

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

Two storey extension and new access to enable the expansion of Iwade Primary School, School Lane, Iwade - SW/14/500739 (KCC/SW/0189/2014)

A report by Head of Planning Applications Group to Planning Applications Committee on 19 November 2014.

Application by Kent County Council Property and Infrastructure Support for the expansion of Iwade Primary School from two form entry (2FE) to three form entry (3FE), including the erection of a two storey extension to the existing school building, creation of a new access via School Lane and additional parking spaces, together with new hard and soft landscaping, at Iwade Primary School, School Lane, Iwade, ME9 8RS – SW/14/500739 (KCC/SW/0189/2014)

Recommendation: Permission be granted subject to conditions.

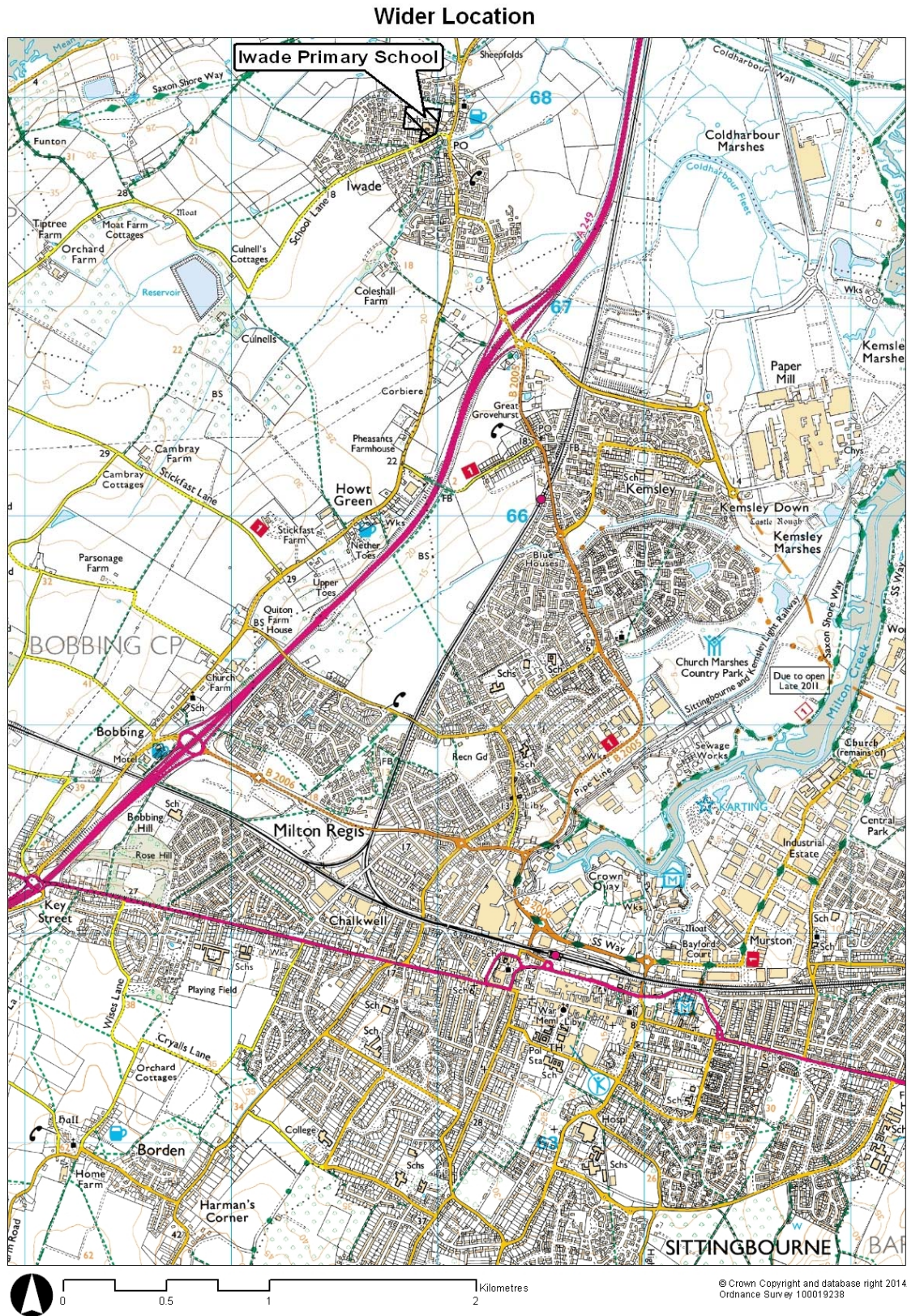
Local Members: Mr R Truelove & Mr L Burgess

