

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, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

A report by Head of Planning Applications Group to Planning Applications Committee on 20th January 2016.

Application by Kent County Council Property and Infrastructure for the construction of a two storey extension to provide 9 new classrooms (including a reception classroom and two SEN rooms), plant room, storage and toilet facilities, and canopies linking the extension to the existing school, relocated pedestrian access from St George's Avenue, reconfigured car park, two new MUGA's and a new nursery play area at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Recommendation: Permission be granted subject to conditions.

Local Member: Ms A Harrison

Classification: Unrestricted

Site Description

1. West Minster Primary School is located in Sheerness on the Isle of Sheppey and lies to the south-west of the town centre. The school is a federation school twinned with Rose Street Primary. The school occupies a corner plot, on the north-western side of St George's Avenue and the south-western side of Bridgewater Road. The surrounding area is predominantly two storey residential housing, but with some three storey flats in Davie Close opposite. To the north and north-west of the school runs 'The Fleet' water course and on the other side of the water there are industrial units which are accessed from New Road. A pedestrian footpath runs along the north-eastern boundary of the school grounds (from Bridgewater Road), where it joins with the footpath running along the waters edge. Both of these are Public Rights of Way.
2. The original school is a 1950's building which was set around a courtyard. The school was extended in the 1970's, again in 1995 with 3 further classrooms, and a four classroom block was added in 2013. Last year permission was given to infill the original courtyard to extend the school hall. The recent planning history is set out overleaf.
3. Given the various extensions, the school has a mixture of designs, with the original building being a flat roof single storey structure, of brickwork with blue infill panels. The 1995 extension has brick and blockwork walls and a pitched tiled roof, and the 2013 Bayford Wing is a steel frame with a mixture of timber, aluminium cladding and rendered blockwork. There are also two temporary modular buildings on site which face towards St George's Avenue, which have blue cladding and yellow detailing to the roof. One is used for the administration staff for the Sheerness West School Federation and the other by the primary school for additional space.

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

4. Vehicular access to the school is off Bridgewater Road, along with a separate pedestrian gate and a second pedestrian access is provided from St George's Avenue. The on-site car park is for staff only and currently provides 42 spaces. Cycle and scooter racks are also located in this area facing towards St George's Avenue.

Background

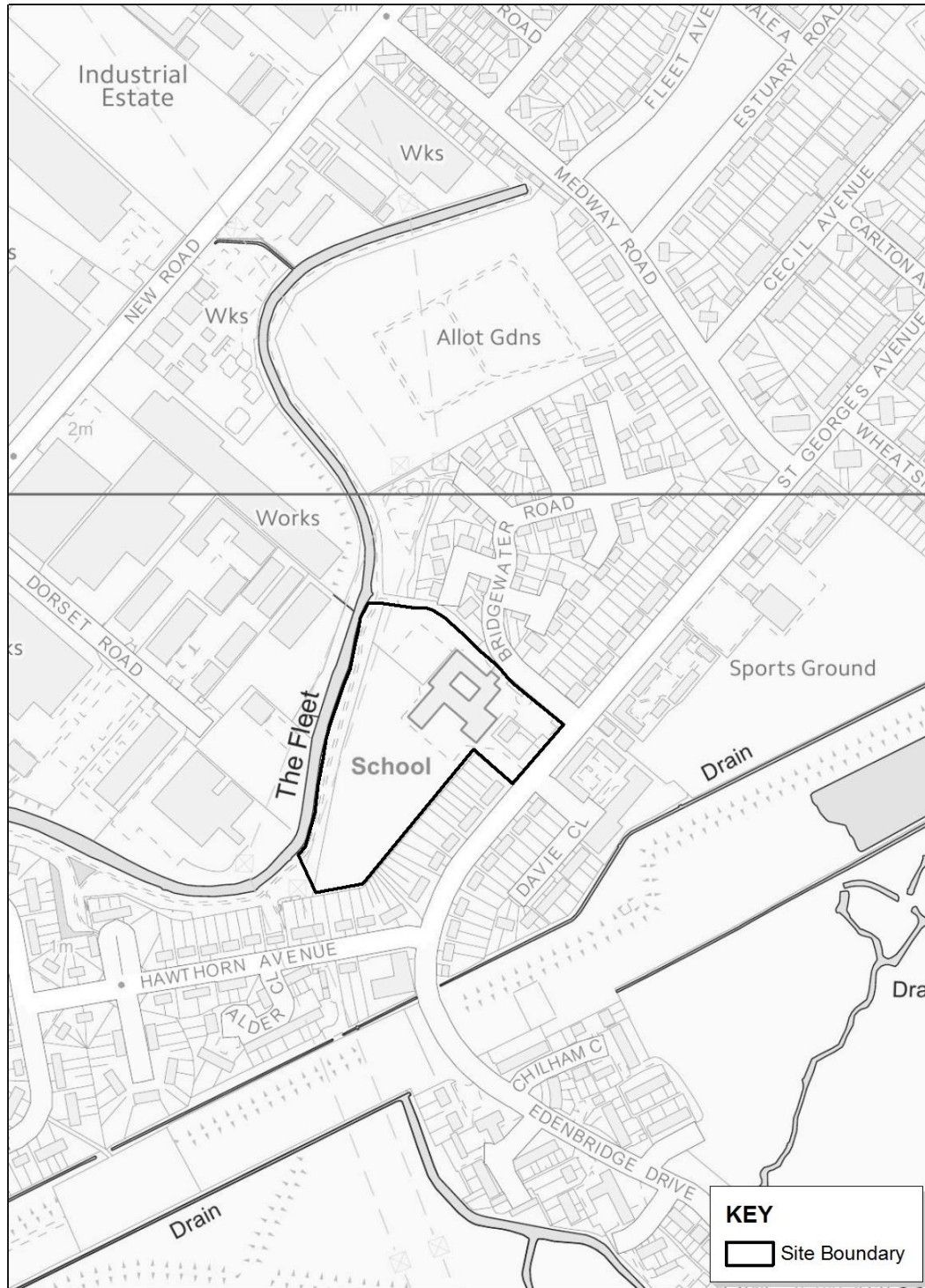
5. In support of the planning application an Education Planning Statement has been submitted which sets out the need for additional primary school places in the Swale district. Primary school rolls in this district are expected to rise from the current 12,159 pupils to an expected 13,256 pupils in 2018/2019. This increase is due to both a rise in the birth rate and the inward migration of families, and the current lack of primary school places means that schools in Sheerness and across the Isle of Sheppey have to operate with some classes of more than 30 pupils.
6. In August 2015 it was agreed to permanently expand West Minster Primary School to a 3FE school and add a 15 place specialist resource base provision (SRBP) for children with speech, language and communication needs, subject to planning consideration and being able to provide sufficient accommodation.

