

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 8 classroom extension at The Brent Primary School – DA/16/1306 (KCC/DA/0212/2016)

A report by Head of Planning Applications Group to Planning Applications Committee on 16 November 2016.

Demolition of existing pre-fabricated canteen building and erection of two storey extension providing 8 classrooms, group rooms and a hall, and an additional 19 onsite car parking spaces - at The Brent Primary School, London Road, Stone DA/16/1306 (KCC/DA/0212/2016)

Recommendation: Planning permission be granted subject to conditions.

Local Member: Mrs Penny Cole

Classification: Unrestricted

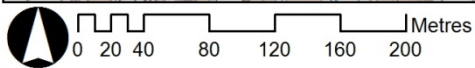
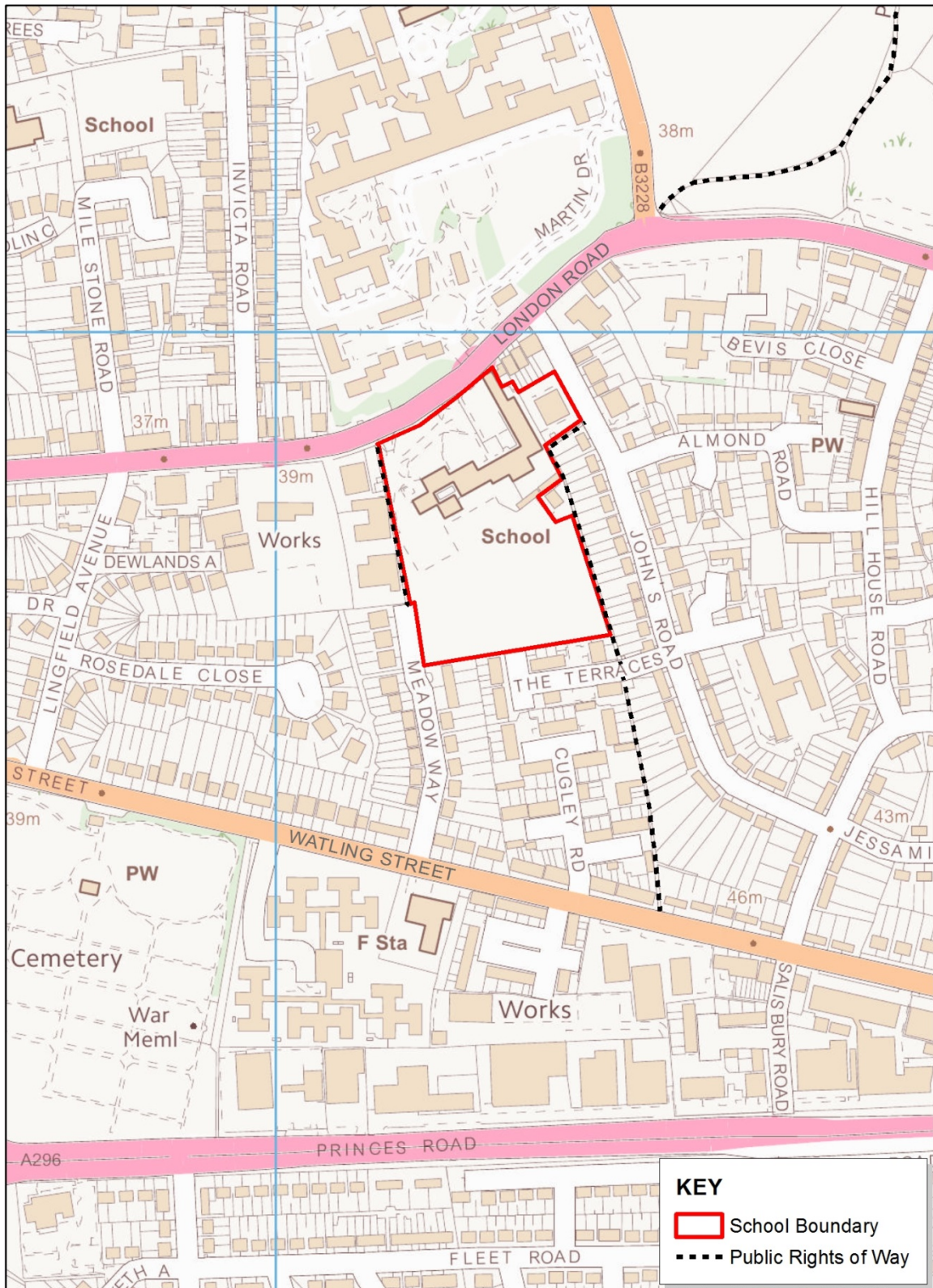
Application Site

1. The Brent Primary School is located just over a mile (1.8km) to the east of Dartford Town Centre, approximately 1.3 miles (2.1km) to the south of the Dartford Crossing. The school is located in a mainly residential area known as The Brent, although London Road, from which the school is accessed, is lined with commercial properties/businesses. London Road, which connects Dartford with Greenhithe and Gravesend beyond, lies to the north of the school site, with separate entrance and exit points to the school both accessed from London Road. Newly completed residential properties back onto London Road opposite the school site. Commercial properties lie to the west of the northern half of the western site boundary, with facing residential properties located to the far side of Meadow Way to the southern half. A Public Right of Way runs down the western site boundary, linking London Road with Meadow Way. Side and rear elevations of local properties border the southern boundary of the site, and properties in St Johns Road back onto the eastern boundary. The school also has a pedestrian and vehicular access via St Johns Road, adjacent to an existing prefabricated 1940s Horsa style building used as the school canteen, which fronts onto St Johns Road. A Public Right of Way runs to the south of the canteen building, between the school boundary and an adjacent residential property, which then continues south running between the school's eastern site boundary and the rear of properties in St Johns Road, linking London Road with Watling Street to the south.
2. The school site can be split into two distinct areas, with playing field occupying the southern half of the site, and the school buildings, hard play, and car parking and access to the north. The original school buildings, located to the north east of the site, date from the Victorian era, with brick facades and steeply pitched slate roofs. To the south west of the original building lie a 1970s flat/low pitched extension and a 1990's shallow pitched roofed building, both brick built. A stand-alone private nursery building is located to the south east of the school buildings, which is accessed via the Public Right of Way from St Johns Road.

