

Item D2

A new classroom block, minor classroom extension and 21 additional staff parking spaces, at Lansdowne Primary School, Sittingbourne - SW/13/1110 (KCC/SW/0257/2013)

A report by Head of Planning Applications Group to Planning Applications Committee on 06 November 2013.

Application by Kent Council County Property and Infrastructure Services for the construction of a new single storey classroom block to provide six classrooms, a learning resources centre and a small hall. Plus a small extension of two classrooms to improve internal circulation and the provision of 21 additional staff parking spaces, at Lansdowne Primary School, Gladstone Drive, Sittingbourne - SW/13/1110.

Recommendation: Permission be granted, subject to conditions.

Local Member: Mr A. Bowles

Classification: Unrestricted

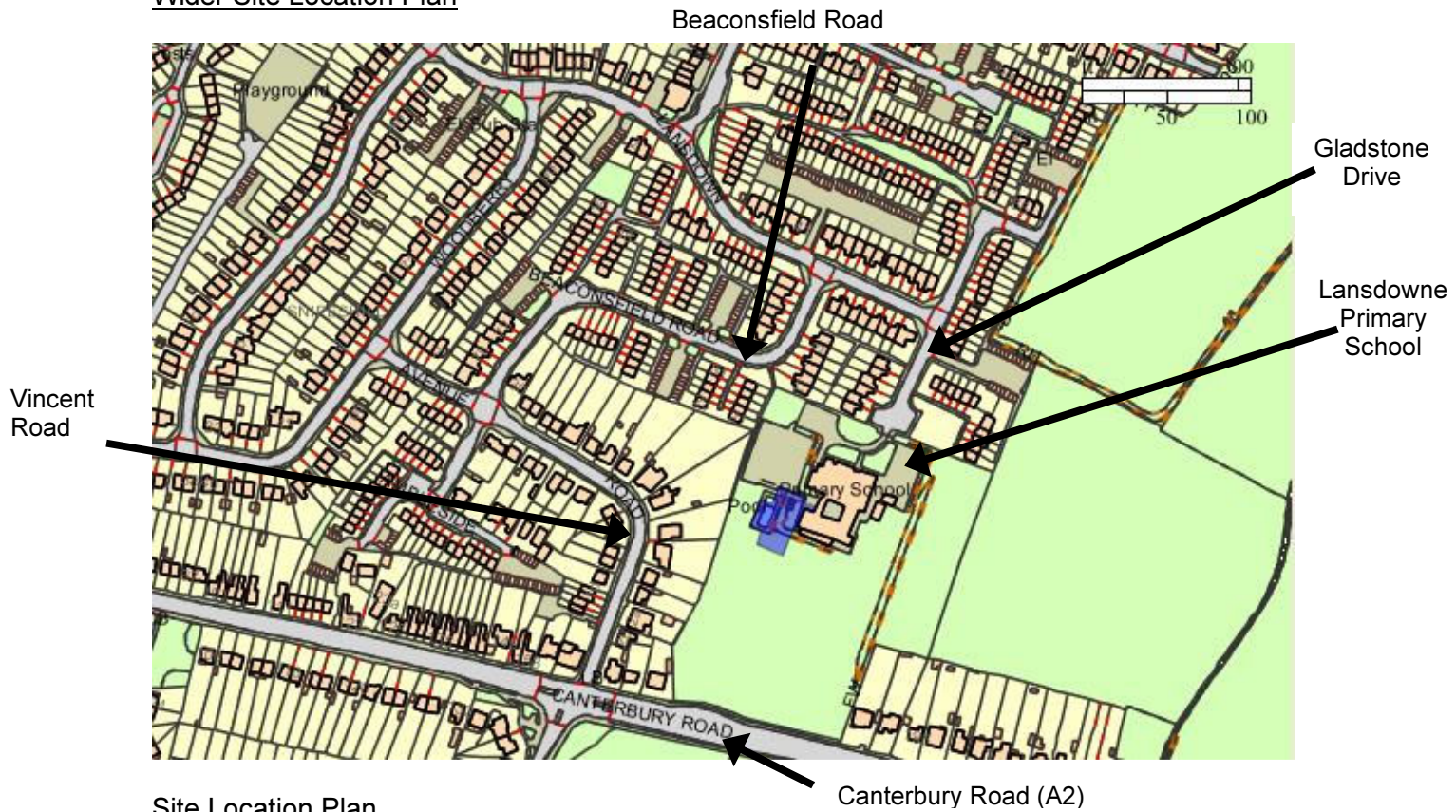
Site

1. Lansdowne Primary School on Gladstone Road is situated in an edge of town area to the east of Sittingbourne. The overall site area is 23,387 square metres including a nursery run independently of the school. The school is located at the southern end of a residential road within a large, open area. The school building is located towards the northern end of the site; the school entrance facing Gladstone Drive features landscaping, vehicle and pedestrian access and staff parking. Two hard play areas wrap around the sides of the building into the surrounding grassed area which includes a marked out