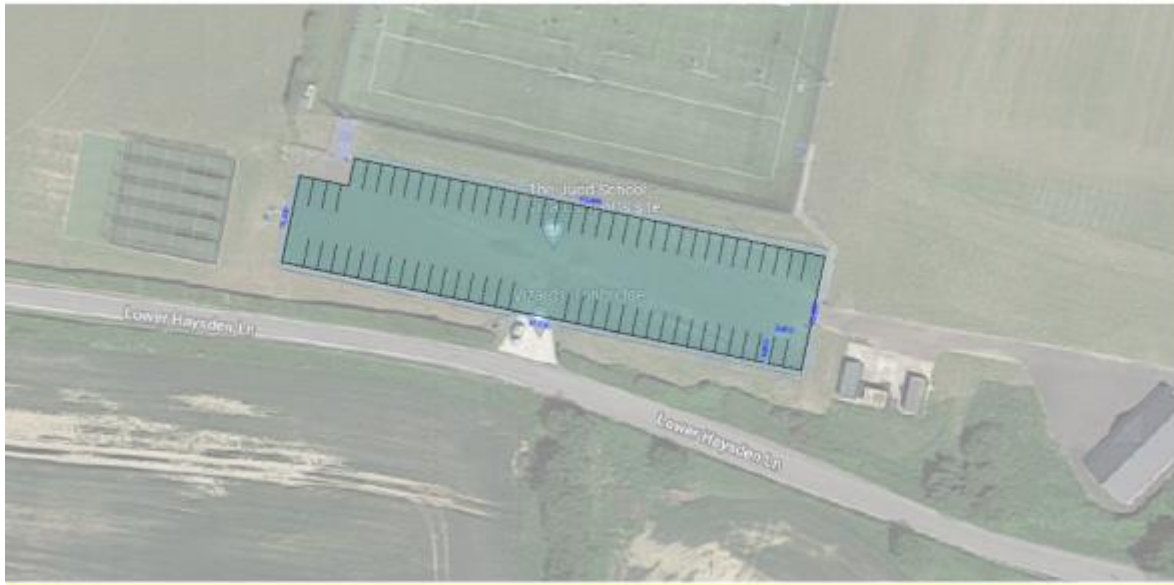
54. Objection has been received from local residents on the grounds of a potential increase in sixth form parking in the surrounding streets and that the residential roads cannot cope with any more pupil parking.
55. Initial consultation with Kent Highways also noted that no additional car parking spaces were proposed as part of the development. KCC Highways adopted guidance, Supplementary Planning Guidance Note 4 (SPG4), Kent Vehicle Parking Standards requires secondary schools to be provide a maximum of 1 space per member of staff plus 10%. Consequently, based upon the proposed expansion (based on 1 additional member of staff and based on an additional 92 pupils) a maximum of 10 additional car parking spaces were required.
56. As part of the negotiations on this planning application, the School considered providing these required 10 car parking spaces within the school site, but this proved to be difficult to find enough space without encroaching onto the school's onsite playing field. Additionally, the School was made aware of the objections raised about parking and acknowledged that sixth form pupils do park in neighbouring residential roads as the school does not allow them to park on the school site. As a solution to the on-street sixth form parking problem and the requirement to provide an additional 10 car parking spaces, the School agreed to allow all sixth formers to now park at the off-site playing fields which is known as Vizards and located off Lower Haysden Lane. This car park would also provide the one additional staff car parking space that Kent Highways required.



Plan showing the location of the Vizards off-site playing field car park in relation to The Judd School and the walking route to and from the school

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The area of the Vizards off-site playing field car park which has a parking area for at least 60 vehicles