A site location plan is attached.

Two storey 8 classroom extension at The Brent Primary School – DA/16/1306 (KCC/DA/0212/2016)

Site Location Plan



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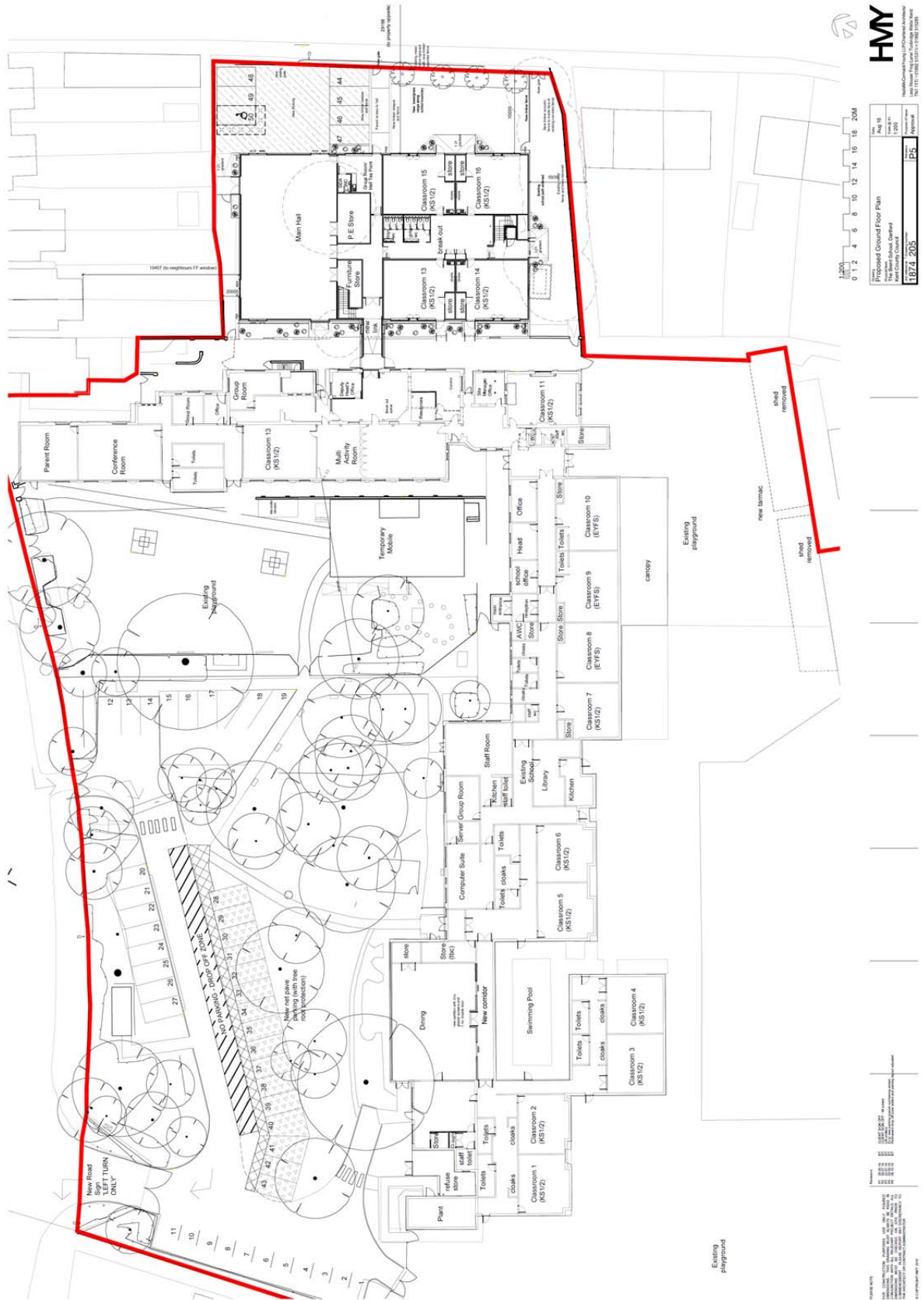
Two storey 8 classroom extension at The Brent Primary School – DA/16/1306 (KCC/DA/0212/2016)