sports pitch and open space extending to the south. The overall perimeter of the site is lined by well established trees. The western perimeter is bounded by the rear gardens of residential properties and the eastern perimeter is surrounded by open land with a couple of residential properties adjacent to the boundary. Canterbury Road (A2) runs along the rear of the site to the south.
2. The main school building is considered to be typical of late 1960s / early 1970s construction, consisting of a single storey, flat roof building with large areas of glazing. There is a small internal courtyard within the centre of the school. In addition to the main building there are two mobile classrooms located on the grassed area at rear of the school. To the west of the main building is a derelict swimming pool, changing area and plant room.
3. There are no Listed Buildings on the site, or in close proximity to it, and the site is not within a Conservation Area, or subject to any other Development Plan designations. A site location plan is attached.

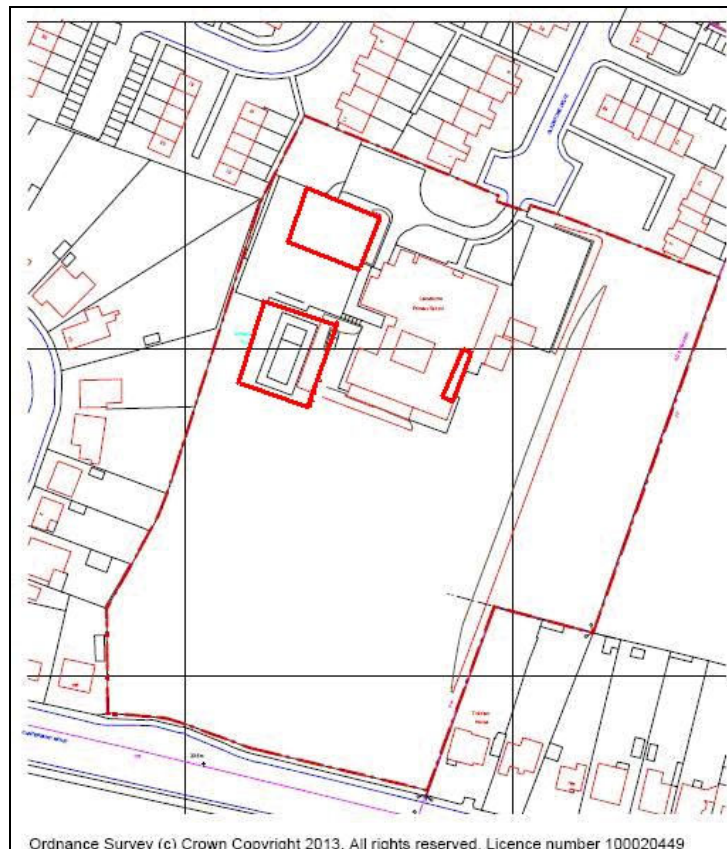
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Wider Site Location Plan



Site Location Plan



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A new classroom block, minor classroom extension and 21 additional staff parking spaces, at Lansdowne Primary School, Sittingbourne - SW/13/1110 (KCC/SW/0257/2013)**Relevant Site History and Proposal Background**