Classification: Unrestricted

Site

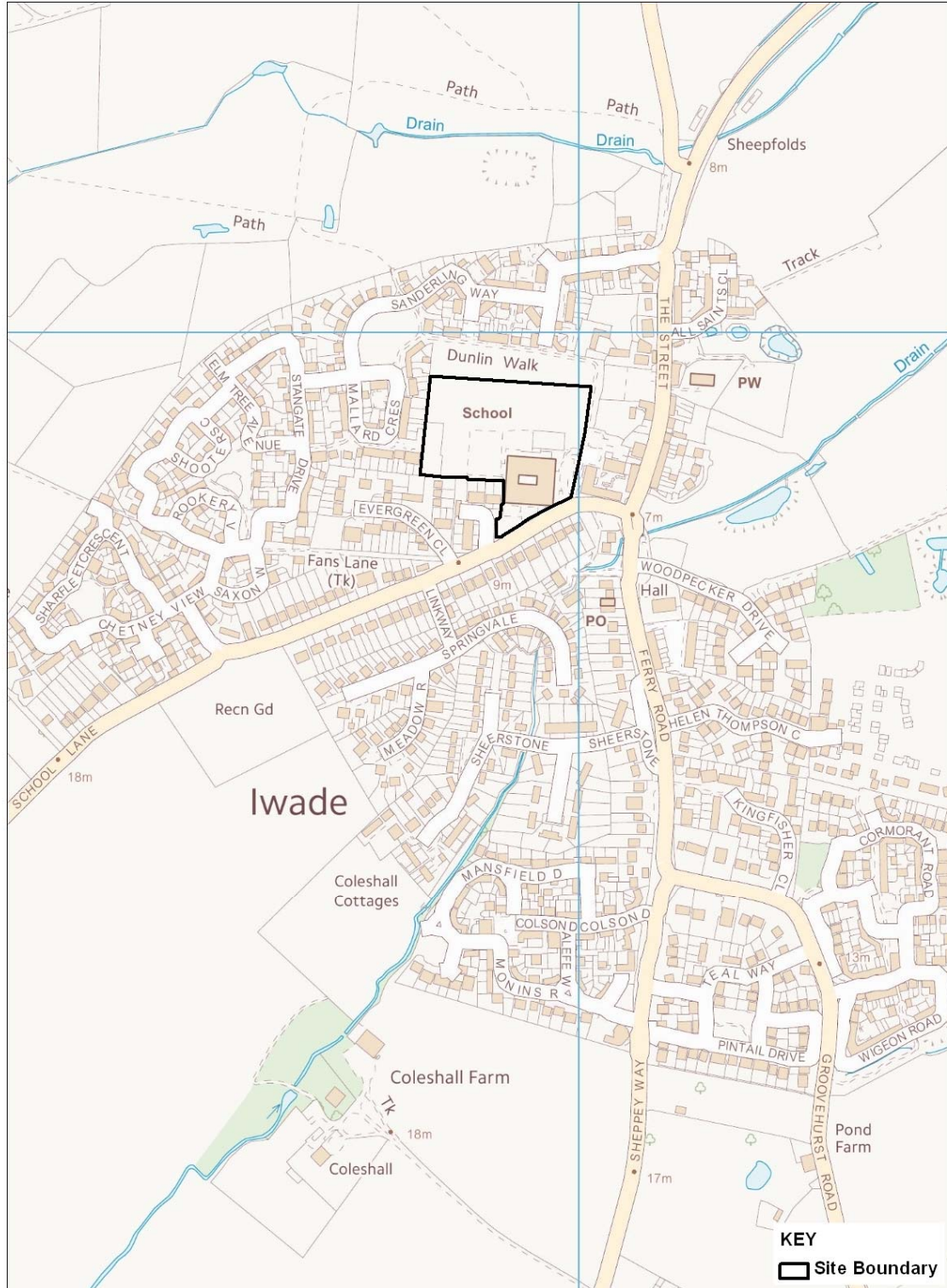
1. The village of Iwade is located approximately 3 miles (4.8 km) to the north of Sittingbourne Town Centre. The A249 runs to the south and east of the village, with access to the village via the B2005 junction on the A249, which also provides access to Kemsley (including the Paper Mill). The Swale, which separates the Isle of Sheppey from 'mainland' Kent, is approximately 1.5 miles (2.4 km) to the north/north east of the village. Various rural roads also provide access to the village from the north, south and west, including The Street and Ferry Road, which bisect the village from north to south, and School Lane which extends from The Street/Ferry Road to the west. The village is surrounded by agricultural fields and the local landscape is rural in nature, and largely flat.
2. Iwade Primary School is located to the north west of the village centre, to the north of School Lane. The Primary School has grown considerably over recent years, primarily due to a rapid growth in house building in and around the village, with the most recent extension (8 classrooms) granted planning permission in 2003 (see paragraph 7 for planning history). The school is single storey, with the original 1950's building having a flat roof, and the more recent extension a tiled pitched roof and double height hall building. The school buildings and hard play are located in the south eastern corner of the site, with playing fields extending to the north and west. The south western boundary of the site is bound by properties in Meadow Close and Evergreen Close, the western boundary by properties in Mallard Crescent, and the northern boundary by amenity grassland, beyond which lie properties in Sanderling Way. A Public Right of Way (Dunlin Walk) runs to the north of the amenity grassland, parallel with the school boundary, and turns to the south and extends along the eastern site boundary, meeting with School Mews. School Mews runs approximately half way up the eastern school boundary, and provides access to a small car park which services a mixed use development comprising local shops and a small number of properties. Access to the

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Site Location Plan



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Existing Site Plan



Proposed Extension & Alterations to, Iwade Primary School, Iwade, Sittingbourne
Existing Site Plan

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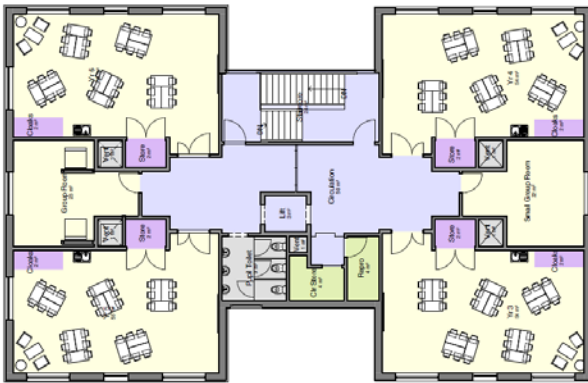
Proposed Site Plan



Proposed Extension & Alterations to Iwade Primary School, Iwade, Sittingbourne
Proposed Site Plan

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Proposed Floor Plans



First Floor Plan (Colour Coded)
1 : 100



Ground Floor Plan (Colour Coded)
1 : 100

Proposed Extension, Iwade Primary School, Iwade, Sittingbourne

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Proposed Elevations



Iwade Primary School, Iwade

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School is also via School Mews, with separate entrance and exit points creating a potential one-way looped drop off system along the southern half of the eastern site boundary. It is understood, however, that the one-way system is not used due to congestion in School Mews. 28 car parking spaces for staff and visitors, including 2 disabled spaces, are provided on site to the south and east of the school buildings. Beyond School Mews, the northern half of the eastern boundary is bound by a local Public House, accessed via The Street, and its car parking and garden, including an area of tree planting/overgrown scrub.

3. There are no Tree Preservation Orders within the site, the site is not located within a Conservation Area, and there are no Listed Buildings in the immediate locality of the school.

Background

4. As part of the County Wide Basic Needs Programme, it has been identified that the expansion of Iwade Primary School from a two form of entry (2FE (60 children per year group)) to a 3FE (90 children per year group) is required. The applicant states that Iwade Primary School is popular, with 122 applications for a reception place in 2013. The School is currently at capacity (420 pupils) and families moving into the village are unable to get a place at the school. The Swale section of the Kent Commissioning Plan for Education Provision 2013-18 has identified a significant pressure on reception year places, with the District forecast to have a deficit of up to 87 reception year places in September 2016 and 2017. In addition, further new housing within Iwade, currently under construction, will add to the pressure on the school to increase its intake.

Amendments

5. As detailed in paragraph 11 of this report, this application proposes to remove the existing school vehicular access points on School Mews, and provide a new single vehicular access point on School Lane. However, when originally submitted, this application also proposed the inclusion of a dedicated drop off loop within the school site. This facility met with objection/concern from Kent County Council Highways and Transportation, parents/residents, and the Parish Council on the grounds of safety, loss of parking spaces, and that parents should not be encouraged to drive to the village school. The application was subsequently amended to remove the drop off loop, instead creating additional car parking on site.
6. In addition, since originally submitted additional Great Crested Newt Surveys have been undertaken and submitted. It is the amended/amplified proposal that will be detailed below and discussed throughout this report unless specifically stated.

Relevant Planning History

7. The relevant planning history is as follows:

SW/02/481	Erection of 2 two bay mobile classrooms. - Approved
SW/02/941	Playing field extension

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	- Approved
SW/03/1200	Relocation of 2 existing mobile classrooms and provision of 2 additional mobile classrooms; all mobiles to be removed upon completion of permanent build (separate application). - Approved
SW/03/1234	Extension to existing school building consisting of 8 classrooms, new hall, staff offices and associated facilities, also drop-off road, staff and visitor parking and associated external works. - Approved
SW/04/884	Provision of 1 temporary classroom unit for a period of not more than 12 months to facilitate the redevelopment of the school (SW/03/1234); removal of mobile on completion. - Approved

Proposal

- This application has been submitted by Kent County Council Property and Infrastructure Support, and proposes to provide the accommodation required to enable the School to expand from 2FE to 3FE (420 pupils to 630). The application proposes a two storey 7 classroom extension with associated staff and storage facilities, an additional area of playground space, a new pedestrian access, a new vehicular access via School Lane, and associated car parking and landscaping alterations. Staff numbers are expected to increase from 71 to 99, an increase of 28.