Existing Site Plan



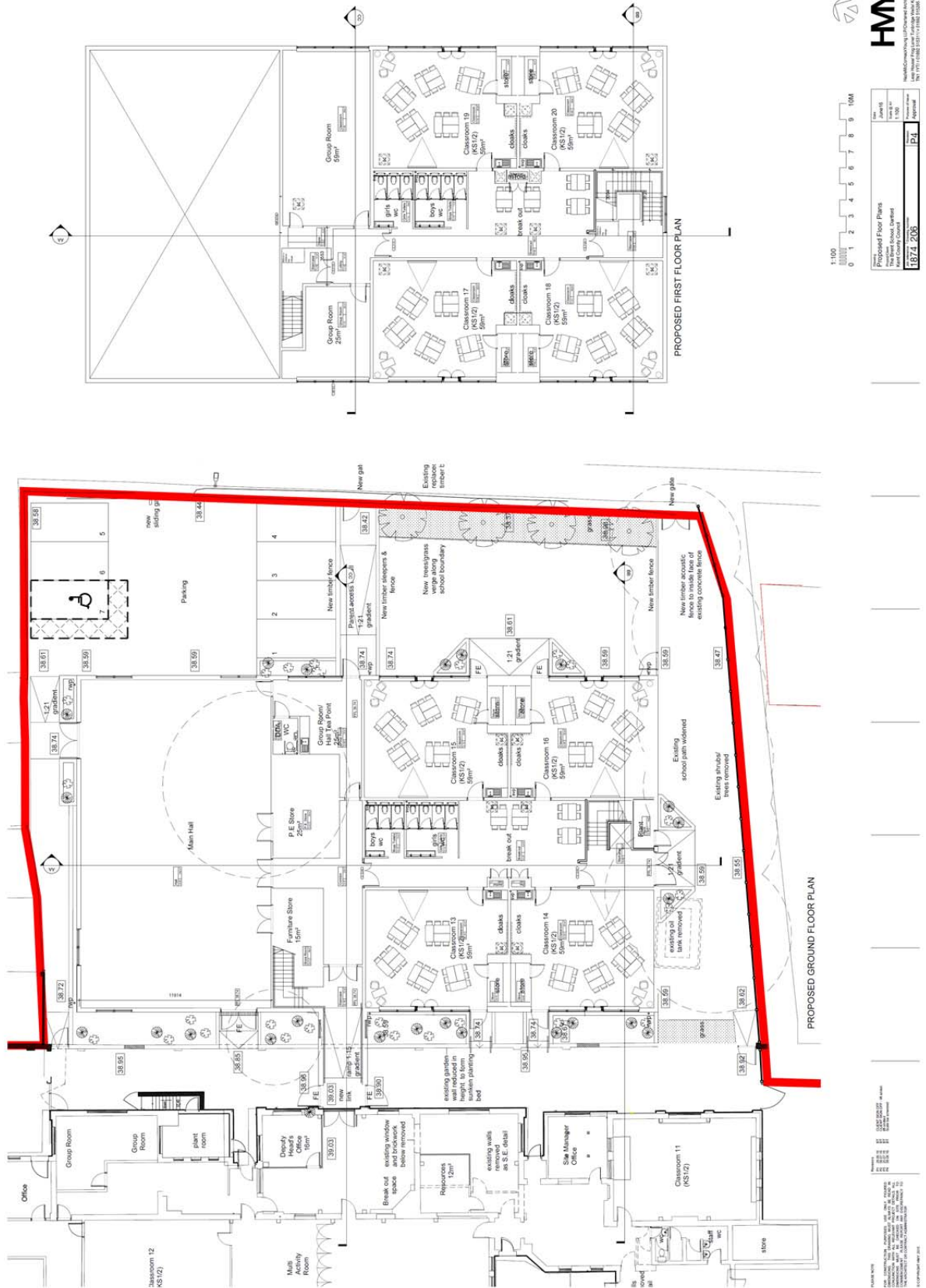
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Proposed Site Plan



Two storey 8 classroom extension at The Brent Primary School – DA/16/1306 (KCC/DA/0212/2016)

Proposed Floor Plans



1:100
0 1 2 3 4 5 6 7 8 9 10M

HMV
Healthcare & Medical
1874, 2006

Proposed Floor Plans	1:100
The Brent Primary School, Darnley	1:100
Area Covered	1:100
1874, 2006	1:100

Two storey 8 classroom extension at The Brent Primary School - DA/16/1306 (KCC/DA/0212/2016)

Proposed Elevations

PROPOSED NEW CLASSROOM EXTENSION

PROPOSED NORTH EAST ELEVATION

PROPOSED SOUTH WEST ELEVATION

PROPOSED SOUTH EAST ELEVATION

PROPOSED NORTH WEST ELEVATION

MATERIALS

1. Insulated render
2. Insulated pitched roof
3. Single ply flat roof
4. Aluminium truss joists and concealed gutter
5. Coloured insulated panels
6. Coloured insulated panels
7. Slanted planning beds
8. Aluminium square downpipe
9. Aluminium F200 door
10. Aluminium F200 door
11. Aluminium F200 door
12. Window - privacy manifestation