Recent Site History

SW/14/505581	Proposed infilling of existing courtyard to enlarge school hall.	Approved 17/12/2014
SW/11/1351	Alterations and extensions to existing classroom to form staff room.	Approved 16/12/2011
SW/10/705	Proposed main school extension consisting of classroom block and small hall, and extension to hard play area.	Approved 06/12/2010
SW/09/1229	Modular building for administration facility within the school.	Approved 14/01/2010

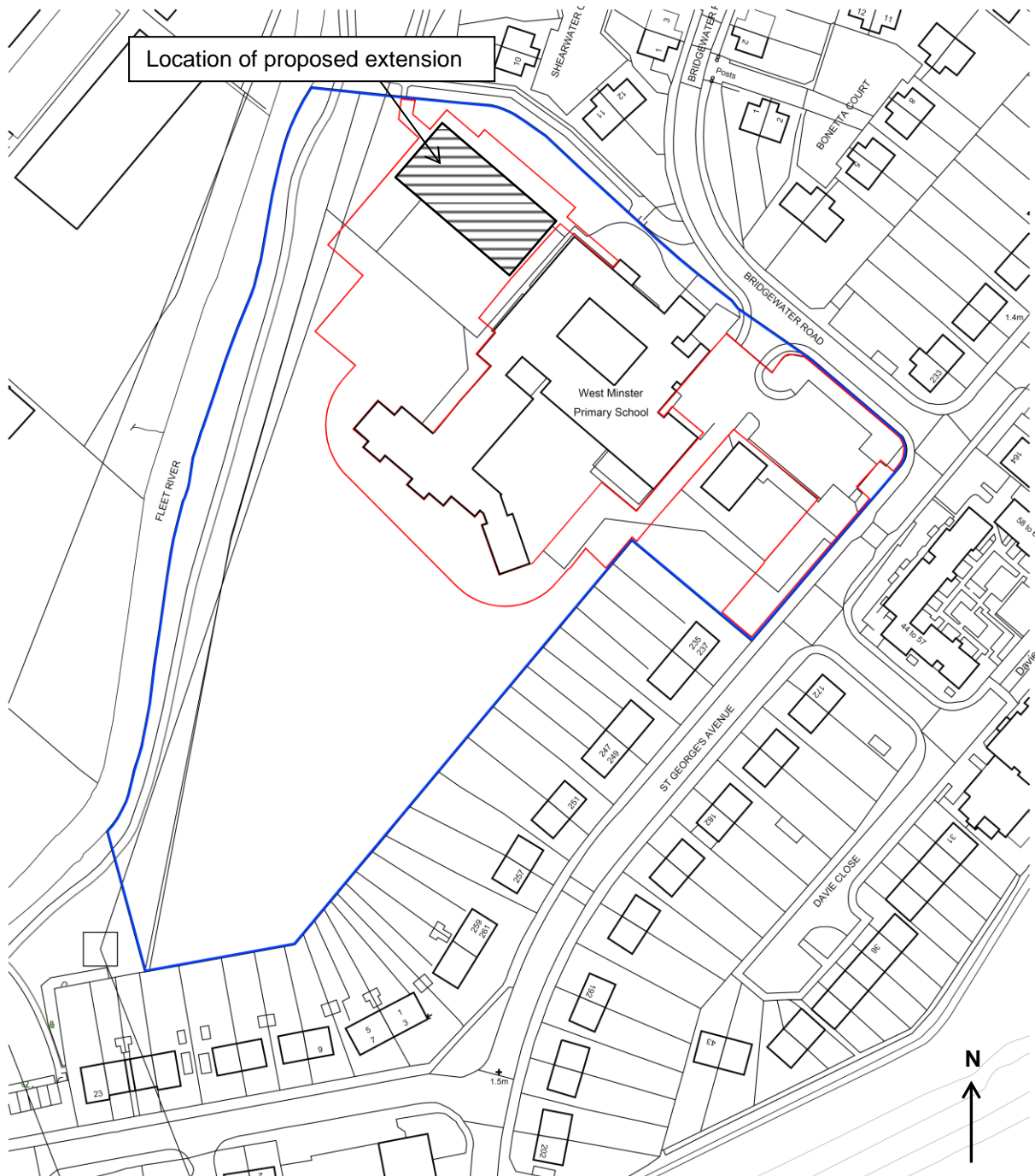
New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