Building siting, massing and design

- The two storey flat roofed 7 classroom extension is proposed to be located to the north eastern side of the existing school building, upon an existing area of playground space. The building has been organised into three elements, two teaching block elements linked by a central circulation space incorporating a half level to address the change in level across the site. The building would link to the existing school at ground floor level, with minor internal alterations to the existing providing a new studio space and circulation. The ground floor of the proposed extension would accommodate a staff room, toilets, storage and three classrooms (Reception, Year 1 and Year 2), with the three classrooms having direct access to outdoor hard play spaces. The four junior classrooms are proposed to the first floor, in addition to two small group rooms, toilets and circulation spaces. Access to the first floor is provided by an internal staircase and a lift.
- The applicant states that the building has been designed to present a 'modern, clearly articulated and welcoming learning environment'. The external fabric of the building is proposed to be a structural framing system set within a steel structural frame, which enables off site fabrication reducing the duration of the construction programme. It is proposed to clad the building in yellow stock brickwork at ground floor level, to match the existing school building, and a modular cement cladding panel at first floor level with a textured green finish. The central circulation space would be glazed over both floors. Window and door locations would coordinate with the organisation of the cladding panels, establishing an order to the elevations, and would be polyester powder coated

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Grey (RAL 7046). A sedum green roof is proposed to the new extension, surrounded by a low parapet to enable safe access for maintenance purposes.

Artist's Impressions



Artists Impression - View From Car Park Looking North West



Artists Impression - View Looking South From Playing Field

Vehicular and pedestrian access and car parking

11. As outlined in paragraph 2 above, the school is currently accessed via separate entrance and exit points on School Mews. This proposal seeks to remove these two existing access points and provide one new vehicular two way entrance on School Lane, approximately at the centre of the site frontage. As per the current situation, it is proposed that only staff, deliveries and visitors would be able to access the site in a vehicle. It is noted that the existing drop off facility on site is not permitted to be used and, therefore, the proposals would continue to operate in line with the existing access arrangements. The applicant is proposing to provide an additional 22 car parking spaces on site, bringing the total provision to 50 spaces, including 2 disabled spaces.
12. To mitigate the impact of the additional pupil numbers it is proposed that new Travel Plan initiatives would be put in place to encourage walking to school. In addition to

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maintaining the two existing pedestrian access points on School Lane, it is proposed to create an additional pedestrian access into the site, to the north east of the proposed extension, which would enable pedestrians to access the school site from the north without entering School Mews, minimising potential conflicts with vehicles. A short footpath would cross the south east corner of the playing field, linking with an inward opening gate that would join the Public Right of Way at its southern end, as it meets School Mews. 24 covered cycle stands (48 spaces) would also be provided in close proximity to the new pedestrian access point.

Playground and landscaping

13. As detailed above, the extension is proposed to be constructed upon an existing area of playground. The applicant is, therefore, proposing to provide an area of replacement playground to the west of the proposed extension, adjacent to the school's main large playground and upon an area of existing amenity grassland. The extended car parking and access arrangements would result in the removal of 9 low grade trees, one of which is removed solely on arboricultural grounds. To mitigate this tree loss, the applicant is proposing to plant 12 native species heavy standard trees across the site, in addition to ornamental and structural landscaping.

Sustainability

14. Sustainable Urban Drainage (SUDs) solutions are proposed within this scheme, including planted swales, porous paving within the car park, and a sedum roof to the extension. The applicant advises that each element would be connected via below ground pipes to create a series of surface water retention features, with a controlled outfall into the existing drainage system. The applicant further advises that, although they would not be formally assessed under the BREEAM scheme, they would meet the equivalent of the 'very good' standard. Passive ventilation, low energy lighting, highly efficient sanitary ware, and gas fired highly efficient condensing boilers would be incorporated into the scheme, amongst other matters.

This application is accompanied by a Design and Access Statement, Planning Statement, Statement of Community Involvement, Travel Plan, Transport Assessment, Flood Risk Assessment, Landscape Statement, Soft Landscape Specification, Tress in Relation to Construction document, Archaeology Report, Ecological Assessment, Great Crested Newt Survey, and Geo-Environmental Site Investigation.

Planning Policy

15. The most relevant Government Guidance and Development Plan Policies summarised below are pertinent to the consideration of this application:
- (i) **National Planning Policy Framework (NPPF)** March 2012 and the **National Planning Policy Guidance** (March 2014), sets out the Government's planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However the weight given to development plan policies will depend on their consistency with the NPPF (the

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closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

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

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

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

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

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

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

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

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

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

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

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- Policy E21 Sustainable Design and Build:** Proposals should incorporate sustainable design and build measures into the detailed design of new development in its use of siting, design, materials and landscaping.
- Policy T1 Providing Safe Access to New Development:** Proposals which cause unacceptable impacts of the capacity of the highway network or on highway safety will not be granted planning permission.
- Policy T3 Vehicle Parking for New Development:** Requires appropriate vehicle parking for new development in accordance with the adopted Kent County Council parking standards.
- Policy T4 Cyclists and pedestrians:** Requires cycle parking facilities for new development in accordance with the Kent County Council cycle parking standards.

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

Consultations

16. **Swale Borough Council** raises no objection subject to the use of high quality finishing materials and the imposition of any other conditions recommended by consultees.

Iwade Parish Council objects to the proposal as originally submitted, and continue to object and comment as follows:

"Our original objections still stand as they have not been remedied in the latest additional information and still give cause for concern:

- Needs a shelter for the bike rack;
- To the rear of the building steps go up on to the playground - there is no other access for anyone in a wheelchair;
- In the event of a fire, Members would query whether adequate provision has been made relating to escape routes for wheelchair users;
- The new entrance on School Lane will cause traffic problems;
- There is inadequate space to allow cars to go out of the entrance. A sweep analysis shows a 7.5 tonne truck but it is very close to another vehicle - if cars are parked it will be very difficult for people to drive in/out. The School Mini Bus has a wider turning circle than the truck used - this will drive straight into another car. A Fire Engine needs an even larger turning circle and will not get on to the site;
- Yellow lines will be necessary on the opposite side of School Lane to prevent congestion;
- School Mews is a private road and lorries cannot use this;
- Parking associated with the current two form entry is having a major effect on the businesses in the village centre and clients/shoppers have problems finding a space or accessing the car park because it is clogged with parents' cars - it is parking for the businesses not the school;

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- School Mews residents are concerned about parking in the village centre car park and in particular the residential area car park. With the existing two form entry school there is a huge problem associated with parents using this area during picking up and dropping off times with parking on pavements, double parking and blocking of access ways which stops residents from being able to exit to drive to work. Vehicles trying to deliver to the centre shops are unable to gain access. The Police are unable to take enforcement action because this is private land;
- Residents in School Lane, School Mews, Meadow Close, Evergreen Close, The Waterway, Woodpecker Drive and Linkway have concerns regarding the extra traffic and the added impact this will have as they are already affected by vehicles accessing the existing School. Whilst Members have no objection to the buildings they do feel that access needs to be carefully looked at and planned, so that if the new build goes ahead Iwade Village is not left with a huge traffic problem and health and safety issues created through inadequate attention to detail."