Scale: 1:100

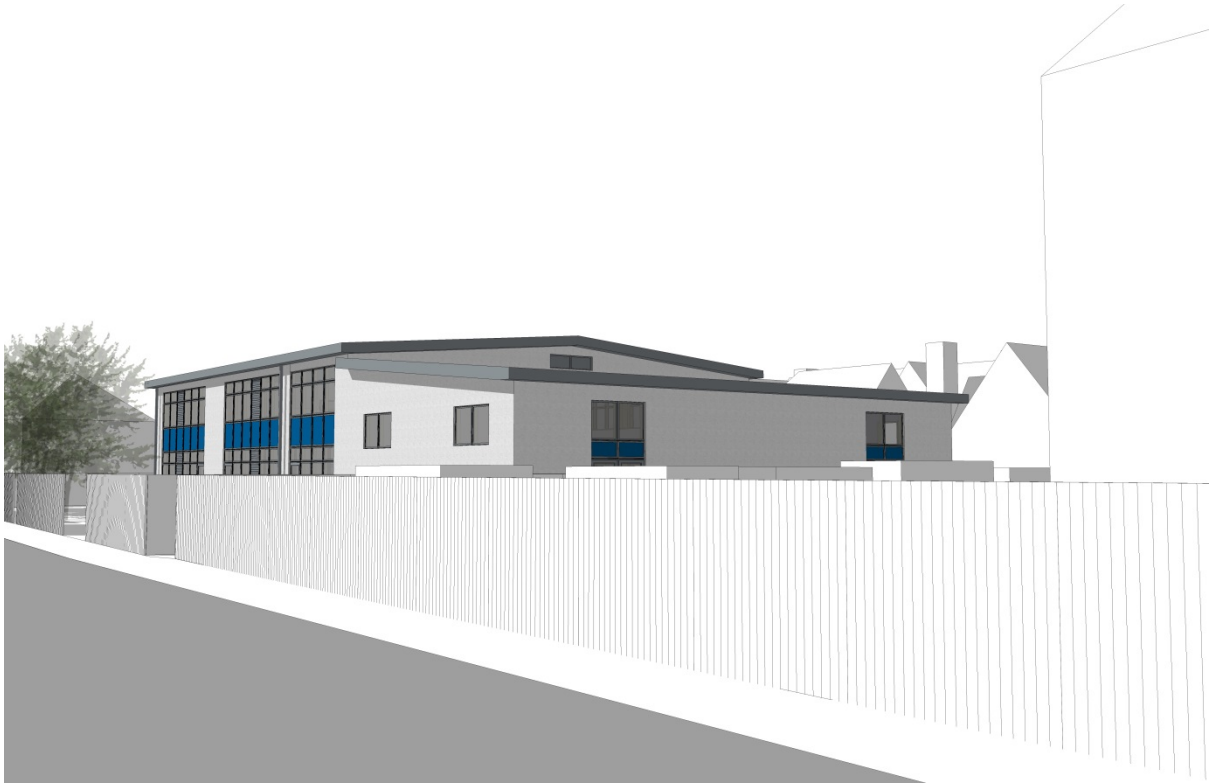
Client: HMY

Project Name: Proposed New Classroom Block Hall Elevations

Drawing Number: 1874_207

Date: 11/06/2016

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Background and Relevant Planning History

3. This application proposes to provide the accommodation required to cater for an expansion of The Brent Primary School from 2 Forms of Entry (FE) to 3FE. The capacity of the school in July 2016 was 423 with 65 staff, and it is anticipated that by 2023 the school roll would be 630 pupils with 82 staff (staff numbers are a total of full and part time). The applicant advises that due to changing demographics in the area, with an increasing birth rate and in-migration, there is an increase in demand for primary school capacity. The Kent Commissioning Plan 2014-2019 forecasts that the increased demand for primary school places shows no signs of reducing over the forecast period. The Brent Primary School has been assessed under current guidance as having sufficient external site area to accommodate an additional form of entry.
4. The applicant advises that the increase in school roll commenced in September 2016, with an additional 30 places provided in the reception year. To accommodate those additional pupils, a new temporary single storey mobile classroom was granted planning permission under consent reference [DA/16/878](#). Other recent developments granted permission at the site are as follows:
 - [DA/12/1331](#) - extension of existing school building to create a multi-purpose teaching room.
 - [DA/10/230](#) – change of a 768m² area of school field from grass to tarmac in order to extend the playground and create a multi-skills area.
 - [DA/08/1742](#) - staff room extension to the front of the school building.

Amendments Following Initial Submission

5. Following the submission of this application and initial consultation responses, minor amendments have been made to the proposal, including the omission of a first floor window on the southern elevation of the proposed building, and the submission of a revised car parking layout to provide a permanent 'drop off zone' within the site for use by parents/carers at peak school times. An updated Transport Assessment was also submitted to address initial queries raised by Kent County Council Highways and Transportation. It is the amended proposal that will be outlined below and discussed throughout this report.

Proposal

6. This application has been submitted by Kent County Council Property and Infrastructure Support and proposes the demolition of the existing pre-fabricated canteen building (to the east of the site facing St Johns Road) and the erection of a two storey extension providing 8 classrooms, group rooms and a hall on the site of the demolished building. The footprint of the building to be demolished is 377sqm (4057sqft), whereas the replacement two storey building would have a total floorspace of 1270sqm (13,670sqft), an increase of 893sqm (9612sqft). An additional 19 onsite car parking spaces are also proposed, in addition to the marking out of an onsite drop off area.
7. The proposed two storey building would be positioned adjacent to the original Victorian school building, and linked to it via a single storey link corridor. The northern end of the building would house a new school hall and this section of the building is proposed as single storey with a monopitched roof rising to the south, where it abuts the two storey section of the building. The two storey section of the building has been designed to accommodate four classrooms, storage and circulation space on each floor, all facing to

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either the east or west. The two storey section of the building would have a 5-degree pitched roof, with an eaves height of 6.7m (22ft) and a ridge line height of 7.6m (25ft).

