

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.

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Item D1

Construction Management Strategy details for the redevelopment of the Knole (east) Academy site (former Wildernesse School), Sevenoaks – SE/14/13/R36

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A report by Head of Planning Applications Group to Planning Applications Committee on 11 February 2015.

Submission of Construction Management Strategy details by Kent County Council Property & Infrastructure Support, for the construction of two new secondary schools (a 6 form of entry Sevenoaks Grammar Annexe and a 4 form of entry Trinity School) and associated facilities at Knole (east) Academy (former Wildernesse School), Seal Hollow Road, Sevenoaks – pursuant to condition 36 of planning permission reference SE/14/13 (KCC/SE/0375/2013)

Recommendation: Subject to any further views received by the Committee Meeting, recommend that the Construction Management Strategy be APPROVED.

**Local Members:** Mr N Chard

**Classification:** Unrestricted

Site

1. The Knole (east) Academy site is situated on the east side of Sevenoaks just over a mile from the town centre, on the site of the former Wildernesse School. The site lies on the southern side of the A25 Seal Road, which is a main arterial route into and out of Sevenoaks from the east, and on the eastern side of Seal Hollow Road (B2019). The whole of the site is located within the Metropolitan Green Belt, and outside of the settlement confines of Sevenoaks. Trees and hedgerows line the boundaries of the site, which in the most part are dense and mature. The northern site boundary abuts the A25 Seal Road, with facing residential properties located to the northern side of that road. Seal Hollow Road lies to the west of the site, again with facing residential properties located to the far side of the road. To the east of the site lies Dorton College, although this is separated from the school site by a densely planted area of woodland known as Summerhouse Wood. The southern boundary of the site abuts the Wildernesse Conservation Area, which encompasses residential properties predominately on Wildernesse Avenue, Woodland Rise, Parkfield and Blackhall Lane. To the south western corner of the site lies 'Greensleeves', a residential property located on the eastern side of Seal Hollow Road to the immediate south of the school site's southern boundary. *A site location plan is attached.*