4. A temporary mobile classroom was granted planning permission in April 2013 enabling the enlargement of the school reception year intake by one class (30 pupils). The additional provision of this mobile classroom was proposed as part of the County-wide Basic Needs Programme for school places, funded and promoted by Kent County Council.
5. Future residential development is planned in the Sittingbourne area, comprising over 500 dwellings within 800m of Lansdowne Primary School. The submitted proposal has been driven by the next phase of the Basic Needs Programme; an expansion of Lansdowne Primary School from One Form of Entry (1FE) to Two Forms of Entry (2FE) increasing the capacity for the number of pupils at the school from 210 to a maximum of 420. The intention is to increase the initial reception year intake, rather than accepting in-between year admissions. The school would therefore not be at the full 2FE capacity until September 2019. There is also anticipated to be an associated, incremental increase to the number of equivalent full time staff by 16, bringing the total employees to 42.
6. The intention is that the permanent, additional provision proposed for development in this application will replace the current provision provided by two mobile classrooms granted temporary planning permission, with the mobile units to be removed in due course.

Proposal

7. The original planning application, submitted by Kent County Council Property and Infrastructure Services, proposes the construction of a new single storey classroom block to the west of the school containing six classrooms, a learning resources centre and a small hall, the minor extension of two classrooms to improve internal circulation and the provision of 17 additional staff parking spaces. The revised application increases the proposed parking provision to 21 new spaces and alters the existing parking layout. The application would provide 707m² of additional floor space.
8. The proposed location of the classroom block is to the west of the school in an area currently occupied by the derelict swimming pool and associated facilities. As the ground level of the site rises westwards from the school building, the swimming pool site is elevated by approximately two metres above the school. The proposal is to dig into the bank so that the ground floor level of new classroom block matches that of the existing school floor level. The Design & Access Statement accompanying the application explains that the existing grade of the bank would therefore surround the building on three sides, limiting the visual impact from north, west and east. The banked ground around the development would feature planting with low fencing at the top for pupil safety. It will be linked via a covered canopy to the main building.
9. The proposed single storey classroom block would be of brick construction and feature monopitch roofs over the classrooms and a flat roof with higher ceilings over the LRC and small hall, both finished in single ply membrane. The walls will be highly insulated cavity block construction with a white and coloured rendered finish. In line with the Department of Education (DfE) Guidance BB99 - Area Guidelines for Schools, the proposed classroom block will also include storage, toilet and small group room facilities.

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10. The proposed minor extension to two classrooms on the east side of the school would provide 57m² of additional floor space. At present access to a number of classrooms is only possible via other classrooms. The extension is proposed to improve internal circulation by allowing a corridor to be continued throughout the extent of the existing school building. The outward extension of the classrooms is to be in keeping with appearance of the existing school building.
11. The Transport Assessment, submitted in support of the scheme, reviewed four mitigation measures to lessen any congestion around the drop off and collection arrangements at the school. Providing either a drop off facility or pedestrian access from the A2 was dismissed on highway safety grounds due to the potential for conflicts on the high speed road. A drop off facility within the site from Gladstone Drive would be at the expense of play area and the existing staff parking spaces, displacing vehicles onto the local roads. Survey work undertaken found that a number staff currently park on street, potentially impacting upon drop off and collection arrangements at the school. Thus the Transport Assessment concluded that a fourth option of providing additional staff parking was the most efficient and safest mitigation measure. This matter will be discussed in more detail later in this report (see para. 28). 21 new parking spaces are therefore proposed as part of this application, providing a total provision of 35 spaces. The proposed additional parking is to be located on existing hard play area to the north-west of the site. In accordance with the minimum requirements set out by Kent Vehicle Parking Standards, additional parking for 5 bicycles will be provided in the north-west corner of the parking area.
12. Some land contamination has been identified in the area of the existing pool plant room; soil analysis and contamination assessment has been undertaken and results have been submitted as a part of this planning application.

The application is accompanied by a Design and Access Statement, Transport Assessment, School Travel Plan, Arboricultural Method Statement, Ecological Appraisal, Soil Analysis/ Testing and Preliminary Contamination Assessment Report.

Planning Policy

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

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

In terms of delivering sustainable development in relation to this development

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proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

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

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

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

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

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

Policy E3 Land Contamination: where contamination is identified, planning permission will only be granted if the developer agrees to undertake effective investigation and remediation work to overcome any identified hazard.

Policy E19 Achieving High Quality Design and Distinctiveness: development proposals should be of high quality design and respond positively to design criteria.

Policy E21 Sustainable Design & Build: Proposals should incorporate sustainable design and build measures into the detailed design of new development in its use of siting, design, materials, and landscaping.