57. Vizards contains a large parking facility, which is unused during the school day at present. The distance between the car park and the school site is approximately 850m, which represents less than a 10 minute walk via a footpath through the fields and at a safe distance from the road. The school has confirmed that whilst the car park is currently unmarked, even with the simplest arrangement of cars parking along the two long sides other than at the entrance, there is sufficient space for at least 60 cars.
58. By making this space available to sixth form students, the School is not only providing for the proposed expansion in sixth form pupil numbers, and with associated additional self-drive journeys, but also offering sufficient capacity to reduce the existing parking on the local residential streets. As such, if parking pressure does exist on those streets, ample parking is being provided at this venue in an effort to reduce such pressure.
59. The School are therefore proposing to allow all sixth formers to park in the Vizards car park and to carry out the following:
 - Reach out to their parent community to encourage their children travelling by car to use the provided spaces.
 - Share plans with local residents and encourage them to report inconsiderate parking on the local highways directly to the school, to encourage respectful relationships among students toward residents.
 - Introduce permit parking, with sixth formers able to submit their registration plate and car details to be given a permit.
 - Create appropriate signage to make clear parking is exclusively for students and staff of the school on weekday, daytime (8am – 4pm).
 - Unlock the gates, for parking access, at 8am, lock at 9am, to both encourage both early arrival and accommodate late arrival, when local parking may be most pressured. Unlock at 3:30pm.
 - Operate a checking / monitoring process routinely, daily at first, with a review once parking is regularly in place.

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- Issue written warnings to not-permitted vehicles, consider clamping on site for persistent offenders.
60. Kent Highways understands that students are not currently permitted to park on the school site and that consequently, any parking demand generated by sixth formers who are eligible to drive is displaced onto the streets that surround the school. However, to address Kent Highways previous concerns, the applicant has proposed the use of the 'Vizards' car parking facility which has capacity for the parking of more than 60 vehicles. Kent Highways are satisfied that this facility provides capacity to accommodate the additional provision required as a result of the proposed development, whilst also accommodating existing demands to some degree.
 61. The applicant's ability to offer an additional facility that is wholly within their control, in conjunction with a robust set management plan therefore offers the opportunity to significantly reduce the levels of parking stress on nearby streets. Kent Highways considers this to be a material benefit in highway terms and this should be secured by condition.
 62. Additionally, Kent Highways agree that the proximity of the car park to Haysden Lane junction with Upper Haysden Lane significantly reduces the likelihood of conflict between vehicles travelling in opposing directions. In addition, the facility already benefits from a continuous off road pedestrian link that provides direct connectivity to the school site.
 63. Accordingly, Kent Highways are now satisfied that the proposed development would not result in an unacceptable impact due to sixth form parking in the surrounding residential streets. Subject to the imposition of the condition which ensures the retention of the 'Vizards' car parking area for the sixth form and staff parking only during school hours in perpetuity, I am satisfied that the development would not have a significantly detrimental impact from sixth form parking, in the local residential road network. I also consider that the proposed development has considered and satisfies the requirements of the Local Plan Policies CP2 and SQ8. I would not therefore raise a planning objection on this matter.

Drainage

64. Comments have been received from both local County Members regarding potential flooding arising from the development. Mr Stepto has also written on behalf of Sussex Road Primary School, which is located to the north of The Judd School's playing field. Concern has been raised regarding the possible impact that the two proposed buildings could have upon the potential flooding to the grounds of the primary school. It has been brought to attention that since the installation of the all-weather pitch in the grounds of The Judd School, that the volume of run-off water flowing onto the Sussex Road Primary School site has increased and makes their playground unusable. Mr Stepto also asked in his comments whether it would be possible to mitigate any potential impact of this development on the neighbouring school grounds as part of any potential condition of the works, should planning permission be granted.
65. The applicant has responded that the school site is in a low-risk flood area and all surface and wastewater would be discharged into a designated drainage system, so there should be less groundwater if the proposed buildings are installed. All the buildings for the new development would be installed on a ground screw pad foundation system and would benefit from a minimum 50mm air gap underneath the