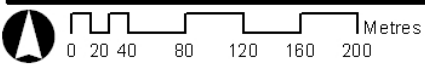
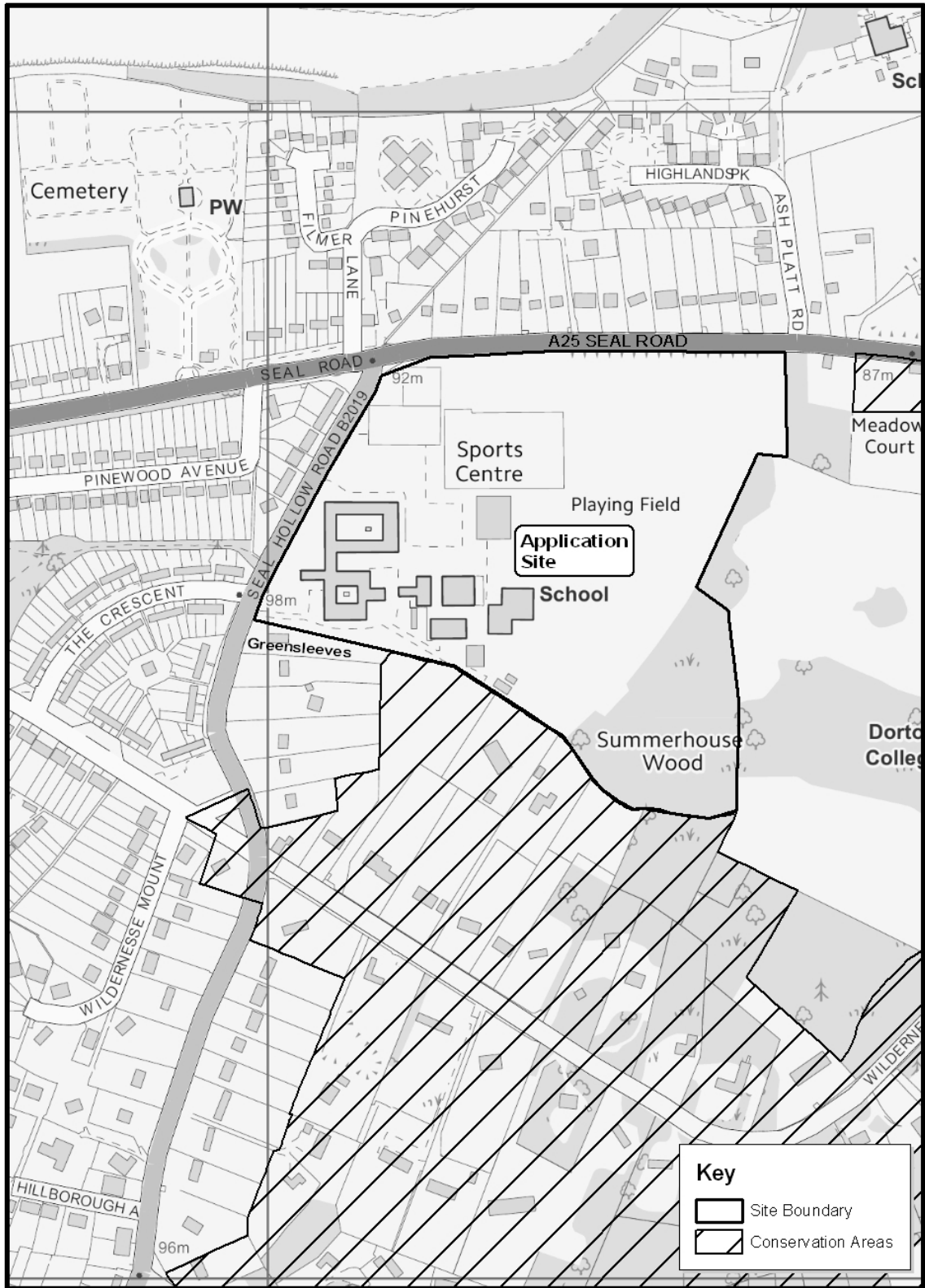
Background/Relevant Planning History

2. The existing school buildings on the site date back to the 1970's, when the school first opened as a single sex school for boys. In 2010, the Wildernesse School for boys and Bradbourne School for Girls amalgamated to form Knole Academy as part of the Government's Academies Programme. The Academy, until recently, operated from the sites and existing buildings of the two predecessor schools but the two schools recently amalgamated onto one site, at the former Bradbourne School for Girls, leaving the Wildernesse site vacant and redundant in terms of educational provision.

D1.1

Construction Management Strategy details for the redevelopment of the Knole (east) Academy site, Sevenoaks – SE/14/13/R36

Site Location Plan



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3. Planning permission was granted in July 2014 for the redevelopment of the Knole (east) Academy site, including the demolition of existing school buildings, retention and refurbishment of existing Sports Centre, erection of two new secondary schools (a 6 form of entry Sevenoaks Grammar Annexe and a 4 form of entry Trinity School), introduction of new vehicular and pedestrian accesses, rearranged and extended car park to provide 242 car parking spaces and dedicated child drop off/collection and bus zones, relocation of existing tennis courts into two new Multi Use Games Areas and associated detailed landscape works. That application, reference number SE/14/13, was considered by Members of the Planning Applications Committee on the 11 June 2014, and subsequently referred to the Secretary of State as a departure from the Development Plan on Green Belt grounds. Planning permission was granted subject to 38 conditions of consent. Condition 36, which we are considering and discussing within this report, reads as follows:

*Before the development hereby permitted is commenced details of a construction management strategy, which shall ensure that construction traffic can safely access/egress the site and shall include details of the construction access, the site compound(s), the location of car parking and turning facilities for site personnel and construction vehicles, lorry routing and any lorry waiting facilities, and details of site hoardings including the provision of a hoarding/screening along the southern site boundary adjacent to 'Greensleeves', shall be submitted to and approved in writing by the County Planning Authority, and thereafter shall be implemented as approved.*

#### Additional Information

4. The Construction Management Strategy (CMS) was first submitted in October 2014. Sevenoaks District Council, Sevenoaks Town Council, Kent County Council Highways and Transportation, Wildernesse Residents Association and a local resident all requested additional information/clarification over various points and/or expressed objections to the CMS as submitted. Additional supporting information and an updated CMS was submitted by the applicant on the 20 January 2015. That additional information was sent to consultation on the 20 January, and will be the CMS that is detailed and discussed throughout this report.