Policy T1 Providing Safe Access to New Development: proposals which cause unacceptable impacts of the capacity of the highway network or on highway safety will not be granted planning permission.

Policy T3 Vehicle Parking for New Development: requires appropriate vehicle parking for new development in accordance with the adopted Kent County Council parking standards.

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Policy T4 Cyclists and Pedestrians: requires cycle parking facilities for new development in accordance with Kent County Council cycle parking standards.

Consultations

14. **Swale Borough Council** raises **no objection**, subject to: no objection from Kent Highways, restrictions on the hours of construction, space to be laid out within the site for the loading/offloading and parking of construction vehicles and the inclusion of any conditions recommended by consultees.

Environment Agency raises **no objection** to the proposal, and requests standard conditions relating to provision of a remediation strategy for contamination and relating to surface water management. It also provides supporting information in relation to land contamination, drainage and fuel, oil and chemical storage.

Southern Water requests an informative regarding connection to the foul sewer should permission be granted.

In response to the original application **Kent County Council Highways and Transportation** requested that the proposed number of parking spaces is increased to account for the insufficient provision for existing staff and that the parking area layout is revised to allow larger vehicles to turn within the site. In respect of the revised proposal, they are satisfied that the appropriate level of spaces is now included within the development proposal to accommodate the general staff and visitor demand likely during a typical day, and therefore have **no objection** to the proposal in respect of highway matters, subject to the imposition of conditions regarding the following:

- Measures to prevent mud and debris being taken onto the public highway.
- Parking, loading/unloading and turning facilities on site for vehicles associated with construction.
- The paving, draining and permanent retention of the area proposed for car parking and turning space, and permanent retention of the area the cycle parking, as shown on the submitted plans before the development is first used/occupied.
- Submission of an updated School Travel Plan for approval, including an implementation programme and parking review strategy, to be reviewed for a minimum of 5 years and until 1 year after the school has fully operated a 2 form entry in each academic year.

The County Council Transport Planner (Schools) recommended some minor amendments and corrections to the School Travel Plan, which have been taken into account with a revised version re-submitted.

Kent County Council Biodiversity are satisfied with the information provided within the ecological survey, subject to a condition on the submission of details of the on site ecological enhancements as referenced in the Ecological Appraisal.

Kent County Council Landscape supports the application and the Tree Protection Statement in principle, and suggests that landscape enhancement is linked to additional screening along the western boundary of the site; this could be considered together with ecological enhancement.

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Local Member

15. The local County Member, Mr Andrew Bowles, was notified of the application on the 02 September 2013.

Publicity

16. The original application was publicised by the posting of a site notice at the entrance to the school and the individual notification of 33 neighbouring properties. It has also been advertised on our website.

Representations

17. To date, I have received 11 letters of representation from local residents located in Gladstone Drive, Vincent Road and Beaconsfield Road, three of which related purely to minor errors in the application form information which have since been amended. A summary of the relevant main issues raised are set out below:

General amenity matters:

- The proximity of the proposed development to residential property boundaries in terms of amenity and noise.
- The lack of proposed up-grade to the main sewer despite drainage problems affecting residents previously.

Highways/Access:

- Concerns that existing parking, congestion at peak times and highway safety problems will be worsened by the expansion of the school;
- Access difficulties for Heavy Goods Vehicles (HGVs), emergency services, delivery vehicles and any future construction vehicles. Such vehicles are said to park/turn at the end of the Gladstone Drive rather than attempting the school access.
- A number of non-resident cars belonging to school staff are said to be parked during the day on Gladstone Drive.
- Inconsiderate parking by parents dropping off/ picking up children is a nuisance to residents and prevents access to driveways.
- The behaviour and attitude of some parents towards local residents in relation to parking issues is reportedly poor and can be aggressive.

Neighbours also make a number of suggestions:

- Traffic survey of surrounding local roads.
- An alternative entrance to the school off the A2.
- A meeting between KCC and the residents of the surrounding estate.
- Specific hours of construction.