The Parish Council additionally comments as follows:

"We note that a new site plan has been submitted (21812A 10 Rev D) which addresses the concerns raised by both KCC highways and the Parish Council and now welcome the fact that there is space for vehicles to move off of the highway whilst they wait for the entrance to open. We are unsure how the gate would work though as we had been told that it wasn't possible to move the gate back from the road as it would block of the car park when open. If there are two gates with each gate being around 5m in length there would not be enough room for the gates to open and for vehicles to enter the site. They can't open outwards as doing so would cause the same issues as if the gate was in its original position. Members of the Council have spoken to staff at the school who say they were not aware of this change and agree it wouldn't work. Can clarification be given on how the entrance/exit would work?

Referring to the Travel Plan, item 3.1.5, it mentions white lining to stop cars parking in front of residents' drives. The Parish Council requests that this is put in as a condition that it is done and not stand as a recommendation. We welcome the submitted comments regarding construction traffic.

If reptile fencing is being installed, which we feel should be done as has been with all developments in Iwade, then under Natural England guidelines a Great Crested Newt license will be required - A fence obstructs movement, causes disturbance and could potentially result in an offence."

Kent County Council's Highways and Transportation raise no objection to the proposal, and comment as follows:

"The proposals have now abandoned the on-site pupil drop-off and collection provision, and vehicular access onto the site will be restricted to staff, servicing and visitors. I consider that this is the correct solution in this instance, as it will not encourage more parents to drive to the school, which would have increased the level of traffic on School Lane and introduced a very active point of conflicting traffic movements as vehicles tried to enter and exit the school. It is also likely

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that the facility would have been even less effective for the afternoon collection, with cars parked up waiting within the circulation route and backing up out onto the highway. It is felt more appropriate to disperse any increased parking demand from this expansion across the surrounding streets, and the removal of the existing accesses onto School Mews, particularly the one located close to the junction with School Lane, will reduce the conflicting and restricted movements that occur here. The expansion could be expected to generate a further 45 trips in the peak periods, but given the sustainable location of the school with good pedestrian routes and within easy walking distance of anywhere in the village, this number could well be significantly less, particularly with the help of an effective travel plan.

Whilst parking in School Mews is currently cited as an area of concern, it must be noted that this is privately managed, and the owners of this would need to introduce measures to enforce control over its use. However, the proposed scheme does remove the current accesses onto it that will remove some of the conflicting movements that occur at the busy junction, and the finite space available in School Mews will restrict the amount of cars likely to enter anyway. It is unlikely that School Mews will experience any noticeable increase in activity, as parents that do drive tend to settle into routines and will park in the same general location each time. Vehicles do not need to travel far from the school to find on-street parking available, so additional demand should be able to be absorbed over a wider area fairly comfortably.

I am satisfied that an appropriate level of car parking is provided within the school to accommodate the general staff and visitor demand likely during a typical day, and this should remove the likelihood of staff vehicles parking on-street, which would impact upon the amenity of residents and reducing the availability of parking for parents. Although any additional parking demand generated by parents from the proposed increase in pupil numbers will put further pressure on the surrounding roads, this is generally considered to be a short term amenity issue at the start and end of the school day, in common with many similar schools within residential estates. Ensuring the School Travel Plan is updated to evolve with the increasing school population, which could review whether any local parking restrictions may be necessary to assist traffic movement during these times, can be secured by condition to encourage sustainable travel and responsible parking behaviour by parents

Concerning the proposed access onto School Lane, I have no objection to the creation of this to serve the staff and servicing vehicle needs, and appreciate that the movements associated with this should occur outside of the busy periods, and should not conflict with traffic generated by parents at the start and end of the school day. The swept path analysis demonstrates that the typical size of vehicle expected to access the school should be able to manoeuvre in and out of the site, as well as within it to turn around. I am content that the size of the vehicles shown are appropriate for the assessment, and whilst a vehicle parked opposite the access may restrict the turning movement of the largest vehicle emerging and turning left from it, cars appear to only occasionally park there. It is likely that the exit would rarely be restricted, but in these instances vehicles could still proceed right. I am also satisfied that the gates are positioned far enough back to allow vehicles to stand clear of the highway, which overcomes my final

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concern with the scheme.

I have no objections to the proposals in respect of highway matters subject to conditions covering the following matters being attached to any permission granted:-

- adequate precautions shall be taken to guard against the deposit of mud and similar substances on the public highway;
- provision shall be made on the site to accommodate operatives' and construction vehicles loading, off-loading or turning on the site;
- provision shall be made on the site to accommodate parking for site personnel/operatives/visitors throughout the construction of the development;
- provision of vehicle parking and turning space, and cycle parking spaces, before use of the development;
- entrance gates shall be hung to open away from the highway only and shall be set back a minimum distance of 5.5m from the carriageway edge;
- provision and retention of adequate visibility splays;
- submission of a Travel Plan (including an implementation programme and parking review strategy), subsequent implementation and annual review to monitor progress in meeting the targets for reducing car journeys.

An informative is also required, reminding the applicant that, where required, all necessary highway approvals and consents are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority."

Environment Agency raises no objection to the application subject to the imposition of a condition regarding land contamination.

Sport England comment as follows:

"Sport England is a statutory consultee on planning applications affecting playing field land. As set out in Sport England's Policy: A Sporting Future for the Playing Fields of England, Sport England seeks to protect space which is required for the playing of team sports on outdoor pitches.

The term "playing field" is defined in Schedule 5 of The Town and Country Planning (Development Management Procedure) (England) Order 2010. Specifically, "playing field" means the "whole" of a site which encompasses at least one playing pitch.

In considering what constitutes the "whole" of the site in this specific case, I have considered areas capable of accommodating a playing pitch or part of a pitch and also areas and provision which are ancillary to the on-going use of the site as a playing field. My view is that the proposed development does not result in the loss of an area capable of accommodating a pitch or part thereof, and the MUGA is not ancillary and essential to the on-going use of the playing field or pitches. As such, I conclude that the MUGA is not to be included within the "whole" of the site and that Sport England is not a statutory consultee. That said, Paragraph 74 of the National Planning Policy Framework (NPPF) still applies:

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Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

The application results in the loss of a built sports facility (MUGA) and is therefore required to be assessed by the local authority against the provisions of paragraph 74 above. As the application proposes the loss of a sports facility without any replacement, it is evident that the development is contrary to Para 74 of the NPPF.

As such, Sport England maintains a formal objection to this application and would recommend that the applicant give consideration to replacing the facility to be lost.

For clarity, I can confirm that as a non-statutory consultee, the application is not referable to the Secretary of State prior to determination should Sport England's objection not be overcome."

The County Council's Biodiversity Officer raises no objection and comments as follows:

"Revised versions of the *Great Crested Newt Survey Report* and *Reptile Survey Report* have now been submitted. It is confirmed that there is potential for impacts to reptiles and great crested newts as a result of the proposed development. As the area of suitable habitat that will be directly affected is limited, mitigation is proposed in the form of avoidance measures:

Works will be carried out during the hibernation period (November to February);

- No features suitable for hibernation will be affected;
- Works will take place during daylight hours;
- Works will be supervised by a suitably experienced ecologist;
- Trenches will be covered overnight;
- Materials will be stored on pallets rather than directly on the ground;
- Contractors will be made aware of the potential for protected species presence.