#### Proposal

5. As referenced in paragraph 3 above, the planning permission for the redevelopment of the Knole (east) Academy site included a number of conditions requiring submission of detailed matters to the County Planning Authority approval, which has or are in the main being dealt with under delegated powers. This report deals with the Construction Management Strategy (CMS) details, submitted for approval pursuant to condition 36 of planning permission reference SE/14/13, and is being reported to Members for consideration due to local objection.
6. The submitted CMS is a thorough and detailed document detailing the phasing of the development, construction access and egress, turning facilities within the site, lorry routing, site hoarding and screening, cleaning the highway, dust reduction and various codes of practice and required procedures. It should be noted that further conditions of consent required adequate measures to be employed by the applicant to prevent the deposit of mud and other debris on the public highway and to reduce dust nuisance.

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Hours of working were also controlled and limited to 0800 to 1800 Mondays to Fridays, 0900 to 1300 of Saturdays, with no working on Sundays and Bank Holidays.

7. The main components of the CMS which are of interest to the local community relate to construction access arrangements, vehicle routeing, parking on site for site personnel, site hoarding and screening, and general matters such as the condition and cleanliness of local roads. I will summarise the applicant's proposals with regard to the main aspects of the CMS listed above in the following paragraphs.

Construction Access

8. There are three existing entrances into the site from Seal Hollow Road. The northern most access, closest to the junction with the A25 (Seal Road,) is proposed to be used to access temporary accommodation to be provided on site to house Trinity Free School until such time as the permanent accommodation on site is complete. A separate planning application (reference KCC/SE/0002/2015) is currently being considered by the County Planning Authority for the temporary accommodation, including associated access arrangements. The remaining two entrances into the site would be used for access and egress for vehicles associated with the construction of the development. The southernmost access would be used for construction traffic access and egress, with the central access point providing access to site offices and car parking for site operatives and visitors.

Vehicle Routeing

9. The preferred access route to the site will be from the A25 (Seal Road), turning into Seal Hollow Road at the existing signalised junction. The reverse route would be used by vehicles exiting the site. All deliveries to the site must be advised a minimum of 24 hours in advance to coordinate with on-site operations, and delivery drivers are required to contact the site when close by so that appropriate measures can be taken to allow access to the site. Deliveries will only be permitted during the approved operating hours and the site dimensions would allow for multiple lorry movements and unloading concurrently within the site boundary. In addition, the applicant advises that all vehicle turning would happen within the site boundary, and adequate space would be provided for this. Vehicles leaving the site would be held in the loading/off loading zones by gate staff until Seal Hollow Road was clear, enabling vehicles to leave. No waiting would be permitted on the roads adjacent to the site, and a traffic marshal would be employed to manage this.

Parking for Site Personnel

10. Car parking for contractors, site personnel and visitors would be provided on site, within the secure compound area. It is estimated that 70 car parking spaces would be provided on site for construction staff. If required, the applicant states that a further 40-50 overflow spaces could be provided within the site boundary.

Site Hoarding/Screening

11. The site hoarding has been erected and fully secures the construction site. Four types of fencing are used – 2 metre high painted traditional timber hoarding to Seal Hollow Road, existing palisade type fencing, 'Blockade' yellow fencing and 'Herras' wire fencing to all other locations. The contractor (Willmott Dixon) is also in on-going discussions with the owners of the adjoining property 'Greensleeves' and it is the applicant's intention to provide a permanent acoustic fence along the entire length of the property

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boundary where it borders the development site. This would act as a physical barrier, and also help prevent noise and dust nuisance. Details of that acoustic fence, and all other permanent fencing on site, are to be submitted pursuant to condition 9 of the planning permission for the site redevelopment.