Discussion

Introduction

18. This application seeks planning permission for the construction of a new single storey classroom block to the west of the school containing six classrooms, a learning resources centre and a small hall, the minor extension of two classrooms to improve internal circulation and the provision of 21 additional staff parking spaces, at Lansdowne

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Primary School, Sittingbourne. In considering this proposal regard must be had to the Development Plan Policies referred to in paragraph (11) above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore, this 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. Issues of particular relevance include access and highway issues and general amenity impacts.

19. In this case the key determining factors, in my view, are the impact upon the local highway network and local amenity, and the policy support for the development of schools to ensure that there is sufficient provision to meet growing demand, increased choice and raised educational standards, subject to being satisfied on amenity and other material considerations. In the Government's view the creation and development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in Circular 11/95.

Siting and Design

20. Swale Borough Council Local Plan policies SP1, E19 & E21 promote sustainable development, high quality design and improvements to the built environment. Although no objections to the design of the proposed development have been received, it is important to discuss these matters in relation to its proposed location to ensure that the proposal is in accordance with the general design principles expressed in Development Plan Policies.
21. Two residents adjoining the site boundary from Vincent Street voiced objections to the proposed increase in development in proximity to their properties, and the likely increase in noise. In response, the application agent has reiterated that the single storey classroom block is located over the footprint of the existing, redundant swimming pool development. The new classroom block would be, at its nearest elevation, approximately 7 metres from the boundary fence and the substantial rear gardens of the adjoining residential properties to the west. The new classroom block has been designed in such a way as to reduce visual and noise impacts; it will be set down into the ground to match the floor level of the current school building and surrounded by the grade of the existing banked land on three sides, which will also be planted. Boundary screening from all existing trees will be retained and protected during construction. Impact from noise will be minimised through the positioning of the open aspect of the building to face the school. Additional screening to further protect residential amenity will be considered through the submission of a scheme of landscaping details (see para. 22). There will be no noise generating plant room constructed as a part of the development. The proposed new car parking spaces are to be located on existing hard play area located away from the adjoining residential property boundary with screening provided by the existing tree and hedge line.

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22. The small classroom extension on the eastern side of the school will not be visible to any neighbouring properties and no comments were received in respect to this part of the proposal.
23. I consider that the proposed location of the classroom block, classroom extension and parking spaces and would not significantly impact upon residential amenity. The design and scale of the proposal is, in my opinion, appropriate and acceptable, complementing the form of existing school buildings. The proposal also utilises and improves the appearance of a derelict, unsightly part of the site. Subject to the imposition of a condition requiring the submission and approval of the coloured render materials details to be used externally, I consider the design of the building to be acceptable and in accordance with Development Plan Policies.

Landscaping and Ecology

24. No objections were received from consultees or residents regarding landscaping or ecology, and the Tree Protection Statement and Ecology Survey were considered acceptable by key consultees. The KCC Landscape Officer suggests that given the size of the proposed extension, the boundary of trees along the west side of the site could be reinforced, offering both further screening to neighbouring properties and supporting the landscape and ecological aspirations for improved connectivity at the site. I therefore consider it appropriate in this instance to require details of a scheme of landscaping and to be submitted pursuant to condition, should permission be granted, to include consideration of additional screening and landscape connectivity. I would also consider it to be appropriate to attach a condition requested by KCC Ecology on the submission details of the on site ecological enhancements.

Drainage

25. Local residents have expressed concern that the increase in the capacity of the school would exacerbate drainage problems which have previously arisen from the local sewerage system. Southern Water initially advised that the proposed additional surface water discharge to the public foul sewer would exceed the capacity of existing 225mm and 150mm foul sewers located within the immediate vicinity of the school. In light of this, the revised drainage strategy, detailed on drawing no. M1464/00/01 Rev 4, proposes the use of on-site soakaways for surface water drainage, with only the additional foul water directed to the external drain system.
26. Given the proposed revised arrangements, and the lack of any objection from the Environment Agency and Southern Water to the drainage scheme, I see no reason to refuse the application on these grounds. However, it is appropriate that planning permission, if granted, would be subject to the Environment Agency's conditions relating to provision of a remediation strategy for contamination, surface water management, and supporting informatives, and Southern Water's informative regarding an application for connection to the foul sewer.