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- structures. This would mean that no new hardstanding is being proposed and that the development would be removing rainwater from the area, as surface water would drain into a purpose built drainage system. This design has been confirmed that it would also minimise any damage to the proposed buildings, in the highly unlikely event of a flood.
66. Building A (sixth form classroom block) is proposed to be located on an existing area of grass playing field, and the applicant has confirmed that any water that currently falls on the grass, would instead be routed to a drain. Building B (sixth form centre) is proposed to be located on an area that is existing hardstanding and the applicant states that it would have holes for the ground screws which would aid with the drainage. This building would not create any additional runoff but instead take falling rainwater away from the existing hardstanding.
67. Furthermore, the applicant has provided information based on the average rainfall for Tonbridge at 737mm annually and given that the proposed roof area of the two buildings would measure circa 900m², and so this would mean that the proposed development would reduce the amount of current groundwater by around 663,300 litres per year.
68. In light of the comments made by the Local County Members, the applicant has produced a drainage report and statement to accompany the technical drawings and details showing the proposed Sustainable Drainage System. This report and drawings have been submitted to the County Councils Sustainable Drainage Team to check and to ensure that there would indeed be no adverse or worsening of the existing drainage at this site as a result of this planning application.
69. The County Council's Drainage Engineer confirmed that he was satisfied with the report and raised no objection subject to the imposition of conditions including 2 pre-commencement conditions requiring a detailed sustainable surface water drainage scheme to be submitted and to demonstrate that an effective outfall for surface water is provided for the development layout. A further condition is also required for a Verification Report to be submitted prior to the occupation of any the buildings hereby permitted. I therefore propose to include these conditions if planning permission is indeed granted.
70. Another concern raised by the local County Members was that since the installation of the all-weather pitch in the grounds of The Judd School, the volume of run-off water flowing onto the Sussex Road Primary School site has increased and makes their playground unusable. This all-weather pitch was granted planning permission in 2007 and the application did include the installation of a drainage system, to ensure that any water running off the all-weather pitch would be channelled into the main drains. The all-weather pitch has been in use for some 14 years now and the School state they were not aware of the all-weather pitch causing the nearby Primary School any drainage problems. However, the Judd School is happy to open a dialogue with the Sussex Road Primary School to discuss the issues raised by both County Members. The Judd School already facilitate Sussex Road Primary School with the use of the forest school area, and they make their fields available on occasion during the year, i.e. for Sports Days.
71. The drainage information that has been submitted as part of this planning application has demonstrated that the proposed two sixth form buildings would not result in any additional flooding on the school's playing field. I therefore suggest an Informative be included, if planning permission is granted encouraging the Judd School to engage

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with Sussex Road Primary School to consider the issues that have been raised about surface water run-off onto the Sussex Road Primary School site.

72. Subject to the imposition of the conditions outlined in the Kent Drainage Engineer's comments as outlined in paragraph 22 above, I am satisfied that the development would not have a detrimental impact on the drainage of the school's playing field. I also consider that the proposed development satisfies the requirements of the Local Plan Policy CC3. I would not therefore raise a planning objection on this matter.

Sport England

73. This planning application proposes to locate the sixth form classroom block on an area of existing grass and the sixth form centre on an area of existing hard standing. Whilst Sport England had confirmed that the proposal does not meet with any of Sport England's policy exceptions, Sport England has considered the Headteacher's response to their previous objection (which was made to the Tonbridge and Malling Borough Council submitted planning application and these comments that arose from that consultation process and were addressed for this planning application). Whilst Sport England does not agree with the Headteachers analysis of how the proposal accords with its policy, they have noted that the Vizards site does provide good quality alternative sports pitches for the school. Whilst these cannot be offset against the proposed loss, having been provided some years ago, and in the case of part of the site, as a replacement for pitches lost at a previous offsite facility, Sport England have concluded that they do accept that these facilities meet the school's own requirements and are also available to wider community which is not the case with the on-site facilities. That being the case, Sport England has confirmed that they do not object to the proposal in this instance and have not asked for any planning conditions to be included if planning permission is to be granted. I therefore am satisfied that the proposal would not have a detrimental impact on the school's sports facilities.

Construction

74. Given that there are nearby residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction to protect residential amenity. I recommend that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also good practice on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day. The applicant would also have to be mindful of all the other schools located in close proximity to the Judd School and ensure that the construction traffic/deliveries was also timed to minimise conflict with traffic and pedestrians at these schools too.
75. I also consider it appropriate that details of a Construction Management Strategy be submitted for approval prior to the commencement of the development. That should include details of the location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times, and details of any construction accesses. Such a strategy would also address the pre-commencement condition required by Kent Highways with regard to the construction of the development. Therefore, should permission be granted, a Construction

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Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.