### General Matters

12. With regard to mud/debris on the local highway, the applicant advises that they plan to retain the existing on-site tarmac haul road for the duration of the demolition and muck shifting works. This would help to prevent lorry tyres becoming dirty. However, the wheels of all vehicles would be cleaned prior to leaving the site, either by manual jetwash or a full wheel washing facility. In addition, road cleaning would take place as and when required for the duration of the works, and a road cleaning contractor would be employed in this regard.
13. With regard to dust, vibration and emissions from site, there are a number of pieces of legislation in place relating to construction activities and health which the contractors are required to adhere to, including the Clean Air Act (1993) and the UK Air Quality Strategy (2007). However, the applicant is required to employ methods to reduce dust nuisance, as specified in condition 38 of the planning consent, and has outlined prevention and suppression methods within the CMS, including damping down and, in extreme cases, temporary suspension of works.
14. The applicant advises that the establishment and maintenance of good community relations will be a priority to them, and leaflet drops and/or public meetings will keep residents informed of progress on site. Contact details will also be provided for residents to contact the site to report any incidents, which would then be investigated by the contractor. The site would also be registered under the Considerate Constructors Scheme.

### Planning Policy Context

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

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

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

- achieving a good standard of amenity for all existing and future occupants of land and buildings;

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- promoting sustainable transport;

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

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

### (ii) Development Plan Policies

#### **Sevenoaks District Local Plan: Adopted 2000:**

**Policy EN1** - Proposals for all forms of development and land use must comply with the policies set out in this Plan, unless there are overriding material considerations. Scale, height, design, layout, retention of important features, residential and local amenity, access and parking are just some of the criteria which should be considered in the determination of a planning application.

**Policy NR10** – Proposals for all forms of development should minimise pollution of the environment through the careful design and layout of any buildings or land uses.

**Policy VP1** – Vehicle parking provision in new developments will be made in accordance with KCC adopted vehicles parking standards.

#### **Sevenoaks District Core Strategy: Adopted February 2011:**

**Policy SP1** – Requires all new development to be designed to a high standard, reflect the distinctive local character of an area, create safe, inclusive and attractive environments, incorporate sustainable development principles and maintain biodiversity.

### Consultations

16. **Sevenoaks District Council** considers the content of the Construction Management Strategy to be largely acceptable and raise no objection to matters relating to highway movements, site access, and turning subject to Kent Highways and Transportation being satisfied with the details. Further, it is considered that on a site of this size, provision of suitable on-site parking facilities in relation to construction activities should not be a difficulty. The District Council raises further matters with regard to noise and vibration, and the requirement to meet British Standards in this regard. The District Council also notes that site hoardings should be erected so as not to impact upon existing trees to be retained.

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*Should the District Council comment on the updated CMS/additional supporting information, Members will be updated verbally at the Planning Applications Committee meeting.*

**Sevenoaks Town Council** raise concerns over the following aspects of the Construction Management Strategy (CMS) as originally submitted:

- There is a lack of quantitative data within the CMS to back up the assertions made;
- Is sufficient onsite car parking proposed to meet demand during the construction phase?
- What will the impact of the development be on operational sports facilities within the site such as the all-weather pitch? Has this been taken account as part of the CMS?

*Should the Town Council comment on the updated CMS/additional supporting information, Members will be updated verbally at the Planning Applications Committee meeting.*

**Kent County Council Highways and Transportation** comment as follows on the updated CMS/additional supporting information:

“In respect of the Construction Traffic Entrance (the southernmost site access), it is noted that the site gates are set back approximately 15.5m from Seal Hollow Road and the access here is about 6m wide. This should provide sufficient room for a 10m lorry to wait for the gate to be opened. For vehicles leaving the site, the visibility splays appear to be adequate. However, the applicant should commit to maintaining a 2.4m x 45m visibility splay to the north, measured from the centre-line of the access, and measured to a line 0.5m from (and parallel to) the nearside edge of the road. No obstruction higher than 0.9m above the road surface to be permitted in the visibility splay. In my previous response I requested that the applicants should provide details of any gates across the other site entrances, but so far as I can see the applicants have not provided these details. Any such gates should be set back from Seal Hollow Road by sufficient distance to allow vehicles to wait for the gates to be opened. The central access (Gate 2) should therefore be a minimum of 5 metres wide and be at the very least 8 metres from the edge of Seal Hollow Road - preferably these figures should be greater.