Access and highways related issues

27. In my opinion, the key determining issue in relation to this application is the potential impact on highway matters. This application was accompanied by a Transport Assessment and a School Travel Plan, and the highway and access implications of the

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application have been considered and addressed in detail by Kent County Council Highway's and Transportation (the Highway Authority), who raise no objection to the development subject to the imposition of conditions. However, the points raised by the local community need to be considered and discussed.

28. A request from local residents was that an additional or alternative school access point, such as from the A2, would be preferable to prevent worsening current peak time traffic, double parking and related issues at the Gladstone Drive access. This option has been considered within the Transport Assessment accompanying the application and by the Highway Authority; both concluded that the creation of a new vehicle or pedestrian access from the A2 would be an inappropriate mitigation option on highway safety grounds. The Highways Authority explain that this option would introduce conflicting vehicle movements on to A2 within the 40 mph speed limit section, and where several lanes of traffic are converging or splitting close to the traffic signal controlled junction at Swanstree Avenue. Given the limited space within the proposed on-site facility, the proposal would result in vehicles queuing in both directions to enter the site, and would obstruct the flow of traffic along the A2, which is the main arterial route connecting Sittingbourne to Faversham, as well as a strategic route to destinations beyond each. In addition, this would be likely to introduce significant parking demand at this location that would obstruct the bus lay-by, cycle lanes and free flow of traffic, and create more pedestrian activity. Given the high number of young children that would be present in this busy environment, the Highway Authority's view is that encouraging this mix would not be desirable. The application has therefore retained the existing access arrangements and instead opted to introduce additional on-site parking to lessen the impact on the local roads.
29. However, it has become apparent from the traffic surveys undertaken and comments from local residents that a number of staff currently park on Gladstone Drive due to an on-site parking shortage. Whilst the original proposal for additional parking took into account the anticipated increase in staff numbers, it did not allow for the numbers of current staff who park outside the school grounds (six when the survey was conducted), adding to congestion in surrounding streets. Extra provision was recommended by the Highways Authority, bringing the total proposed and existing spaces on site to 35. This level of car parking is now considered to be sufficient by the Highways Authority to accommodate the general staff and visitor demand likely during a typical day,¹ which should remove the existing staff vehicles that park on-street impacting upon the amenity of residents and consequently reducing the availability of parking for parents.
30. One Beaconsfield Road resident expressed disappointment that the Transport Assessment's traffic survey was limited to Gladstone Drive and did not extend to the network of local roads leading up to the school. It is recognised that incremental expansion of the school will ultimately increase the numbers of vehicles arriving to drop off or collect children, placing further parking demand on the surrounding streets to accommodate these vehicles; extending further along Beaconsfield Road and Lansdowne Road, and probably affecting Peel Drive, Woodberry Drive and Coombe Drive. That may cause congestion within these roads during the short spells at the start and end of the school day. In view of that, the Highways Authority suggest that it may be appropriate to investigate whether any additional waiting restrictions should be introduced to ease some bottlenecks where traffic can become blocked and passing

¹ The School Travel Plan indicates that approximately 40% of staff travel to the school by alternative sustainable transport means. As the increase in staff is predicted to be 16 full time equivalents, the Transport Assessment estimates that this will result in a likely increase of 10 cars.

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bays would be beneficial; this could be secured by condition as part of the review of the School Travel Plan. It should be noted that the proposed increase in the number of additional parking spaces should free up Gladstone Drive from overflow staff parking and allow for addition parent usage at peak times, which would in turn help ease congestion in the surrounding roads.