8. Externally the new classroom block would be finished with an off white render, with vertical bays of grey powder coated aluminium framed windows and blue coloured insulated panels proposed to each elevation. The roof is proposed to be finished with a grey single ply membrane, with upstands at regular centres to provide shadow lines and relief. The roof fascia, soffit and downpipes are all proposed to be grey powder coated aluminium to match the window and door frames.
9. It is proposed to remove two trees, an existing row of vegetation and a metal chain link fence which currently separate the school access path (to the south) and the canteen building to incorporate the access path into the main site. The Public Right of Way which runs to the immediate south of the school access path would not be affected by the proposal, but a timber boarded fence would be erected on the school side of the existing concrete boundary wall (approximately 1m in height) to give a 1.8metre high boundary. The existing galvanised palisade fencing to the St Johns Road site frontage would also be removed and replaced with a timber boarded fence, and replacement tree planting and landscaping is proposed around the building perimeter and along the St Johns Road site frontage.
10. The pedestrian and vehicle access points into the site are not proposed to change as a result of this application. The vehicular access off of St Johns Road would remain for use by school staff only, with 6 staff parking spaces and one accessible space provided to the front of the proposed building. The existing school car park, accessed via London Road, is proposed to be remodelled to create a managed parking system, including a marked out drop off area for use by parents at peak school times. An additional 19 car parking spaces are proposed across the site to bring the total number of spaces provided to 50. 16 spaces would be constructed of grass crete, sited upon an existing grass verge adjacent to the internal access road.
11. The applicant advises that a key aim in designing and constructing the new build is a reduction in carbon emissions. For example, wind catchers, louvres, large opening windows and sun pipes are proposed to mitigate the need for mechanical ventilation and reduce the need for artificial lighting. In addition, photovoltaic cells are proposed at ground level in a small fenced compound to the south of the nursery building. By locating the cells at ground level it is considered that they could be used as a learning resource, in addition to better maintenance access.

The application is supported by a Planning Design and Access Statement, Appendix 1: Supplementary Information to Support Design and Access Statement, School Travel Plan, Traffic Impact Assessment, Transport Assessment Addendum, Arboricultural Impact Assessment, Arboricultural Method Statement, Arboricultural Survey, and Phase 1 Habitat Survey.

Planning Policies

- 12.(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

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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 the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- consideration of whether the opportunities for promoting sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;

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.*

- (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.

Development Plan Policies

- (iii) The adopted **1995 Dartford Borough Council Local Plan (Saved Policies September 2011)**:

Policy B1 Development proposals should be appropriate for the location and should not have a detrimental amenity impact on the local area. A high standard of design should be implemented in proposals with layout, materials, adequate infrastructure, access and parking taken into consideration.

Policy S6 Development proposals should conserve and improve the existing built environment and a high quality and standard of design shall be achieved in new development.

Policy T19 Development proposals should be appropriately related to the highway network and not generate volumes of traffic in excess of the capacity of the highway network.

Policy T23 Development proposals should include adequate off-street parking facilities.

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Policy T27 Development proposals shall make adequate provision for pedestrians.

(iv) The adopted **Dartford Borough Core Strategy (2011)**

Policy CS15 Pledges support for minimising the need to travel and minimising car use, whilst making effective use of the transport network. Travel plans will be required for all significant traffic generating development to ensure more sustainable modes of transport are pursued. Kent County Council's parking standards will be applied.

Policy CS21 Seeks the provision of community facilities that are close to the population they serve and that come forward in a timely fashion. Dual use of facilities is sought.

(v) Emerging **Dartford Development Policies Plan (Publication (pre-submission) Document December 2015)** (This document was submitted to the Planning Inspectorate in June 2016 and an Examination is due to commence in October 2016, with the plan expected to be adopted by Dartford BC towards the end of 2016 or early 2017.)

Policy DP1 Presumption in Favour of Sustainable Development: A positive approach to considering development proposals will be had, reflecting the presumption in favour of sustainable development contained in the NPPF and the development needs of the Borough set out in the Core Strategy.

Policy DP2 Good Design in Dartford: Development will only be permitted where it satisfies the locally specific criteria for good design in the Borough by (a) reinforcing and enhancing localities to create high quality places, (b) ensuring heritage assets are retained, re-used and respected, (c) facilitating a sense of place through a mix of uses and careful design, (d) providing clear pedestrian and cycle linkages and permeability, active frontages and a mix of buildings and spaces. Provides further advice about determining planning applications in relation to scale, massing, form, materials, Conservation Areas and areas of heritage sensitivity, inclusive, safe and accessible places, management of natural resources and flood alleviation, and appropriate signage and advertisements.

Policy DP3 Transport Impacts of Development: Development will only be permitted where it is appropriately located and makes suitable provision to minimise and manage the arising transport impacts, in line with Core Strategy Policies. Localised residual impacts on the highway network should be addressed by well-designed off site-transport measures and adverse impacts on residential amenity or the environment must be minimised. Development will not be permitted where the localised residual impacts from the development, on its own or in combination with other planned development in the area, result in severe impacts on one or more of the following: (a) road traffic congestion and air quality (b) safety of pedestrians, cyclist and other road users and (c) excessive pressure for on-street parking.

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Policy DP4 Transport Access and Design: Development should be of a design and layout to promote walking, cycling and use of public transport through provision of attractive and safe routes. Proposals should also include appropriate vehicular access arrangements. Development will only be permitted where proposals ensure that the layout and siting of access is acceptable in terms of residential amenity, highways capacity and safety, free flow of traffic, cyclists and pedestrians, and visual impact.

Policy DP5 Environmental and Amenity protection: Development will only be permitted where it does not result in unacceptable material impacts, and consideration must be given to potential amenity/safety factors such as traffic, access and parking, anti-social behaviour and littering, and intensity of use (amongst other matters).

Consultations

13. **Dartford Borough Council** raise no objection to the proposal.

Stone Parish Council no comments received to date.