#### Car parking

In section 2.1 of the CMS the applicant's state there will be approximately 200 site staff and approx. 70 car parking spaces for them, with room for 40-50 more cars if necessary. I recommend that 110 parking spaces should be marked out from the outset, as residents will not want overflow parking on surrounding roads, and should Trinity school open in temporary accommodation there will no doubt be additional demand for on-street places where drivers can load / unload pupils in the vicinity of the school.

#### Lorry routing

Sections 2.2 and 2.3 of the CMS commit the applicants to using a lorry route via the junction of the A25 and Seal Hollow Road. This is what we required. It precludes use of Seal Hollow Road south of the site, where some sections of the road are not really suitable for frequent use by large vehicles. Section 2.3 states that permitted delivery times would be 08:00 – 18:00 Monday to Friday, however

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I would recommend that the applicants commit to reducing this to 09:00 – 15:20 should Trinity School open on the site temporary accommodation.”

**The Wildernesse Residents Association:** A representative comments as follows on the Construction Management Strategy (CMS) as originally submitted:

- “The Town Council have commissioned a report on traffic issues in Sevenoaks as a result of the huge increase in traffic on all roads to and from the Town Centre and along the peripheral roads such as Seal Road (A25) and Seal Hollow Road. I would have thought it would have been sensible for the County Council to have awaited this report.
- At the discussion at the time the initial application was granted, I attended and spoke about my concerns in respect of the traffic as a result of which the Highways Officer at the meeting indicated that traffic would be banned from using the South end of Seal Hollow Road. There is absolutely no reference to this traffic ban in the CMS although there is a vague statement that the referred access and egress route uses Seal Hollow Road and Seal Road. This is an already dangerous access and in the light of the very heavy traffic on the road – which my wife experiences every day – further safeguards need to be put in place – including a specific ban on ANY vehicles travelling down the South along Seal Hollow Road.
- For the avoidance of doubt, the road narrows to a width which has a narrow pavement on one side of the road only and it is both impossible for a lorry to pass without endangering other road users. You will be aware that there was a serious accident at the spot where the road narrows although I suspect that as no-one was seriously injured it may not have appeared on any record.
- There should be a complete ban on Sunday and Bank Holiday working and the working hours should commence after 09.00 hours during the week when the traffic problems will have eased. Residents are already concerned as to the safety issues on site and the fact that the well-used leisure centre will be open throughout so that NO extended hours should be permitted.
- I am fully supportive of a temporary haul road being constructed with adequate sight lines onto Seal Road as a temporary measure during the construction of the two schools which could be treated as an experiment for use subsequently as a permanent entrance if considered safe (*see paragraph 18 below regarding suggested haul road- raised by a local resident*).
- I am surprised that the contractors have already erected their hoardings when this appeared to be part of the current application. They are pretty hideous and will give little confidence amongst residents as to the “community” spirit which the contractors profess to indicate in their paperwork.
- The current traffic proposals are inadequate and are more likely to threaten the health and safety of road users, cyclists and pedestrians alike. The County Council does therefore need to insist upon far more stringent conditions if they intend to approve these matters.
- I am sure residents will be closely monitoring the contractor’s behaviour on the site. However we wish to have a contact person at the County Council to whom complaints can be lodged rather than with the contractor direct.”