In addition to the above, we advise that the following are incorporated into the method:

- The areas of ruderal vegetation that require removal will be clearly marked and adjacent retained habitat protected from damage;
- The ruderal vegetation will be cut by hand / strimmer in stages – initially to 10cm, then 1 or 2 days later to ground level, following a fingertip search by a suitably experienced and great crested newt licensed ecologist;
- Top soil removal will be carried out under a watching brief by a suitably experienced and great crested newt licensed ecologist;
- Features with potential to support hibernating reptiles or amphibians (brush pile, grass clipping pile, area of disturbed ground in south-east corner of playing field,

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south of proposed footpath) will be protected from damage during construction using Heras-type fencing;

We are satisfied that with the implementation of the above mitigation (avoidance) measures, the works can be carried out without a European protected species mitigation licence. We advise that the implementation of the mitigation measures is secured by condition, if planning permission is granted, to read as follows:

No development shall take place (including any demolition, ground works, vegetation clearance) until a method statement for avoidance of impacts to reptiles and amphibians has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the following:

- a) Purpose and objectives for the proposed works;*
- b) Extent and location of proposed works shown on appropriate scale maps and plans;*
- c) Identification of "biodiversity protection zones";*
- d) Use of protective fences, exclusion barriers and warning signs;*
- e) Practical measures (physical measures and sensitive working practices including timing of works) to avoid or reduce impacts during construction;*
- f) The times during construction when specialist ecologists need to be present on site to oversee works.*
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*

The approved Biodiversity Method Statement shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

The proposed green roof and native species planting will provide ecological enhancements for the site and we advise that the brush pile and grass clipping pile situated to the east of the proposed car park area should be retained as additional wildlife features within the site.

If removal of the piles is required we advise that there is potential for protected species to be present and that the advice of a suitably experienced and great crested newt licensed ecologist must be sought to ensure that the removal does not result in offences against protected species. We advise that this should be included as an informative if planning permission is granted."

The County Council's Landscape Advisor supports the general design concept but does not consider that the proposed planting scheme is sympathetic to the wider landscape character. The site lies within the 'Fruit Belt' landscape character area, which is predominately agricultural. Whilst the use of native species (as proposed) is fully supported, it is queried whether Aspen, Hornbeam and Silver Birch are common tree species in this landscape. It is therefore requested that an amended landscaping scheme be submitted (pursuant to condition) which includes locally common species (supported by evidence). It is recommended that Swale Borough Council's Landscape Character Supplementary Planning Document is used to inform the design and species choice, and to ensure enhancements are made where possible.

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The Landscape Advisor supports the provision of a green roof, and feels that this can deliver a positive contribution in terms of energy use, wildlife and character of the site. The use of SuDs and permeable paving is also supported as such features allow the landscape to function as naturally as possible.

With regard to existing trees on site, the submitted Tree Survey report provides comprehensive advice on the tree protection measures required. The Landscape Advisor expects these measures to be followed and as such it is not considered by the Advisor that any additional conditions are necessary in this case.

Public Rights of Way states that this application refers to public footpath ZR91 to the north of the school, and to creating a new pedestrian access. The section of footpath ZR91 that is known as Dunlin Walk has been adopted by Kent Highways, and Public Rights of Way believe that Kent Highways are also responsible for the north-south spur, which connects with Schools Mews.

The following advice and guidance is provided:

1. No furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
2. There must be no disturbance of the surface of the Right of Way, or obstruction of its use, either during or following any approved development;
3. No hedging or shrubs should be planted within 0.5 metres of the edge of the public footpath.

It is also requested that the applicant be made aware that any planning consent given confers no consent or right to disturb or divert any public right of way at any time without the express permission of the highway authority.

The County Archaeologist no comments received to date.

The County Council's Travel Plan Advisor states that, as mentioned in the submitted Transport Statement, the School will need to register with our online travel planning system, jambusters, in order to complete their Travel Plan online.

Local Member

17. The local County Members Mr R Truelove and Mr L Burgess were notified of the original application on 13 June 2014. Both were notified of the amended proposal on the 24 July 2014.

Mr R Truelove comments as follows:

“The need to expand Iwade School to 3 FE is consistent with developments elsewhere in the Sittingbourne area and properly reflects the pressure for school places. It is also locally the case that Iwade has expanded very rapidly from a small village into a minor conurbation. However, I want to draw attention to the already existing parking problems in the vicinity of the school, which will only be exacerbated by the increasing rolls. During school hours, the lower end of School Lane and its immediate tributary roads are blocked by parents either dropping off or collecting children. The expanding retail centre of the village is strangled, putting small businesses at risk. Elsewhere, at the western end of School Lane, there is a

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major housing development in progress. Parking problems are a universal issue but they will be particularly severe here. I do hope the Planning Committee will take seriously the need for remedial plans to be put in place.”

Publicity

18. The original application was publicised by the posting of 3 site notices, an advertisement in a local newspaper, and the individual notification of 69 residential properties. The amended proposal was publicised by the individual notification of 69 residential properties and all those who made representation on the original submission.

Representations

19. In response to the original publicity, 4 letters of representation were received. The key points raised can be summarised as follows:
- The new entrance on School Lane will cause chaos for not only parents but residents of School Lane;
 - The local area is already congested and the proposed entrance will make things more chaotic and potentially dangerous;
 - Local residents already have ongoing problems with picking up and dropping off by parents and bad parking on footpaths. An expansion can only bring more problems;
 - School Lane was never meant to have a school of this size;
 - The expansion is needed because of more children in the local area. Therefore, children should walk to school and driving to the school actively discouraged and not made easier by providing a drop off area;
 - Having vehicles moving around within the school grounds during the school run seems a ridiculous idea and an added danger;
 - The drop off area within the school ground looks incredibly dangerous for children entering the school on foot. Children who walk/cycle to school will be faced with a dangerous situation, in what should be the safety of the school grounds.

In response to the publicity following receipt of the amended plans and documents, I have not received any letters of representation.

Discussion

20. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 15 above. Section 38(6) of the 2004 Planning and Compulsory Purchase Act states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Therefore, this proposal needs to be considered in the context of the Development Plan Policies, Government Guidance, including the new National Planning Policy Framework (NPPF) and Guidance, and other material planning considerations arising from consultation and publicity. Issues of particular relevance include design and layout considerations including loss of outdoor play space, parking and access matters, biodiversity and landscaping matters, and general residential amenity.

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Need

21. The expansion of the school is part of the targeted Basic Needs programme to provide new school places across Kent, and the whole country, to cater for the demand created by the previously underestimated national demographic changes. The National Planning Policy Framework, together with the Planning for Schools Development Policy Statement, strongly promote the provision of new or expanded schools and exhort local planning authorities to work with developers to overcome any obstacle to the securing planning consents. I therefore see no objection in principle to the proposed development, which is strongly supported by the general thrust of planning policy.