General Location Plan



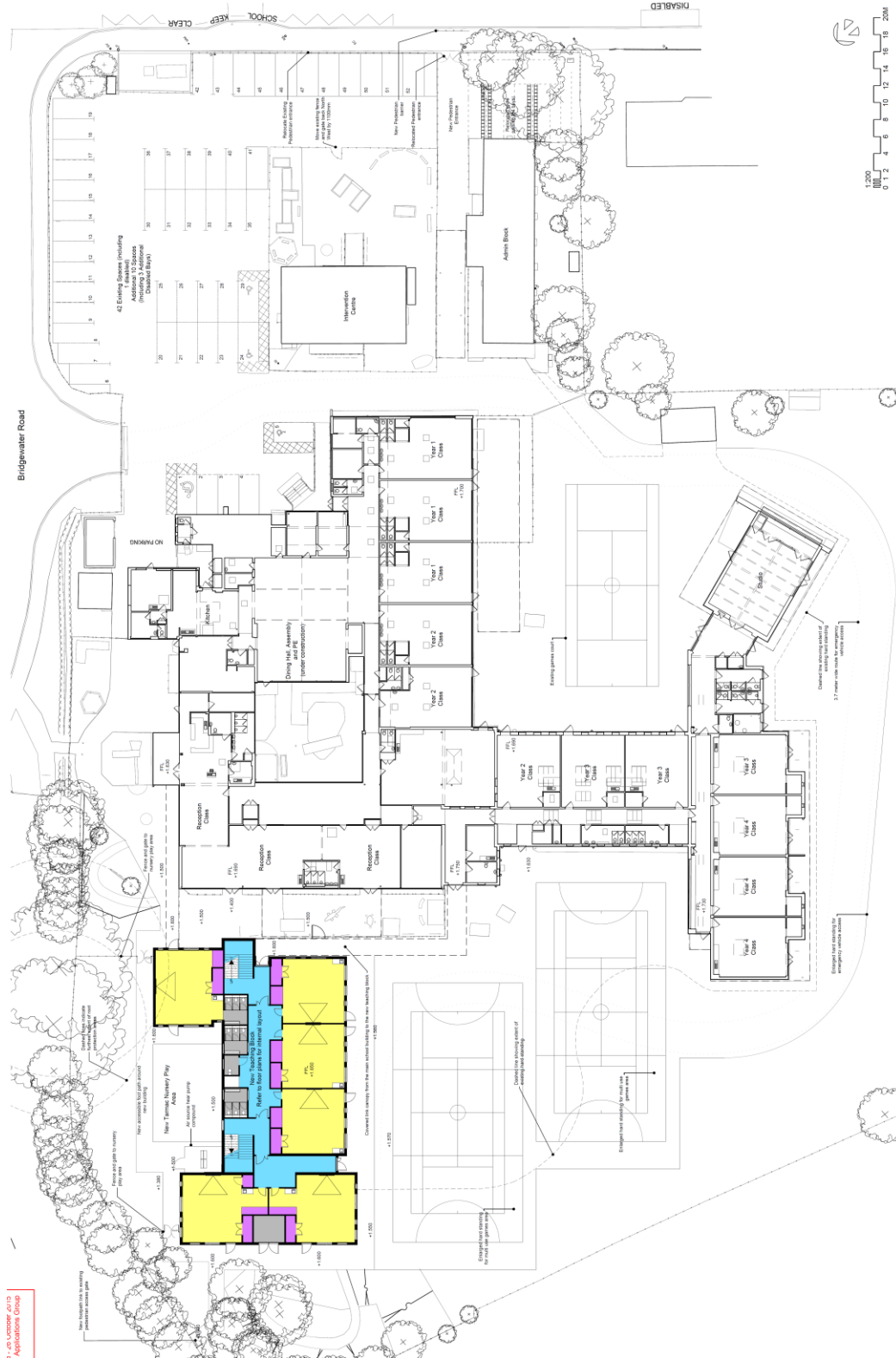
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Site Location Plan