*Should the Residents Association comment on the updated CMS/additional supporting information, Members will be updated verbally at the Planning Applications Committee meeting.*



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### Publicity

17. The owners/occupiers of 'Greensleeves', the property adjacent to the southern site boundary, were consulted on the Construction Management Strategy details as the property is specifically referred to within the planning condition (36) as hoarding and screening is required between the development site and the property. The owners of 'Greensleeves' did not comment on the submitted details, but a local resident made representations. That resident was subsequently notified of the amended CMS/additional information provided by the applicant on the 20 January 2015.

### Representations

18. One letter of objection has been received regarding the Construction Management Strategy as originally submitted. A summary of the main planning issues raised/points of objection is set out below:
  - Entry to the site via the A25 is sound, and vehicles turning left into the site would only cause problems if there is a restriction within the site, causing vehicles to back up onto Seal Hollow Road;
  - Exit from the site, turning right into Seal Hollow Road, will be turning into congestion at the Seal Hollow Road/A25 junction, especially between the 08.00-09.30 and 15.00 and 18.00;
  - Construction traffic leaving the site would either add to the tailbacks and delays, or fail to be able to join queuing traffic. This is highly unsatisfactory and potentially dangerous;
  - The mix of heavy construction traffic and children (should the Trinity Free School temporary accommodation gain planning permission) is potentially extremely hazardous and the CMS is silent on this issue;
  - Sight lines need to be checked for all entrances/exits;
  - Construction traffic exiting onto Seal Hollow Road needs to be avoided, and this could be achieved by the construction of a haul road direct from the A25 Seal Road into the site. The haul road could run parallel to the fence within the school grounds to a point 350 metres east of the traffic lights on the A25. No construction traffic would then enter Seal Hollow Road, and less traffic associated with the development would use the Seal Hollow Road/A25 junction;
  - Furthermore, a separate haul road would reduce conflict between construction traffic and Trinity School pupils. If an accident was to occur then defence by those who sanctioned the CMS as submitted would be extremely weak;
  - The haul road could also be retained and turned into a 'gyratory' system when the two new schools are complete. This would significantly reduce congestion and address inadequacies in the approved access/car parking arrangements;

### Discussion

19. It needs to be borne in mind that the redevelopment of the site has already been considered and permitted, including the principle of the construction access and construction activities. What are currently before Members are the details of the Construction Management Strategy, rather than the principle of these elements. In considering this matter, 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

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Guidance and other material planning considerations arising from consultation and publicity. The only issue of relevance in this instance is the acceptance of the details provided within the Construction Management Strategy.

20. It should also be noted that site set up, including the provision on land of buildings, movable structures, works, plant or machinery required temporarily in connection with development is permitted development under Part 4 of The Town and Country Planning (General Permitted Development) Order 1995. However, further details were reserved out in this case to ensure hoardings were appropriate with regard to screening of 'Greensleeves', and that sufficient parking was provided on site, in addition to general procedural matters such as mechanisms for accepting deliveries etc. Use of the existing access points into the site on Seal Hollow Road for construction traffic has already been accepted, as has the permanent access and parking arrangements for the finished development. These issues will not be revisited within this report.
21. Further, Members are advised that the County Planning Authority are currently considering a separate planning application (reference KCC/SE/0002/2015) for temporary accommodation, including associated access arrangements, for the relocation of the Trinity Free School until such time as construction of the permanent building is complete. The northernmost site access, closest to the junction with the A25 (Seal Road,) is proposed to be used to access the temporary accommodation and the suitability of that access, and associated highway safety matters, will be considered in the determination of that application. However, Members should note that the proposed temporary school access and the construction access points are completely separate, and that the construction compound and associated development site would be clearly demarcated and secured. Should permission be granted for the temporary accommodation, the site would operate no differently to the majority of school development proposals whereby a school must operate on site whilst redevelopment of another part of the site takes place.