Siting and Design, including outdoor playing space matters

22. Development Plan policies promote high quality design, sustainable development, and significant improvements to the built environment. Although no objections to the design and general principle of the proposed development have been received, it is important to discuss these matters to ensure that the proposal is in accordance with the general design principles expressed in Development Plan policies. The proposed teaching block would be linked to the main school building, separated from the site boundaries by existing school buildings, playing fields, amenity space and car parking/access. Although two storey, the building height would be the equivalent of a double height hall, and due to levels on site, and the context in which the building would be viewed, two storey development here would not, in my opinion be out of character with the local area. I consider that the proposed location of the teaching block would not be particularly prominent from surrounding residential properties and the scale and massing as proposed is, in my opinion, appropriate and acceptable, complementing the existing school buildings. The location of the teaching block also links well with the existing buildings on site.
23. The teaching block has been designed to respect the features of the existing school buildings whilst providing a modern design solution. It is proposed to clad the building in yellow stock brickwork at ground floor level, to match the existing school building, and a modular cement cladding panel at first floor level with a textured green finish. The central circulation space would be glazed over both floors. A sedum green roof is proposed to the new extension, surrounded by a low parapet to enable safe access for maintenance purposes. In my view, the teaching block would complement the existing school, enhancing existing facilities on site and lifting the design of the school in visual appearance respects. Subject to the imposition of a condition requiring the submission and approval of all materials to be used externally, which would ensure the Borough Council are satisfied over the use of high quality materials, I consider the design of the building to be acceptable and in accordance with Development Plan policies.
24. Having accepted the siting and design of the teaching block in general terms, the siting must also be considered in terms of loss of outdoor hard play, and the subsequent Sport England objection. First, it is important to note that Sport England is only raising objection to the teaching block element of this proposal, all other matters are not considered to affect sports facilities/playing field provision on site. Secondly, as detailed within Sport England's comments in paragraph 16, Sport England is a statutory consultee on planning applications affecting playing field land. Having considered this application, Sport England has concluded that the proposed development would not result in the loss of an area capable of accommodating playing field, a pitch or part

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thereof and, therefore, they are not a statutory consultee in this case. However, Sport England considers that the application would result in the loss of a built sports facility (Multi Use Games Area (MUGA)) and should therefore be assessed against the provisions of Paragraph 74 of the NPPF (see Sport England's comments in paragraph 16). Sport England further considers that the application proposes the loss of a sports facility without any replacement, which they deem to be contrary to paragraph 74 of the NPPF. A formal objection is therefore maintained. However, as a non-statutory consultee in this case, the application is not referable to the Secretary of State prior to determination, as would normally be the case with a Sport England objection.

25. Sport England states that the proposed new teaching building would appear to be sited on an existing area of hard play, which they classify as a MUGA. However, although the hard play area is marked out with netball court markings, in my view, the hard play area could not be classified as a MUGA. The hard play area is used for informal recreation by Primary School children, in addition to use as part of the PE curriculum. The applicant further advises that the hard play area is enclosed with low level (1.1metre) fencing, which would not retain balls in accordance with Sport England's MUGA specification requirements. The fence is believed to have been provided to form a demarcated junior playground area, not for the purposes of sports provision.
26. In addition, the proposed building would not occupy the whole of the existing hard play area, instead occupying the centre of it enabling hard play to be retained around the proposed teaching accommodation, with direct access to the outside play from the ground floor classrooms. In addition, in accordance with the principles of Paragraph 74 of the NPPF, the applicant is proposing to provide a replacement hard play area adjacent to the proposed classroom block, on an existing area of amenity grassland located between the two existing playgrounds on site. In addition, the applicant is also proposing to mark out a replacement netball court on the existing large playground, to the south of an existing marked out court. This would maintain the existing provision of two marked out courts on the school site, as well as areas for informal play and outdoor teaching.
27. It should also be noted that alternative locations for the proposed extension on the school site would encroach upon playing field, or prejudice other planning requirements and objectives such as retaining trees, maintaining adequate access and car parking, and general amenity impacts on surrounding amenity and privacy. Accordingly, I consider the development as proposed represents the most suitable and practicable option for the site.
28. Whilst I understand Sport England's objection in principle to the loss of sports facilities, it is important to view that in the wider context of community needs other than just sport. I am satisfied that the hard play area to be lost is not a formal sports facility, that adequate mitigation has been proposed by the applicant, and in any case, the loss of such a small area of hard play is greatly outweighed by the more pressing need to provide internal accommodation for curricular activities. However, should permission be granted, a condition of consent should be imposed requiring the replacement hard play area to be provided prior to the occupation of the teaching block.

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Parking and Access

29. As outlined in paragraph 2 of this report, Iwade Primary School is currently accessed via separate entrance and exit points on School Mews. This proposal seeks to remove these two existing access points and provide one new vehicular two way entrance on School Lane, approximately at the centre of the site frontage. As per the current situation, it is proposed that only staff, deliveries and visitors would be able to access the site in a vehicle. As referred to in paragraph 5 of this report, when originally submitted, this application included the provision of a dedicated drop off loop within the school site for use by parents/carers. However, that facility met with objection from Kent County Council Highways and Transportation, Iwade Parish Council and local residents/parents or the grounds of safety, loss of parking spaces, and that parents should not be encouraged to drive to the village school. The application was subsequently amended to remove the drop off loop, instead creating additional onsite car parking for staff and visitors. Consultation on the amended application has resulted in the removal of previous objections to the drop off loop, and a positive recommendation from Highways and Transportation. Members should note that the existing drop off facility on site is not permitted to be used and, therefore, the proposals would continue to operate in line with the existing access arrangements.
30. However, this application as amended continues to meet with objection from the Parish Council regarding access and highway matters, specifically an increase in traffic and associated parking on local roads, and the suitability and safety of the new vehicular entrance. The local County Member, Mr R Truelove, also draws attention to the existing parking problems in the vicinity of the school, which he considers could be exacerbated by an increase in the school roll (see paragraph 17). As previously stated, this application proposes to provide the accommodation required to enable the School to expand from 2FE to 3FE (420 pupils to 630). Staff numbers are expected to increase from 71 to 99, an increase of 28. The impact of this increase in staff and pupil numbers on the local highway network needs to be considered and assessed, before looking at the finer details of the proposal.
31. To mitigate the impact of the additional pupil numbers it is proposed that new Travel Plan initiatives would be put in place to encourage walking to school. In addition to maintaining the two existing pedestrian access points on School Lane, it is proposed to create an additional pedestrian access into the site, to the north east of the proposed extension, which would enable pedestrians to access the school site from the north without entering School Mews, minimising potential conflicts with vehicles. A short footpath would cross the south east corner of the playing field, linking with an inward opening gate that would join the Public Right of Way at its southern end, as it meets School Mews. 24 covered cycle stands (48 spaces) would also be provided in close proximity to the new pedestrian access point. The applicant is also proposing to provide an additional 22 car parking spaces on site, bringing the total provision to 50 spaces, including 2 disabled spaces.
32. Kent County Council Highways and Transportation have assessed the application details and raise no objection to the proposal. As outlined above, it is considered by Highways and Transportation that the removal of the previously proposed drop off loop onsite is an appropriate solution in this instance, since the loop would have encouraged more parents to drive to the school. That would have increased the level of traffic on School Lane and introduced a very active point of conflicting traffic movements at the

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new school entrance/exit. Highways and Transportation consider it more appropriate to disperse any increased parking demand from this expansion across the surrounding streets. Highways and Transportation also estimate that the expansion could be expected to generate a further 45 trips in the peak periods, but given the sustainable location of the school with good existing, and proposed improved pedestrian routes, and within easy walking distance of anywhere in the village, this number could well be significantly less, particularly with the help of an effective travel plan.