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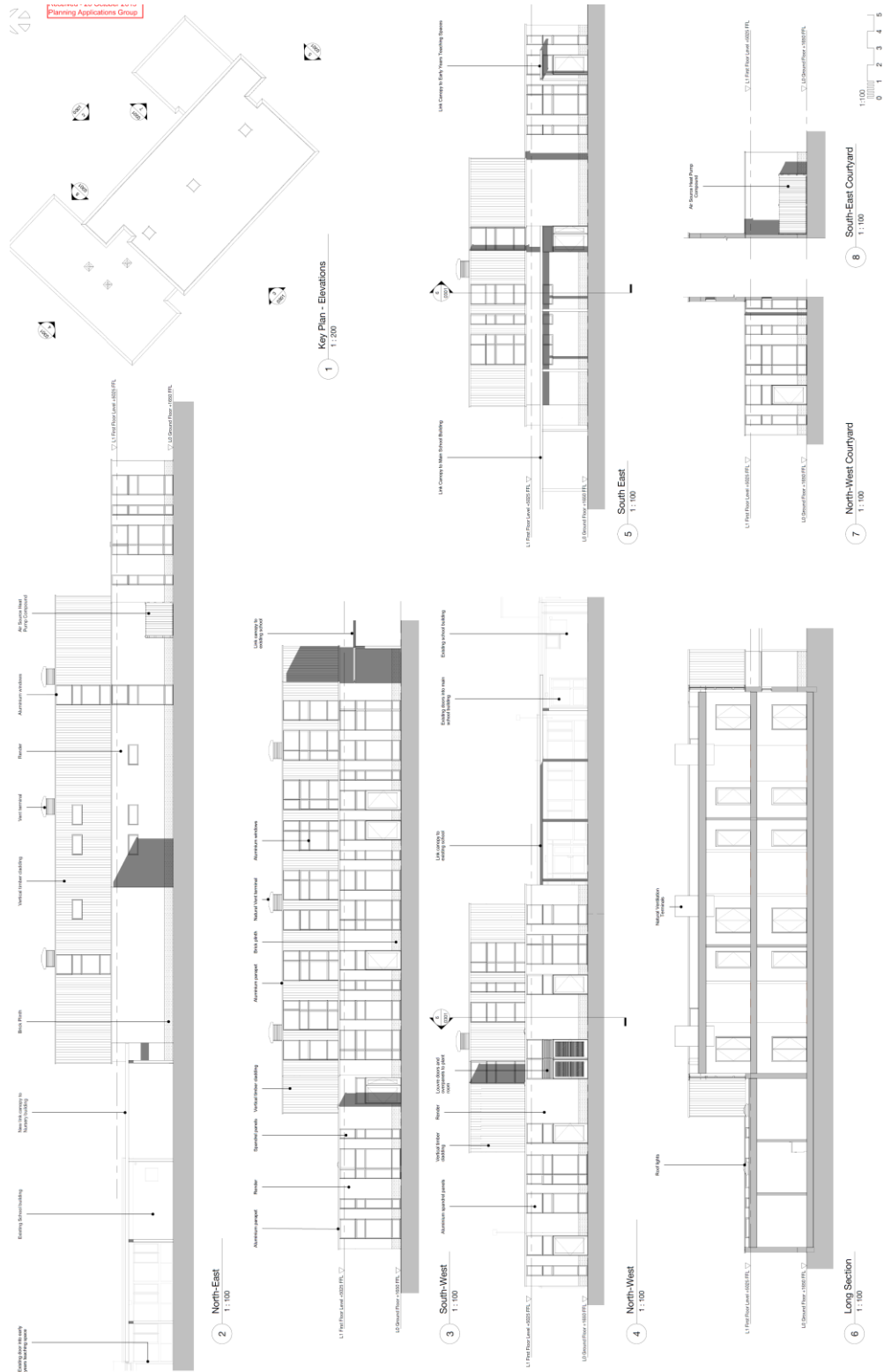
Site Layout Plan