### Construction Access and Suggested Haul Road Option

22. As stated above, the use of the existing Seal Hollow Road access points into the site for construction activities was considered and accepted when determining the main planning application. Although a local resident and the Wildernesse Residents Association do not consider the use of these access points to be suitable, the principle of their use is established and accepted and is not revisited within this report. For Members' information, I will comment on the suggestion from the local resident and Wildernesse Residents Association that a haul road be created direct from the A25. First, such a haul road would have to divert around the application site for the Trinity School temporary accommodation, would run across playing fields, and further extend the hard landscaping on site into the green belt (especially if retained as suggested). A number of trees would require removal to accommodate the access to the A25, as well as landscaping works due to fairly substantial level changes. Highways and Transportation also note that an exit onto the A25 would have poor visibility splays and would need to be supervised by a banksman. I therefore see reason to pursue such a suggestion further.
23. With regard to concerns regarding construction vehicles exiting the site, the applicant advises that vehicles leaving the site would be held in the loading/off loading zones by gate staff until Seal Hollow Road was clear, enabling vehicles to leave. No waiting would be permitted on the roads adjacent to the site, and a traffic marshal would be employed to manage this. Highways and Transportation have no concerns over the

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access arrangements in this regard, and I therefore consider the CMS to be acceptable in this regard.

24. With regard to visibility splays and the positioning of gates at the site entrances, it is noted that the site gates at the southern most entrance are set back approximately 15.5m from Seal Hollow Road and the access here is about 6m wide. Highways and Transportation consider that this should provide sufficient room for a 10m lorry to wait for the gate to be opened and for vehicles leaving the site, the visibility splays appear to be adequate. The applicant has confirmed that they will to maintain a 2.4m x 45m visibility splay to the north, measured from the centre-line of the access, and measured to a line 0.5m from (and parallel to) the nearside edge of the road, as required by Highways and Transportation. Following receipt of the views of Highways and Transportation (see paragraph 16), the applicant has further confirmed the dimensions and distances that gates are set back for the remaining site access points, and Highways and Transportation have accepted these as acceptable as all are set back over 14.5metres from Seal Hollow Road. I therefore see no reason not to accept the site access arrangements as detailed within the CMS, as amended and amplified.

### Vehicle Routeing

25. As outlined in paragraph 9 of this report, the preferred access route to the site will be from the A25 (Seal Road), turning into Seal Hollow Road at the existing signalised junction. The reverse route would be used by vehicles exiting the site. All vehicle turning would happen within the site boundary, and adequate space would be provided for this. This arrangement is accepted by Highways and Transportation, as lorries would be precluded from using Seal Hollow Road to the south of the site. Although the Wildernesse Residents Association would want to see all vehicles associated with the development banned from using the southern extent of Seal Hollow Road, this is neither practicable nor reasonable given that the southern extent of the road is more than suitable for use by an average sized vehicle. Operatives travelling to/from the south of the site would therefore use that route rather than travel through the town centre, and via the already congested Bat and Ball junction, then adding to the volume of traffic using the A25/Seal Hollow Road junction. Therefore, I consider the routeing proposed by the applicant to be acceptable, in that lorry movements would be via the A25 and would access the site from the north. Lorries leaving the site would be prevented from turning left, again ensuring no use of the southern extent of Seal Hollow Road by lorries/oversized vehicles.

### Parking for Site Personnel

26. The CMS advises that car parking for contractors, site personnel and visitors would be provided on site, within the secure compound area. The applicant estimates that 70 car parking spaces would be provided on site for construction staff, which at its peak would be approximately 200 site staff. Although the applicant states that a further 40-50 overflow spaces could be provided within the site boundary if required, Highways and Transportation recommended that 110 parking spaces should be marked out on site from the outset. In response to this recommendation, the applicant has confirmed that the initial operations on site (first trades) will only require the initial 70 spaces. Following completion of the demolition works, as the contract progresses, the applicant has agreed to provide the additional 40 spaces. It should also be noted that the applicant considers that they will only reach a maximum of 200 personnel on site during the middle of 2016, by which time 110 spaces would be available on site. Car sharing/minibus use will also be encouraged for all major trades. Highways and

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Transportation consider this to be an acceptable approach, and I therefore consider that the submitted CMS, as amplified and amended, makes provision for sufficient parking on site for the duration of the construction works.