33. Whilst parking in School Mews is currently cited as an area of concern, it must be noted that this is privately managed, and Highways and Transportation advise that the owners of this road would need to introduce measures to enforce control over its use, given that such control falls outside the remit of the Highway Authority. However, the proposed scheme does now remove the current accesses onto School Mews, and Highways and Transportation consider that that would remove some of the conflicting movements that occur at the junction with School Lane. In addition, Highways and Transportation further consider that the finite space available in School Mews would restrict the amount of cars likely to enter it, meaning that it is unlikely that School Mews would experience any noticeable increase in activity as a result of this proposal. Highways and Transportation are of the view that vehicles do not need to travel far from the school to find on-street parking available, so additional demand should be able to be absorbed over a wider area fairly comfortably. Whilst the adjacent Public Right of Way is not directly affected by the development proposals, there would be an indirect benefit in that with less school traffic using School Mews, use of the Public Footpath would be easier with less potential conflict with passing vehicles.
34. The applicant is proposing to provide an additional 22 car parking spaces on site, bringing the total to 50. Highways and Transportation consider this to be an appropriate level of car parking to accommodate the general staff and visitor demand likely during a typical day. This would ensure that staff and visitors would be able to park on site, removing the likelihood of staff vehicles parking on-street, which could impact upon the amenity of local residents and reduce the availability of parking for parents. Although any additional parking demand generated by parents from the proposed increase in pupil numbers would put further pressure on the surrounding roads, this is generally considered to be a short term amenity issue at the start and end of the school day, in common with many similar schools within residential estates. In considering the advice and guidance provided by Highways and Transportation, and the improved access arrangements, including an additional pedestrian access, relocated vehicular access, additional car parking and covered cycle parking, I am of the opinion that the expansion of the school would not generate significant additional traffic, and that any increase can be safely accommodated on the local highway network.
35. However, key to this is ensuring that the relocated vehicular access, new pedestrian access, car parking, and cycle parking are provided prior to occupation of the development. Therefore, should permission be granted, I consider it appropriate that relevant conditions of consent are imposed to ensure that the access improvements referred to above are complete and fully operational prior to first occupation of the development, and thereafter retained. In addition, the School Travel Plan should be updated to evolve with the increasing school population, and should review whether any local parking restrictions may be necessary to assist traffic movement during peak times, in addition to encouraging sustainable travel and responsible parking behaviour by parents. As advised by the County Council's Travel Plan Coordinator, the School will

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need to register with the County Council's online travel planning system, jambusters, in order to complete their Travel Plan online. I therefore consider it appropriate to require the submission of an updated Travel Plan within 6 months of the occupation of the development, which would thereafter be subject to ongoing monitoring and review. An informative would advise of the need to use 'jambusters'. Subject to the imposition of the conditions outlined above, I am satisfied that the development would not have a significantly detrimental impact upon the local highway network. However, the detail of the relocated vehicular access onto School Lane needs consideration.

36. Iwade Parish Council expresses concern over the suitability of the relocated vehicular access on School Lane, and are of the view that there is inadequate space to allow cars and larger vehicles to turn safely in and out of the entrance. The applicant has provided information in this regard, which Highways and Transportation have considered and assessed. As a result, Highways and Transportation have no objection to the creation of the new access, especially in considering that the movements associated with its use (staff and visitors) should occur outside of the busy periods, and should not conflict with traffic generated by parents at the start and end of the school day. In particular, the swept path analysis demonstrates that the typical size of vehicle expected to access the school would be able to manoeuvre in and out of the site, as well as within it to turn around. Highways and Transportation are content that the size of the vehicles shown on the swept path analysis are appropriate for the assessment, and whilst a vehicle parked opposite the access may restrict the turning movement of the largest vehicle emerging and turning left from it, cars appear to only occasionally park there. It is likely that the exit would rarely be restricted, but in these instances vehicles could still proceed right.
37. The applicant has also relocated the vehicular gates to address initial concerns raised by the Parish Council and Highways and Transportation. The gates were initially back of pavement, meaning that should they be closed and vehicle would block the pavement whilst opening the gates. The gates are now proposed 5.5 metres back from the highway, allowing a vehicle to open the gates without obstructing the pavement. The internal operation of the gates has been questioned, with suggestions that the gates would block parking spaces when open and that the School has not agreed to the revised positioning of the gates. However, the applicant has confirmed that the School is fully aware, and that the layout would work operationally. Highways and Transportation are now fully satisfied with the vehicular access proposals, subject to conditions ensuring that the entrance gates are hung to open away from the highway only and set back a minimum distance of 5.5 metres from the carriageway edge, and that adequate visibility splays are provided and retained. I am of the view, therefore, that should permission be granted, conditions of consent should control the positioning of the gates, and the provision of visibility splays. Subject to those conditions, and those outlined in paragraph 35 above, I am satisfied that the proposal would not have a significantly detrimental impact on the local highway network.

Landscaping and Ecology

38. As outlined in paragraph 13 of this report, the extended car parking and access arrangements would result in the removal of 9 low grade trees, one of which is to be removed solely on arboricultural grounds. To mitigate this tree loss, the applicant is proposing to plant 12 native species heavy standard trees across the site, in addition to ornamental and structural landscaping. The County Council's Landscape Advisor has no concern or objection to the tree removal proposed, and is satisfied that the submitted

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Tree Survey Report provides comprehensive advice on measures that would be adopted to protect trees to be retained. Subject to a condition requiring the provision of the recommended Tree Protection measures prior to the commencement of development, I am satisfied that the development would not result in an undue loss of trees on site, especially those of a high grade and/or those providing screening. Note that the prominent trees on the School Lane frontage would be retained under these proposals.