15/509370/COUNTY
KCC/SW/0365/2015
Appointments Group

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Proposed Elevations



New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Proposed 3D View



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Proposal

7. The application seeks approval for a two storey extension which would be located to the north-west of the original school, and sited parallel to the footpath which runs between Bridgewater Road and The Fleet water course. The extension would provide 6 new classrooms at ground floor level and a further three at first floor. The extensions would provide the necessary accommodation to allow the school to expand from a 2 Form Entry school to a 3 Form Entry school, with 630 pupils and 66 members of staff (an increase from the current 54 staff).
8. The design has a central element which is two storeys in height with classrooms on one side of the corridor, and toilets, storage and a lift on the other – the first floor layout being a replica of the ground floor layout. A staircase would be provided at either end of this two storey element. Single storey additions would then be provided at either end to provide the additional three classrooms and the plant room.
9. The extension is proposed to be used for one reception classroom, and three year 5 classes at ground floor level, plus the two SEN rooms in the single storey element; and three year 6 classes would be located on the first floor. A link canopy would be provided to allow a covered link between the new extension and the existing school.
10. The proposed building would be clad in white render panels at ground floor level set on a dark grey plinth, and have timber cladding to the first floor, with a flat roof of single ply membrane. The doors and windows would be double glazed with a mid-grey powder coated finish. The window reveals would be highlighted in blue.
11. To replace the area of hardstanding lost through the location of the extension it is proposed to create two new MUGA's which would be sited between the new extension and the Bayford wing, and which would provide flexible outdoor PE space.
12. It is proposed to reorganise and expand the existing car park. The vehicular access into the site would remain from Bridgewater Road, but the existing cycle and scooter parking would be moved to in front of the administration block, and the pedestrian access from St George's Avenue moved along the frontage to this area, to allow the car parking to be extended into the area in front of the Intervention Centre. This reorganisation would create an additional 10 parking spaces, taking the total on site to 52 (which would include 4 disabled bays).
13. The relocation of the cycle racks would require the removal of a small group of trees that are currently located in front of the administration block, but the remainder of the trees on site would be retained and protected during construction. Access for emergency vehicles would be provided round the south of the Bayford Wing allowing a route through to the new extension. The existing playing field to the south of the Bayford Wing would not be affected.

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Planning Policy

14. The most relevant Government Guidance and Development Plan Policies summarised below are pertinent to the consideration of this application:

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

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

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

- Consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- Achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- The great importance that the Government attaches to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that great weight should be given to the need to create, expand or alter schools (paragraph 72).

- (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 (saved policies) 2008** constitutes the current adopted development plan for the Borough and the relevant policies can be summarised as follows:

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.

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

- Policy SH1 Settlement Hierarchy:** Defines 6 categories of settlement and sets out the scale of development that would be supported within them. The countryside areas are defined as “all remaining settlements for which built-up area boundaries have not been defined”. These areas are only considered suitable for development in exceptional circumstances as indicated by saved Policy E6.
- Policy TG1 Thames Gateway Planning Area:** Recognises the position of the proposed development within the Thames Gateway Planning Area.
- 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 E10 Trees and Hedges:** Seeks to retain trees and hedges as far as possible and provide for new planting to maintain and enhance the character of the locality.
- Policy E11 Protecting and Enhancing the Borough's Biodiversity and Geological Interests:** Seeks to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered and suitable mitigation is in place.
- Policy E19 Achieving High Quality Design and Distinctiveness:** Development proposals should be of a high quality design and respond positively to design criteria.
- 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 SP6 Transport and Utilities:** Aims to ensure that there is sufficient infrastructure in place such that new developments are located close to good quality public transport and the principle highway network, whilst seeking to reduce car dependence.
- Policy SP7 Community Services and Facilities:** Seeks to satisfy social needs of communities and promote safe environments and a sense of community by providing and continuing existing services and safeguarding services and facilities from harmful changes of use and development proposals.
- 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

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

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.

Policy T5 Public Transport: Recognises that a Transport Assessment and Travel Plan will be expected to support all proposals generating potentially significant volumes of traffic.

- (iv) The draft **Swale Borough Local Plan ('Bearing Fruits')** (December 2014) also contains broadly similar policies on transport, parking, design and general development criteria. This document was submitted for Independent Examination to the Planning Inspectorate on 20th April 2015, and the Local Plan Examination Process concluded on Wednesday 16th December. The interim findings are due at the end of January 2016 and modifications are likely to be made during spring next year, with further public consultations to follow.