### Site Hoarding/Screening

27. As the Wildernesse Residents Association point out, the site hoarding has been erected which fully secures the construction site. The Residents Association consider the hoardings to be 'pretty hideous', and further state that the hoardings give little confidence amongst residents as to the 'community' spirit of the contractors. As outlined in paragraph 11 of this report, four types of fencing are used – 2 metre high painted traditional timber hoarding to Seal Hollow Road, existing palisade type fencing, 'Blockade' yellow fencing and 'Herras' wire fencing to all other locations. These are typical contractor's hoardings and are required to secure the site, and well as protect local amenity in terms of containing noise, dust and construction activities within a secure screened boundary. A lower or more open hoarding would not be fit for purpose. I recognise that the contractor should have waited to install the hoarding, but these matters are usually covered by Permitted Development Rights and I understand that in this instance the applicant undertook the works at their own risk due to the tight timescales for the implementation and completion of the development. The purpose of reserving out the hoarding details was to ensure that adequate screening was erected along the southern site boundary with the adjoining property 'Greensleeves'. The contractor (Willmott Dixon) is in on-going discussions with the owners of 'Greensleeves' and it is the applicant's intention to provide a permanent acoustic fence along the entire length of the property boundary where it borders the development site. This would act as a physical barrier, and also help prevent noise and dust nuisance. Details of that acoustic fence, and all other permanent fencing on site, are to be submitted pursuant to condition 9 of the planning permission for the site redevelopment. The owners of 'Greensleeves' were consulted on the Construction Management Strategy and have not commented too date. In light of the above, I consider the hoarding details to be acceptable.

### General Matters

28. As noted in paragraph 6, Hours of working on site are controlled and limited by condition to 0800 to 1800 Mondays to Fridays, 0900 to 1300 of Saturdays, with no working on Sundays and Bank Holidays. This accords with the request of the Wildernesse Residents Association in that there would be no works on Sundays or Bank Holidays. Highways and Transportation have recommended that the applicants commit to allowing deliveries to the site only between the hours of 09:00 to 15:20 should planning permission be granted for the temporary accommodation for Trinity School, enabling the school to relocate to the site. The applicants have confirmed agreement to this request, and this has been accepted by Highways and Transportation.
29. Wildernesse Residents Association wishes to have a contact person at the County Council to whom complaints can be lodged, rather than with the contractor direct. As stated in paragraph 14 of this report, the applicant advises that the establishment and maintenance of good community relations will be a priority to them, and leaflet drops and/or public meetings will keep residents informed of progress on site. Contact details will also be provided for residents to contact the site to report any incidents, which would then be investigated by the contractor. Members of the public can also lodge any breaches of the planning consent with the County Planning Authority, and any other matters can be referred back to the contractor and/or the Project Manager at the

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County Council for action. However, the contractor is the best point of contact however, as immediate action could be taken, and most issues are easily rectified locally.

30. Existing sports facilities on site will remain in operation throughout the construction works, and will be accessed by the northern most access point, which would also be used for Trinity Free School (should permission be granted for temporary accommodation). The suitability of that access will be considered in the determination of the application for temporary accommodation (reference KCC/SE/0002/2015) in consultation with Highways and Transportation.

Conclusion

31. The general principle of the construction access arrangements was considered and accepted at the main application stage and, as previously noted, site set up and construction activities are permitted development under Part 4 of The Town and Country Planning (General Permitted Development) Order 1995. However, further details were reserved out in this case to ensure hoardings were appropriate with regard to screening of 'Greensleeves', and that sufficient parking was provided on site, in addition to general procedural matters such as mechanisms for accepting deliveries etc. The further details submitted by the applicant in this regard are, in my view, acceptable and I see no reason why the submitted details should not be approved.

Recommendation

32. SUBJECT TO any further views received by the committee meeting, I RECOMMEND that the Construction Management Strategy, as amplified and amended, BE APPROVED.

Case officer – Mary Green	03000 413379
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Background documents - See section heading
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