Kent County Council Highways and Transportation raise no objection to the application, and comments as follows:

“We continue to have some concerns over parking issues and the possible resulting congestion that this development could create. However the National Planning Policy Framework (NPPF) states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. That can only be judged on a case by case basis, taking account of all material factors. I have considered the Traffic Impact Assessment and the current and likely future conditions on the local highway network. Whilst it is likely that conditions are likely to be worsened, we are not able to conclude that the proposals would result in significant safety problems or congestion that could be described as a severe impact. It is considered that, with the application of appropriate planning conditions and a pro-active input from the school to improve sustainable travel to and from school by pupils and staff, the impact of the proposals may be reduced significantly. The School Travel Plan is key to this.

I would recommend that, should consent be granted, the following planning conditions should be applied:

- The school to make best endeavours to ensure that cars do not queue out of the drop-off/car-park area and onto A226 London Road;
- The school to make best endeavours to promote car sharing for pupils travelling to school;
- An acceptably updated School Travel Plan to be submitted to the Planning Authority. This should report on the results of the school's endeavours to promote car sharing and prevent cars queuing out of the drop-off / car park, and should also report on any other recent traffic problems associated with the school. In addition, the new Travel Plan should make recommendations and set targets for further reductions in car use;
- The staff car parking area shall not be used for any purpose other than the parking of vehicles;

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- A Construction Management Plan should be submitted to and approved by the Planning Authority prior to any construction or demolition commencing. This should include permitted times of access and details of operative parking. It should also provide undertakings that (a) no HGVs will be permitted to reverse into or out of the site unless under the supervision of a banksman and (b) all vehicles leaving the site should have their wheels checked for mud, stones and similar detritus and cleaned where necessary to ensure that no deposits are left on the public highway.”

Environment Agency raises no objection to the proposal and has assessed the proposed development as having a low environmental risk. Advice to the applicant is provided with regard to foul drainage and surface water drainage, and such advice could be relayed by way of an informative.

The County Council’s Flood Risk Team (SuDs) raises no objection to the application but recommends that the Environment Agency be consulted regarding the use of infiltration at this site.

Public Rights of Way has no objections to the application but requests that the applicant’s attention is drawn to the following points;

- no furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority;
- there must be no disturbance to the surface of the right of way, obstruction of its use, and/or encroachment on the current width, either during or following any approved development; and
- 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 Highway Authority.

The County Council’s Biodiversity Officer raises no objection to the application and is satisfied that sufficient ecological information has been submitted. However, conditions of consent are required to ensure that there is no tree removal during the bird breeding season, unless supervised by a suitably qualified ecologist, and to require the submission of details of the location of the ecological enhancement measures recommended within the submitted survey.

The County Archaeologist raises no objection subject to a condition being placed on any grant of planning permission requiring the securing of the implementation of archaeological field evaluation works and any subsequent archaeological investigations, to be undertaken in accordance with a written specification and timetable which should be submitted for prior approval.

The County Council’s School Travel Plan Advisor considers that an amended/updated School Travel Plan should be submitted as the current Travel Plan does not include SMART targets (meaning specific, measurable, achievable, realistic and timely). However, it is noted that the School’s objectives are clear. It is advised that the School register with the County Council’s new *Jambusters* system, and prepare the Travel Plan using that purpose built data base.

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Local Member

14. The local County Member, Mrs Penny Cole, and the Member for the adjacent ward, Mr Tom Maddison, were notified of the application on the 15 August 2016.

Publicity

15. The application was publicised by the posting of 5 site notices, advertisement in a local newspaper, and the individual notification of 55 neighbouring properties.

Representations

16. To date, I have received a total of four individual letters of representation, from three local addresses. A summary of the main planning issues raised/points made to date are set out below:

Access and car parking

- Expansion of the school will generate extra traffic;
- Local residents already have to deal with school traffic and daily congestion caused by the Dartford Crossing;
- Residents in London Road have to park in St Johns Road due to local parking restrictions, so parking is already limited;
- Local roads are blocked at peak school times and drivers do not give way to each other causing grid lock;
- Congestion has got worse already, with 7.30am drop offs for breakfast club, the school drop off, the nursery drop off and change over at lunch, and then the afternoon peak;
- Parents start arriving to pick up pupils at 2pm, even though the earliest school finish times is 3.05pm;
- Parents park over driveways and on the corners of roads, which is both dangerous and inconsiderate;
- There is a high risk to the safety of children and families crossing the road;
- The side entrance on St Johns Road should not be made into the main entrance;

Amenity Aspects

- The first floor window to the staircase at the southern end of the proposed building should be removed to prevent overlooking and loss of privacy to the adjacent residents (*N.B. This window has now been removed from the proposed building*).

Discussion

17. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 12 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 Development Plan Policies, Government Guidance, including the National Planning Policy Framework (NPPF), and other material planning considerations arising from consultation and publicity. Issues of particular relevance in this case include parking and access matters, design, massing and siting, and whether the development is sustainable in light of the NPPF.

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Need

18. 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. In West Kent this demand is increased by the in-migration of pupils either moving out of London or opting to send children to schools in Kent rather than neighbouring London Boroughs. 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 obstacles in the securing of planning consents. I therefore see no objection in principle to the proposed development.