Consultations

15. **Swale Borough Council** was consulted on 9th November but no comments have been received to date. Any comments received prior to the Planning Applications Committee meeting will be reported verbally.

The County Council's Biodiversity Officer has advised that the recommendations set out in the Ecological Appraisal are appropriate and should be secured by condition.

The Environment Agency (Kent Area) have raised no objection to the application subject to the imposition of a condition requiring the submission of a scheme detailing flood resistance and resilience measures in accordance with the submitted Flood Risk Assessment.

The County Council's Landscape Officer raises no objection to the proposal but encourages that all work be carried out in compliance with the tree protection measures included in the Arboricultural Report, and that new trees to be planted are of native species, suitable for the area and of local provenance.

The County Council's Sustainable Drainage Officer raises no objection to the proposal subject to the imposition of a condition requiring the submission of a detailed sustainable surface water drainage scheme, to be approved in writing by the County Council.

Kent County Council Highways and Transportation raises no objection to the proposals subject to the imposition of planning conditions to control the depositing of dust and mud on the highway; accommodating the loading and turning of operatives and construction vehicles on site; the provision of on site parking for site operatives, personnel and visitors; parking areas shown to be paved and drained adequately and

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

retained for such use; no occupation before the provision of cycle parking made on site; and no occupation before the submission of a Travel Plan.

Local Member

16. The local County Member, Ms Angela Harrison was notified of the application on 9th November but no comments have been received.

Publicity

17. The application was publicised by the posting of three site notices around the perimeter of the site and the individual notification of 157 residential properties.

Representations

18. In response to the publicity, 3 letters of representation have been received. The key points raised can be summarised as follows:

- Suggest the need for double yellow lines down Bridgewater Road to alleviate the existing parking problems before it gets worse
- Volume of traffic at school drop off and pick up times is so severe residents cannot get in and out of driveways
- Total disregard to traffic management for the school day
- 2 storey extension and canopies would have a visual impact on the surrounding housing stock and alter the St George's Avenue façade
- New pedestrian access and extended parking area would cause confusion
- Consultation should have been carried out with the residents prior to the application being made
- Inconsiderate parking by parents, who regularly block residents' driveways
- Cars park on the footways putting pedestrians at risk
- Emergency vehicles struggle to access the area at pick up and drop off times
- Bus service, delivery and trade vehicles also encounter problems accessing the area
- Reduced sight lines due to parked cars affects pedestrian safety and that of the lollipop crossing officer
- Proposed increase in school roll would exacerbate the problems.

Discussion

19. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph (14) above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case are the design and appearance of the proposed extension and issues relating to access, parking and highway impacts; along with other matters

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

including ecology and biodiversity, landscaping, construction methods, flooding and drainage, and renewable energy.

20. This application is being reported to the Planning Applications Committee due to the neighbour representations received.

Siting, Design and Appearance

21. The extension would be a free standing building linked by a glazed canopy and is of a modern design. The use of rendered panels and timber cladding reflect the material choices and design influence of the Bayford wing which was added to the school in 2013. However the blue window reveals and the flat roof design would also help link the extension back to the original school, and tie the various elements of the site together. Given the existing variety of designs on the site and the proposed design and material choices it is considered that the extension would be an appropriate addition to the school site.
22. The extension would be located to the side of the existing school when viewed from the footpath linking Bridgewater Road to the Fleet, but behind the school when viewed from St George's Avenue. Although the extension would be two storey in height it would be partially screened by the existing school buildings when viewed from St George's Avenue, and set back some 100m from the road frontage. It should also be noted that the surrounding housing development is primarily two storey in height, therefore the school extension would not be out of keeping. It is considered therefore that any visual impact it would have on the appearance of St George's Avenue would be negligible.
23. The most prominent vantage point for seeing the proposed extension outside of the school grounds, would be from the footpath along the water's edge and that linking the watercourse to Bridgewater Road. The closest properties would be those that are located at the end of Shearwater Court – numbers 10 and 11. The proposed extension is set well inside the boundary of the site, and in the location of the extension itself there is substantial screening along the boundaries in the form of hedgerows and trees. Glimpses of the buildings within the school site are possible from these footpaths but it is considered that the proposed extension would be viewed in the context of the other school buildings and would not be out of keeping. There are no windows in the gable walls of the closest two properties in Shearwater Close and this combined with the separation distances and the existing screening along the intervening footpath would ensure that the extension would have a minimal impact on the occupants of these properties.
24. The scheme is therefore considered to be compliant with Policies SP1, SP2 and E1 of the Swale Borough local Plan.