31. Local residents in close proximity to the school access on Gladstone Drive have reported concern about existing congestion issues and nuisance from inconsiderate parking by parents preventing access to driveways. Unfortunately parent parking in local roads is an issue associated with all schools. In this instance, the Highway Authority does not consider the issue to present a serious highway safety concern. Congestion at school peak times is generally limited 15-20 minute period, and although this causes inconvenience and delays to through traffic, this is considered to be a short term impact on local amenity rather than amounting to a wider highway safety concern. Whilst the behaviour of a small number of parents, who have reportedly been rude to local residents in some instances, is understandably a matter of concern and potential distress to residents, driver behaviour and attitude is not a planning land use matter which the Planning Authority can control. However, through ensuring the School Travel Plan is updated to evolve with the increasing school population, and reviewing whether any local parking restrictions may be necessary to assist traffic movement during these times, can be secured by condition to encourage responsible behaviour by parents. The School Travel Plan also includes an action plan with aims to encourage travel to school by more sustainable modes of transport to reduce reliance on cars, and subsequently ease pressures on the local highway network.
32. In light of the local resident's reports of larger service or emergency vehicles parking/turning in the Gladstone Drive 'stub end', potentially obstructing residential access, the proposed parking layout has been revised as part of the discussions with the Highway Authority; four existing tandem parking spaces have been relocated to improve efficiency and management of the parking area, and most importantly to increase the available space for vehicles turning within the site. Since development without adequate accommodation for the loading, off-loading and turning of vehicles is likely to lead to such activities inconvenient to other road users and would detrimental to highway safety and amenity, it would be appropriate for the vehicle parking and turning space to be paved and drained to the satisfaction of the Local Planning Authority, as required by condition, before the development is first used/occupied.
33. I would consider that any impact on residential amenity from congestion at limited peak times during term time are acceptable compared with the serious highway safety implications of an alternative school access via a main arterial route. I'm satisfied that the proposed increase and revised layout of the on-site staff car parking will offer some mitigation to the potential impacts on residential amenity and highway matters, and that impacts can be monitored as the school intake increases through annual review of the School Travel Plan. As per the Highway Authority recommendations, the School Travel Plan should include a parking review to monitor on-street parking associated with the operation of the school, and endeavour to implement on-street parking restrictions, in consultation with the relevant authorities such as Swale Borough Council, that may be considered necessary to maintain the free flow of traffic on Beaconsfield Road, Lansdowne Road, Peel Drive, Woodberry Drive and Coombe Drive.
34. In considering the above, and in light of the views of the Highway Authority, I consider that subject to the imposition of conditions regarding the paving, draining and permanent

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retention of the area proposed for car parking and turning space, the permanent retention cycle parking area, plus the submission of an updated School Travel Plan, that the development would not have a significantly detrimental impact overall on the local highway network. I therefore see no justification to refuse the application on these grounds.

Construction

35. Given the proximity of the site to neighbouring residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also good practice on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day.
36. In addition, I consider it appropriate that details of a Construction Management Strategy be submitted for approval prior to the commencement of development. The strategy should include details of the methods of working, operative/visitors parking, details of any construction accesses and lorry routing. Such a Strategy would cover all of the matters that Highways and Transportation required to be conditioned with regard to construction. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.
37. In addition to the above, should permission be granted, conditions of consent would ensure that dust and mud on the local highway network, and other matters associated with construction, would be mitigated as far as reasonably possible so as to minimise disruption to local residents.

Conclusion

38. In my view, the development would not give rise to any significant material harm and is in accordance with the general aims and objectives of the relevant Development Plan Policies. In addition, the development is in accordance with the principles of the National Planning Policy Framework and the Planning Policy Statement for Schools (2011). I consider that, subject to the imposition of appropriate planning conditions, this proposal would not have a significantly detrimental effect on the local highway network or local amenity. 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.

Recommendation

39. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT to conditions, including conditions covering:
 - the standard time limit;
 - the development to be carried out in accordance with the permitted details;
 - the submission of details of the coloured render to used externally;

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- a scheme of landscaping, to include consideration of additional screening along the western boundary, landscape connectivity, and its implementation and maintenance;
- the submission of details of the ecological enhancements to be incorporated in to the site;
- potential land contamination to be addressed;
- surface water drainage and infiltration to ground to be addressed;
- the paving, draining and permanent retention of the area proposed for car parking and turning space before the development is first used/occupied;
- permanent retention of the area the cycle parking before the development is first used/occupied;
- submission of an updated School Travel Plan for approval, including an implementation programme and parking review strategy, to be reviewed for a minimum of 5 years and until 1 year after the school has fully operated a 2 form entry in each academic year.
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- the submission of a Construction Management Strategy; to include including access, parking and circulation within the site for contractors and other vehicles related to construction and demolition operations, a restriction on traffic movements at peak school times and measures to prevent mud and debris being taken onto the public highway.

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

- General advice from the Environment Agency and Southern Water with regard to site drainage and foul sewer connection.

Case officer – Rachel Cutler	01622 696815
Background documents - See section heading	