Design and Siting

19. 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 (apart from a request to remove a window as discussed below), 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.
20. The proposed two storey building would be linked to the main school building via a single storey link corridor, and separated from the site boundaries by amenity space, a parking area and proposed planting. The single storey 1940s Horsa style building to be demolished is of a smaller scale and massing than the proposed new building, but given that surrounding residential properties and existing school buildings are predominately two storey, I do not consider that the massing would be unduly out of character with the local area. Further, a single storey building would have a much greater land take than the two storey building proposed, which arguably could have a greater impact on local amenity than the development as proposed. The building would be set back further into the site than the building to be demolished, which would also aid in mitigating any perception of the building being overly dominant in the street scene. A first floor window to the southern elevation was omitted at the request of the neighbouring owner/occupier, and all other windows would, in my view, not result in an unacceptable level of overlooking of neighbouring properties. The single storey hall element to the north of the building has been designed to ensure that the gardens of properties in London Road, which back onto the site, would not experience a loss of light or be overshadowed. In considering the siting and massing of the building, I am satisfied that the development would not lead to an unacceptable loss of light or privacy, or be out of scale with existing development. Further, the location of the teaching block also links well with the existing buildings and facilities on site.
21. Externally the new classroom block would be finished with an off white render, with vertical bays of grey powder coated aluminium framed windows and blue coloured insulated panels proposed to each elevation (the School colours). The roof is proposed to be finished with a grey single ply membrane with the fascia, soffit and downpipes all proposed to be grey powder coated aluminium to match the window and door frames. Although such materials and finishes are not found on adjacent development, I do not consider that the material palette would be unacceptable in this location given the various development types in the locality (residential and commercial properties, industrial units etc). Moreover, very similar materials have been used on various new school development across the County, many of which are in comparable residential locations. Therefore, subject to the imposition of a condition requiring the submission

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and approval of details of all materials to be used externally, I consider the design of the building to be acceptable and in accordance with Development Plan policies.

22. In addition to the proposed new building, additional car parking and a drop off area are also proposed. Given that the proposed car parking and drop off would be provided within the confines of the existing car park and adjacent to the associated circulation road through the site, I consider the siting to be logical and practicable. In addition, in considering that existing car parking is provided in the same broad location, and given the degree of separation from local properties and the level of boundary planting/screening, I consider the location of the additional car parking to be acceptable in amenity terms.

Sustainability

23. As outlined in paragraph 11 of this report, the building design focuses on promoting natural daylighting, with large glazing units and sun pipes proposed to maximise internal illumination. Passive ventilation and passive heat exchange ventilation units would allow the building to exchange warm stale air for cool fresh air using just buoyancy and wind loading as required. Although roof mounted solar PVs are not proposed in this instance, the applicant is proposing photovoltaic cells at ground level in a small fenced compound to the south of the nursery building. By locating the cells at ground level, it is considered that they could be used as a learning resource, in addition to providing better maintenance access. In considering the sustainable design credentials of the proposed building, and the provision of solar PVs in this case, I am of the opinion that no further details are required in this regard.

Parking and Access Matters

24. A small number of local residents have expressed concern regarding this application on the grounds that the increase in staff and pupils would exacerbate existing highway and access problems. As outlined in paragraph 16 of this report, local residents are concerned that local roads cannot accommodate additional traffic, and are frustrated by parents parking inconsiderately in local roads. This application was accompanied by a Transport Assessment, and the highway and access implications of the application have been considered and addressed in detail by Kent County Council Highways and Transportation who raise no objection to this application subject to the imposition of conditions (as outlined in paragraph 13 of this report). Although the Highway Authority recognise that the proposals are likely to generate additional traffic, the impact of that is not considered severe enough to warrant an objection to the development when considered in the context of NPPF guidance.
25. As outlined in paragraph 12 of this report, the location of the pedestrian and vehicle access points into the site are not proposed to change as a result of this application. Local concerns regarding the possible relocation of the main school access point on to St Johns Road are therefore unfounded in this case. The vehicular access off St Johns Road would remain for use by school staff only, with 6 staff parking spaces and one accessible space provided to the front of the proposed building. The existing school car park, accessed via London Road, is proposed to be remodelled to create a managed parking system, including a marked out drop off area for use by parents at peak school times. An additional 19 car parking spaces are proposed across the site to bring the total number of spaces provided to 50. Whilst Highways and Transportation have some reservations over potential parking issues and the resulting congestion that the proposed expansion could create, in this instance they are satisfied that the parking and onsite drop off improvements proposed would be sufficient to ensure that any resulting

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impact would not be severe. However, conditions are required to secure the provision of the additional car parking and the drop off area prior to first use of the development, and its subsequent retention. Subject to conditions covering those matters, I am satisfied that the development would not have a significantly detrimental impact on the local highway network.

26. Highway and Transportation also advise that conditions of consent be imposed to encourage the school to make best endeavors to ensure that cars do not queue out of the drop off area onto London Road, and to promote car sharing for pupils travelling to school. However, it is not appropriate to cover these matters by separate conditions as they are not matters that can be enforced and therefore do not meet the test for imposing conditions. The applicants have, however, confirmed their commitment to manage and monitor the onsite drop off area, and to encourage and promote sustainable transport options. Further, the School has agreed to investigate the possible staggering of start and end times as a measure to ease local congestion. All of these matters should, in my view, be included within a revised/updated School Travel Plan, the submission of which would also satisfy the requirements of Highways and Transportation and the County Council's School Travel Plan Advisor. Therefore, should permission be granted, an updated School Travel Plan should be submitted pursuant to condition prior to occupation of the development, which must contain initiatives to manage and monitor the onsite drop off area, to encourage and promote sustainable transport options, including the possibility of introducing staggered school start and end times, and to set out SMART targets (specific, measurable, achievable, realistic and timely). That Travel Plan must thereafter be subject to ongoing monitoring and review, and should be available to view on the School's website. Further, the Travel Plan should be submitted via the County Council's new online *Jambusters* system.
27. Although it is recognised that parents of pupils do park on the local highway, which can be a nuisance for local residents, Kent County Council Highways and Transportation are of the opinion that this proposal would not significantly increase on-street car parking over and above the existing due to sibling numbers and future School Travel Plan initiatives (as discussed above). Unfortunately, parents parking in local roads is an issue associated with all schools and, although I recognise that some local residents consider it to be dangerous and a nuisance, in this instance Kent County Council Highways and Transportation are satisfied that it does not raise a significant highway safety concern. It also needs to be borne in mind that the local roads are part of the public highway network and, as such, are there for the use of the public as a whole and are not for the sole use of one section of the local community. Further, congestion associated with schools generally equates to less than 10% of the working day and occurs on less than 60% of the total days in the year. It is not a continuously experienced problem of a magnitude that might otherwise warrant refusal of planning permission for development proposals.
28. With regard to the behaviour of a small number of parents, who may park irresponsibly, blocking drives and reducing visibility for other road users, and in some instances being rude to local residents, this is not a matter which the Planning Authority can control, since all drivers have to take responsibility for their own actions. However, the County Council's School Travel Planner and the School may be able to provide information to parents explaining the importance of safe parking and general highway safety as part of the Responsible Parking initiative which should be included within the Travel Plan. This is an important message that the School should relay to parents, in addition to the need to consider local residents when parking.