Access, Parking and Highway Impacts

25. The application was supported by the submission of a Transport Statement, which considered the impact the development would be likely to have on the capacity of the existing highway network and the parking demand on the surrounding streets. The Highways and Transportation Officer has considered the statement and the calculations

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

of the existing trip attractions and the number of additional vehicles that are likely to be associated with the increase in pupils.

26. The general impact of the additional pupil numbers is that a predicted further 45 vehicles would be associated with each school drop off and collection period. This impact would be felt more at afternoon collection time, as parents wait for the children to be released and therefore park over a longer period, rather than dropping off and continuing on their journey. However, the Highways Officer considers that there is plenty of spare capacity within the surrounding roads to absorb the additional parking demand. Furthermore, at the start and end of the school day, the parking demand and traffic activity within residential areas such as this are mainly associated with schools, and this tends not to overlap with the highway network peak period or when most people are at home and would be taking up availability of on-street parking.
27. It is also acknowledged that the road network in the vicinity of the school only serves the immediate residential area and does not form part of the wider reaching highway routes. It is therefore not a particularly busy area and is not subjected to much passing traffic that would be impacted by the activity generated by the school over these short periods of time. It is therefore considered that in terms of traffic generation and impact on the highway network the application is considered to be acceptable in relation to Policies SP6 and T1 of the Swale Borough Local Plan.
28. The reconfiguration of the car park and relocation of the pedestrian access would allow the number of on-site parking spaces to increase from 42 to 52. The staff numbers would increase by 12 to a total of 66 and although this is more than the number of parking spaces on site, a reasonably high proportion of existing staff walk to the school (19 members of staff/36%). The reconfigured layout is therefore considered to provide an appropriate level of parking for staff and visitors whilst still encouraging the uptake of sustainable travel amongst staff and minimising the impact of staff parking on the surrounding residential streets.
29. The new pedestrian access would be easily visible along St George's Avenue, still by the school zig-zags, and not far from the existing pedestrian gate. The existing 64 cycle parking bays would be relocated close to this new pedestrian access, and would be available for staff and pupils travelling to the site. In order to ensure that all vehicle and cycle parking is available prior to occupation of the new extension, conditions are proposed requiring these areas to be laid out in accordance with the submitted plans.
30. A further condition is proposed requiring the School to prepare and submit a Travel Plan prior to occupation, to ensure that travel to the school by sustainable modes is promoted. It is proposed that this would be subject to an annual review for a minimum of 5 years beyond the school operating with 3 forms in each year group.
31. Although objections to the scheme have been received in relation to traffic and parking issues it is considered that the proposal would not be harmful in this regard and would be in accordance with Policies T3, T4 and T5 of the Swale Borough Local Plan. In particular, the school site is well located in a residential suburb to serve the community's needs (and to also maximise journeys to school other than by car) but inevitably there will be complaints in such areas about use of the local roads by school traffic. However, the roads serving the area are part of the public highway and are quite capable of being

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

shared by both local residents and those attending the school. Competition for road space outside schools is a nationwide source of irritation and the most that Planning Authorities can usually do to address this essentially non-planning land use issue is to encourage Schools to work with parents and the Highway Authority to better manage the situation. It should be noted that driver behaviour is not in itself a planning land use issue, and school developments cannot be turned down on the basis of poor behaviour by some motorists.

Other Matters**Ecology and Biodiversity**

32. The application was supported by the submission of an Ecological Appraisal, which included recommendations to minimise the potential impact of the development on trees with bat roosting potential; the protection of potential reptile habitats; the protection of boundary trees and hedgerows; and ensuring that works to trees and hedgerows are carried out outside of the bird breeding season. The Council's Biodiversity Officer has assessed the submitted report and concluded that an appropriate level of ecological appraisal has been undertaken to inform conclusions regarding the potential for ecological impacts arising from the proposed development.
33. Provided the recommendations set out in the report are implemented the potential for ecological impacts would be minimised, therefore a condition is proposed to require the submission of details of the buffer zone, the means by which this area would be protected, and the location of replacement bat boxes, as well as requiring the recommendations to be implemented. As such the scheme would accord with Policies E10 and E11 of the Swale Borough Local Plan.

Landscape

34. The application was supported by an Arboricultural Impact Assessment which considered a total of 30 individual trees, 8 groups and 1 hedge in relation to the British Standard BS5837:2012 – Trees in relation to demolition, design and construction – Recommendations.
35. The development would have a limited impact on the surrounding landscape other than the removal of a small group of trees in the vicinity of the proposed cycle parking, the pruning of three tree groups close to the vehicle and pedestrian access and the removal of two small trees for sound arboricultural management. Some hard surfacing would be required within the root protection area of some grade B and C trees but this could be carried out without affecting the health of the trees.
36. The Council's Landscape Officer has assessed the application and submitted report and concluded that the development would be acceptable, providing the work is carried out in accordance with the tree protection measures set out in the Arboricultural Report and that trees to be planted to compensate for those removed should be of a native species, suitable for the area and of local provenance. A condition is proposed to secure these requirements. As such it is considered that the scheme would comply with Policy E10 of the Swale Borough Local Plan.