39. However, the County Council's Landscape Advisor does not consider that the proposed planting scheme is sympathetic to the wider landscape character. The School lies within the 'Fruit Belt' landscape character area, which is predominately agricultural. Whilst the use of native species (as proposed) is fully supported, it is queried whether Aspen, Hornbeam and Silver Birch are common tree species within this landscape. It is therefore requested by the Landscape Advisor that an amended landscaping scheme be submitted pursuant to condition which should include locally common species (supported by evidence). It is further recommended that Swale Borough Council's Landscape Character Supplementary Planning Document (SPD) is used to inform the design and species choice, and to ensure enhancements are made where possible. I therefore consider it appropriate that a scheme of landscaping, which must reflect the local landscape character, be submitted pursuant to condition, should permission be granted. A further informative would require the applicants to refer to the Borough Council's Landscape Character SPD in informing the design and species choices. Subject to the above, I am satisfied that the proposal is acceptable in landscape terms.
40. With regard to ecology and biodiversity matters, initial concerns were expressed by the County Council's Biodiversity Officer and Iwade Parish Council that the proposed development could have a potential impact on protected species, specifically Great Crested Newts. The applicant therefore undertook further survey work, including a Great Crested Newt Survey, which confirmed that there is a potential for impacts to reptiles and Great Crested Newts as a result of the proposed development. It is the school boundary that has potential to support protected species, in addition to areas outside of the development proposals that would be unaffected. The proposed pedestrian access impacts upon the school boundary, and therefore could impact upon protected species and their habitat.
41. However, as the area of suitable habitat that would be directly affected is very limited, mitigation is proposed by the applicant in the form of avoidance measures. These are as follows:
- Works will be carried out during the hibernation period (November to February);
 - No features suitable for hibernation will be affected;
 - Works will take place during daylight hours;
 - Works will be supervised by a suitably experienced ecologist;
 - Trenches will be covered overnight;
 - Materials will be stored on pallets rather than directly on the ground;
 - Contractors will be made aware of the potential for protected species presence.
42. However, in addition to the avoidance measures listed above, the County Council's Biodiversity Officer advises that the following should also be incorporated:
- The areas of vegetation that require removal should be clearly marked and adjacent retained habitat protected from damage;

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- The vegetation should be cut by hand/strimmer in stages – initially to 10cm, then 1 or 2 days later to ground level, following a fingertip search by a suitably experienced and Great Crested Newt licensed ecologist;
 - Top soil removal should be carried out under a watching brief by a suitably experienced and Great Crested Newt licensed ecologist;
 - Features with potential to support hibernating reptiles or amphibians (brash pile, grass clipping pile, area of disturbed ground in south-east corner of playing field, south of proposed footpath) should be protected from damage during construction using Heras-type fencing.
43. Subject to the inclusion and implementation of the avoidance measures listed above, the County Council's Biodiversity Officer is satisfied that with the works could be carried out without a European Protected Species Mitigation Licence. However, to secure the implementation of the mitigation measures, a condition of consent is required, which the County Council's Biodiversity Officer suggests should read as set out on Page D1.18 above.
44. In addition to the above condition, it is recommended that informatives are added to any forthcoming decision regarding the retention of brash and grass clipping piles, and mitigation should they be removed. Subject to the imposition of the above condition, and the inclusion of the suggested informatives, I am satisfied that the proposed development would not have a detrimental impact on protected species or their habitat. I therefore see no reason to refuse the application on these grounds.

Other matters

45. Iwade Parish Council raises concern regarding the provision of suitable access for wheelchair users. In response to this, the applicant has confirmed that the provision of a suitable disabled access to address the existing changes of level across the site was a material consideration when developing the scheme. The proposed extension has been designed with a split level to ensure that a level access is provided to the playground and playing fields at the upper level. The building would incorporate a lift which would serve all floor levels within the building. Under the Building Regulations the lift would be required to be fully Part M compliant. The means of escape from the building has also been considered during the development of the scheme with advice being sought by the applicant from the Building Inspector. In addition, the provision of means of escape is a requirement of Part B of the Building Regulations and not a planning policy consideration. In light of the above, I am satisfied that adequate provision has been made for wheelchair access.

Residential Amenities and Construction Matters

46. Other than off-site traffic and parking issues, no issues of specific residential amenity have been raised by objectors, and I am satisfied that the proposed development is sufficiently distanced from neighbouring properties to avoid any adverse impacts. However, 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 and demolition in order to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on

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Sundays and Bank Holidays. It is also normal 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.

47. I also consider it appropriate that details of a full Construction Management Strategy be submitted for approval prior to the commencement of development. That should include details of the methods of working, location of site compounds and operative/visitors parking, details of site security and safety measures, lorry waiting and wheel washing facilities, details of how the site access would be managed to avoid peak school times, and details of any construction accesses. Such a strategy would also address the conditions required by Highways and Transportation with regard to the construction of the development. 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.
48. In addition to the above, should permission be granted, conditions of consent would ensure that dust, mud on the local highway network, and other matters associated with construction, would be mitigated as far as reasonably possible so as to minimise disruption to local residents.

Conclusion

49. The proposed development is strongly supported by current planning policy and is wholly acceptable in principle, as well being in accordance with the general thrust of the relevant Development Plan policies. The details of the proposed development are also fully acceptable to my mind, and the objections that the application has attracted primarily relate to parking and access considerations, rather than the proposed development itself. 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. Subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network or residential amenity, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions

Recommendation

50. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions, including conditions covering:
- the standard 5 year time limit for implementation;
 - the development to be carried out in accordance with the permitted details;
 - the submission of details of all materials to be used externally;
 - the submission of a scheme of landscaping reflecting the local landscape character, including hard surfacing, its implementation and maintenance;
 - the development to proceed with adequate measures to protect trees to be retained;

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- the provision of replacement hard play area prior to first occupation of the development;
- the submission of a method statement for avoidance of impacts to reptiles and amphibians, as specified by the County Council's Biodiversity Officer;
- the development to proceed with no tree removal during the bird breeding season;
- the carrying out of the proposed development to accord with the recommendations of the submitted ecological surveys and the further recommendations of the County Council's Biodiversity Officer;
- the submission of an updated Travel Plan within six months of occupation, which should review whether any local parking restrictions may be necessary to assist traffic movement during peak times, in addition to encouraging sustainable travel and responsible parking behaviour by parents, and thereafter ongoing monitoring and review;
- the provision and retention of vehicular and pedestrian access points, car parking and cycle parking prior to first occupation of the development;
- the vehicular entrance gates to be hung to open away from the highway only and set back a minimum distance of 5.5 metres from the carriageway edge;
- the provision and retention of visibility splays;
- the proposed development to accord with requirements relating to any contaminated land;
- the 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, including access, lorry routing, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations;
- measures being adopted to prevent mud and debris being taken onto the public highway.

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

- With regard to the requirement to prepare and submit a (revised/amended) School Travel Plan, the applicant is advised to register with Kent County Council's Travel Plan Management system 'Jambusters' using the following link <http://www.jambusterstpms.co.uk>. Jambusters is a County Wide initiative aiding Schools in the preparation and ongoing monitoring of School Travel Plans.
- The applicant's attention is drawn to the letter from Highways and Transportation in which it is noted that it is the responsibility of the applicant to ensure that all necessary highway approvals and consents where required are obtained.
- With regard to the required landscaping scheme, Swale Borough Council's Landscape Character Supplementary Planning Document must be used to inform the design and species choice, and to ensure enhancements are made where possible.
- The brush pile and grass clipping pile situated to the east of the proposed car park area should be retained as additional wildlife features within the site. If removal of the piles is required advice of a suitably experienced and great crested newt licensed ecologist must be sought to ensure that the removal does not result in offences against protected species.
- The applicant's attention is drawn to the letter from Public Rights of Way which contains general informatives with regard to works adjacent to and/or on a Public

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Right of Way. It is also advised that 'the granting of planning permission confers on the developer no other permission or consent or right to close or divert any Public Right of Way at any time without the express permission of the Highways Authority.

Case Officer: Mary Green

Tel. no: 03000 413379

Background Documents: see section heading