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29. In considering the above, and in light of the views of the Highway Authority, I consider that subject to the imposition of conditions regarding the submission of an updated Travel Plan and the provision and permanent retention of the car parking and drop off area, as shown on the submitted plans, that the development would not have a significantly detrimental impact overall on the local highway network. I therefore see no reason to refuse this application on highway and parking grounds.

Landscaping and Ecology

30. The proposal necessitates the removal of some trees and a row of vegetation within the school site, which is regrettable but unavoidable given the extent of trees on the site and the lack of alternative space within the grounds that is not needed for other purposes (such as car parking and playing field). Nevertheless, I am satisfied that there would sufficient trees retained within the site to not unduly alter the existing landscape character. In addition, replacement trees and general landscaping works are proposed as part of the proposals. Should planning permission be granted, I consider that a condition of consent should be imposed requiring the submission of a detailed scheme of landscaping/replacement native tree planting which should consider both local landscape character and learning outcomes (the use of landscaping for well-being and educational purposes), and should also include details of the location of the ecological enhancement measures recommended within the submitted Habitat Survey. In addition, a further condition of consent would ensure that there is no tree removal during the bird breeding season, unless supervised by a suitably qualified ecologist. Such conditions would also meet the requirements of the County Council's Biodiversity Officer. Subject to the imposition of the conditions outlined above, I am of the view that the development would not have a detrimental impact on the local landscape, trees on site, or ecology/biodiversity.

Public Right of Way

31. As outlined in paragraph 1 of this report, a Public Right of Way lies to the immediate south of the proposed development. As can be seen in paragraph 13 of this report, Public Rights of Way have provided advice with regard to temporary closures during construction works and general points with regard to erecting furniture, disturbance to the surface, obstruction of use, and planting. The applicant has confirmed that the Public Right of Way would be unaffected by the development, that no works are proposed to be undertaken to the Right of Way, and that no temporary closure would be required during construction works, should permission be granted. Further, I am satisfied that the development would not unduly alter the setting and urban character of the Public Right of Way. In this instance, therefore, I consider it sufficient to draw the applicant's attention to the advice provided by Public Rights of Way by way of an informative only.

Archaeology

32. The County Archaeologist has concluded that in order to secure the appropriate level of evaluation and mitigation of archaeological potential at the site, a condition of consent should be imposed. It is requested that no development takes place until the applicant has secured the implementation of archaeological field evaluation works and any subsequent archaeological investigations, to be undertaken in accordance with a written specification and timetable which should be submitted for prior approval. I consider that the suggested condition would be an appropriate requirement in ensuring an acceptable level of evaluation and mitigation of the archaeological potential of the site. Therefore,

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subject to the imposition of the required condition, I do not consider that this proposal would have a detrimental impact on archaeological remains.

Construction Matters

33. Given that there are neighbouring residential properties, if planning permission is granted it would, in my view, be appropriate to impose a condition restricting hours of demolition and construction to protect residential amenity. I would suggest that works should be undertaken only between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also good practice on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day.
34. 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 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 should be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.

Conclusion

35. 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. The development is in accordance with the principles of the National Planning Policy Framework and the Planning Policy Statement for Schools (2011). 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 character and appearance of the local area, the local highway network or the amenity of local residents, and would accord with the principles of sustainable development as set out in the NPPF. Therefore, I recommend that permission be granted subject to appropriate conditions.

Recommendation

36. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO conditions, including conditions covering:
- the standard time limit;
 - the development to be carried out in accordance with the permitted details;
 - the submission of details of all materials to be used externally;
 - a scheme of landscaping, including native tree planting, ecological enhancement measures, and hard surfacing, its implementation and maintenance;
 - no tree removal during the bird breeding season;
 - submission of an updated Travel Plan prior to occupation, and thereafter ongoing monitoring and review. Updated Travel Plan to include measures to manage and monitor the onsite drop off area, to encourage and promote sustainable transport options, including the possibility of introducing staggered school start and end

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- times, and to set out SMART targets (specific, measurable, achievable, realistic and timely), amongst other matters;
- provision (prior to occupation) and retention of car parking, drop off area & circulatory routes;
 - the implementation of archaeological field evaluation works and any subsequent archaeological investigations;
 - 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;
 - 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, details of how the site access would be managed to avoid peak school times, and measures to prevent mud and debris being taken onto the public highway.

37. 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 the Environment Agency in which advice and guidance is provided with regard to foul and surface water drainage.
- 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 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	03000 413379
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Background documents - See section heading
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