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Flood Risk and Drainage

37. The application has also been supported by the submission of a Flood Risk Assessment (FRA) due to the site's location within Flood Zone 3a (considered to be at a high risk from tidal flooding) which has been reviewed by both the Environment Agency and the County Council's Flood Risk Officer. Because of the existing use of the site as a school, it is considered that there would not be any increase in the vulnerability of the users of the site to flooding as a result of this development. As such the Environment Agency has raised no objection to the scheme provided a condition is imposed securing details to be submitted for a scheme of flood resistance and resilience measures, as described in the submitted FRA.
38. The Council's Flood Risk Officer also raises no objection to the scheme provided that a condition be included requiring a detailed sustainable surface water strategy for the site be submitted to and approved by the County Planning Authority.

Construction Methods

39. Given that there are neighbouring residential properties, if planning permission is granted it is considered appropriate to impose a condition restricting hours of construction to protect residential amenity (Monday to Friday between 0800 and 1800; Saturday 0900 to 1300; and no operations on Sundays or public holidays).
40. Should permission be granted a condition requiring the submission of a full Construction Management Strategy prior to commencement of development is considered appropriate. That should include details of how the site access would be managed to avoid peak school periods; details of the methods and hours of working; location of site compounds; location of operative/visitor parking on site; details of on-site provision to accommodate operatives and construction vehicles loading, off-loading and turning; details of site security and safety measures, lorry waiting and wheel cleaning facilities; and details of any construction access.

Renewable Energy

41. The NPPF places a presumption in favour of development that is sustainable and at the local level Swale Borough Council's supplementary planning document 'Sustainable Building Design' (July 2010) supports the incorporation of sustainability measures and the effective adoption and application of renewable energy technology. The application has been supported by an Energy Statement, which sets out the methodology applied to the design of the building in relation to reducing energy consumption. The statement confirms that the required CO₂ levels could be achieved through the design and materials used in the building, but in addition some photovoltaic panels are proposed to be included on the roof (in recognition of the need to think about the future and to provide a more visual sustainability feature than the inherent energy reduction and sustainable construction features already incorporated in the design) and these could provide some additional renewable energy directly for the running of the school.

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

Public Consultation

42. Although there have been objections raised about the lack of consultation undertaken by the school prior to the application being made, the applicant has confirmed that a public consultation evening was held on 15th October 2015 (prior to the application being submitted) inviting residents to view the proposals and that 47 people attended the consultation event.

Conclusion

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

Recommendation

46. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- The standard 5 year time limit;
 - the development to be carried out in accordance with the permitted details;
 - the submission and approval of details of all construction materials to be used externally;
 - hours of working during construction to be restricted to between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays or Bank Holidays;
 - the submission of a School Travel Plan prior to occupation of the extension and its ongoing review;
 - the submission of a Construction Management Plan providing details of methods and hours of working to avoid peak school times, location of site compounds, location of operative/visitor parking on site, details of on-site provision to accommodate

New two storey extension, relocated pedestrian access, reconfigured car park and two new MUGA's at West Minster Primary School, St George's Avenue, Sheerness – 15/509370/COUNTY (KCC/SW/0365/2015)

operatives and construction vehicles loading, off-loading and turning, details of site security and safety measures, lorry waiting and wheel cleaning facilities, and details of any construction access;

- the provision of the on-site parking areas prior to occupation of the extension and their retention thereafter;
- the provision of cycle parking prior to the occupation of the extension and retention thereafter;
- the submission of details for the ecological buffer zone, how it would be protected, the location of replacement bat boxes, to be approved in writing;
- that the recommendations set out in the Ecological Appraisal be implemented;
- that work be carried out in accordance with the Arboricultural Report and that new trees be of a native species;
- the submission of details for a scheme of flood resistance and resilience measures as set out in the FRA and the written approval of such a scheme;
- the submission of a fully detailed sustainable surface water drainage scheme for the site and the written approval of such a scheme and its ongoing maintenance.

47. I FURTHER RECOMMEND that the following INFORMATIVES be added:

- The registering with Kent County Council of the School Travel Plan through the “Jambusters” website following the link <http://www.jambusterstpms.co.uk>;
- That the applicant ensures that all necessary highway approvals and consents are obtained.
- To ensure that works to trees are carried out outside of the breeding bird season and if this is not possible that an ecologist examine the site prior to works commencing

Case Officer: Helen Edwards

Tel. no: 03000 413366

Background Documents: see section heading