Sustainability

76. The application proposes that the two standalone sixth form buildings would be built from mainly timber cladding and thus giving the building high eco credentials and allowing a natural appearance. It has been confirmed that the buildings have been designed to allow them to effortlessly sit in the natural surroundings while promoting an environmentally conscious ethos. The designs would also allow both separate buildings to visually link in with each other making them clearly recognisable as sixth form buildings. The buildings are proposed to be constructed from FSC sourced structural timber, and would be dressed in FSC sourced timber cladding, and with FSC sourced timber detailing. The SIP panels (Self Insulated Panels) wall and floor system would allow the building to prevent excessive air leakage, and the extra insulation would give the building exceptional U-values (thermal transmittance or U-value, is a measure of the rate of heat loss of a roof or wall construction) to ensure that running costs and energy usage is kept to a minimum. All windows and doors would be double glazed and A rated, and the building would incorporate a state of the art infrared panel and air source heating system which would mean that the building could reach room temperature within minutes and the applicant has confirmed that there should be no wasted energy heating cold air before the building needs to be used.
77. Furthermore, the applicant has confirmed that the proposed sixth form buildings have been designed to be energy efficient and would use cutting edge sustainable construction methods to achieve this objective and that during the design phase all options were considered to ensure that this objective was met. The applicant has further confirmed that whilst discussing the various options, and with a very tight budget available, it had been decided to give top priority to items that would not be easy to change or incorporate after the proposed buildings are constructed. As part of this process, the applicant has stated that solar panels were considered to be an item that the School would be able to look to install in the future, as they are easy to retro fit onto any buildings, as and when the budget permits.
78. The School has confirmed that it is keen to be as environmentally friendly and energy efficient as possible, and as such the School has already started to install solar panels within the school grounds and the newest school building already has a 40 solar panel system installed. The School hopes to increase the number of solar panels on this site in the future and when budget constraints allow, however for the time being, there are no solar panels proposed as part of this planning application. Whilst understanding the tight budget restraints that the applicant has stated above as the reason why solar panels are not able to be provided as part of this planning application, it is positive to see that the School is keen to be as sustainable as possible using one of the most environmentally responsible building systems available for the proposed sixth form centre. However, the applicant has confirmed that when budgets allow, they would consider adding solar panels to the proposed sixth form buildings as they can be easily added at any time, so I consider it to be appropriate to add an Informative requesting the School to include solar panels on these buildings as later date and should budgets allow.

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Conclusion

79. This proposal seeks the provision of additional accommodation for the sixth form. Two standalone buildings are proposed, Building A, the sixth form classroom block and Building B, the sixth form centre. It is proposed to provide a total of 4 classrooms in the sixth form block, which can be opened up into 2 larger classrooms, which would provide additional examination spaces for the whole school. The sixth form centre proposes to include a large open plan space in one half of the building and is intended to be used for lone working, socialising, meetings, and group work. In the remainder of the building, it is proposed to have toilets, offices, admin space, storage space, meeting rooms and a staff room. Two external vegetated courtyard areas are also proposed. Furthermore, this planning application would support the proposed expansion of the sixth form at The Judd School and provide additional accommodation to meet growing educational demand.
80. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Subject to the conditions and Informatives below, I do not consider that the development would result in any significant adverse impact in respect of visual and local amenity, including the character and appearance of the Conservation Area, drainage matters or parking and traffic implications upon the local highway network. The development is in accordance with the principles of the National Planning Policy Framework and has strong planning policy support in the Planning Policy Statement for Schools (2011). Subject to the imposition of the conditions as outlined throughout this report, I consider that the proposed development is acceptable. I therefore conclude that the development is sustainable and recommend that planning permission to be granted and subject to planning conditions.

Recommendation

81. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions and Informative, including conditions covering:
1. The standard 3 year time limit;
 2. The development carried out in accordance with the permitted details;
 3. The development to be carried out using external materials and colour finishes as specified within the planning application documents, unless otherwise agreed;
 4. No development shall take place until a construction management plan, including lorry routing, access, parking, construction vehicle loading/unloading and circulation within the site for contractors and other vehicles related to construction operations, measures to prevent mud and debris being taken onto the public highway, has been submitted for approval and thereafter shall be implemented as approved;
 5. Hours of working during construction to be restricted to between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
 6. Retention of the 'Vizards' car parking area for the sixth form and staff parking only during school hours in perpetuity;
 7. Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the County Planning Authority;
 8. No development shall take place until information is provided to demonstrate that an effective outfall for surface water is provided for the development layout;

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9. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the County Planning Authority.

82. Informatives

1. The applicant is required to obtain any necessary highway approvals.
2. The Judd School to be encouraged to open up a dialogue with Sussex Road Primary School regarding the Judd's playing field, its all-weather pitch and potential drainage matters experienced by the Primary School.
3. The applicant is strongly recommended to consider the addition of solar panels to the two sixth form buildings as and when budgets permit.

Case officer – Lidia Cook

Tel No.03000 413353

Background documents - See section heading
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