

Redevelopment of existing secondary school, Herne Bay High School, Bullockstone Road, Herne Bay – CA/08/316

A report by Head of Planning Applications Group to Planning Applications Committee on 24 June 2008.

Application by Land Securities Trillium and Kent County Council Children, Families, Health & Education for the partial demolition of existing school buildings and alterations and extensions to form new entrance block, roofing over existing courtyard and new sports hall together with associated hard and soft landscaping and the provision of temporary mobile accommodation during the construction period at Herne Bay High School, Bullockstone Road, Herne Bay (CA/08/316)

Recommendation: Planning permission be granted

Local Member(s): Mr. J. Law & Mr. D. Hirst

Classification: Unrestricted

Site

1. Herne Bay High School lies within the urban confines of Herne Bay, south of the A299 Thanet Way, in Greenhill. Residential properties surround the site to the north, south, east and west. Bullockstone Road and the main school vehicular entrance and car park is located to the east of the site, and to the north Greenhill Road and a secondary car park used mainly for the Greenhill public library and on-site nursery. A third car park off Bullockstone Road is used for main deliveries and kitchen staff parking. Chestnut Drive and Oaks Avenue are located to the west of the site and are residential streets that border the site. The main school buildings are located to the north of the site with the playing fields to the south. The school land is set in a fairly open landscape, with the land falling away gently to the south of the site. The sports fields of the school are a protected open space as identified in the adopted Local Plan. *A site location plan is attached on page D3.2*

Background

2. The Building Schools for the Future programme is a Government initiative to transform all the Country's Secondary School's to enable them to meet the new challenges of 21st Century education. In particular, new methods of teaching and new styles of learning have implications for the type and arrangement of spaces for schools. A move away from traditional teaching methods means less reliance on the earlier school designs of classrooms and corridors. Opportunity therefore exists for more innovative designs of school buildings with a wider variety of internal and external spaces, and greater scope for fuller use of the premises by the local community.
3. The main campus buildings are a mix of ages dating from the 1950s with the most recent additions in 2006. The incremental approach to development at the site has led to internal and external circulation problems, whilst the mix of age of buildings presents problems for the school with upkeep and maintenance. The existing school population is approximately 1500, with approximately 200 of those post 16 students. Most of the pupils come from within a 1.5km radius of the school, which represents a very tight catchment area. A total of 200 full and part time staff are employed at the school.

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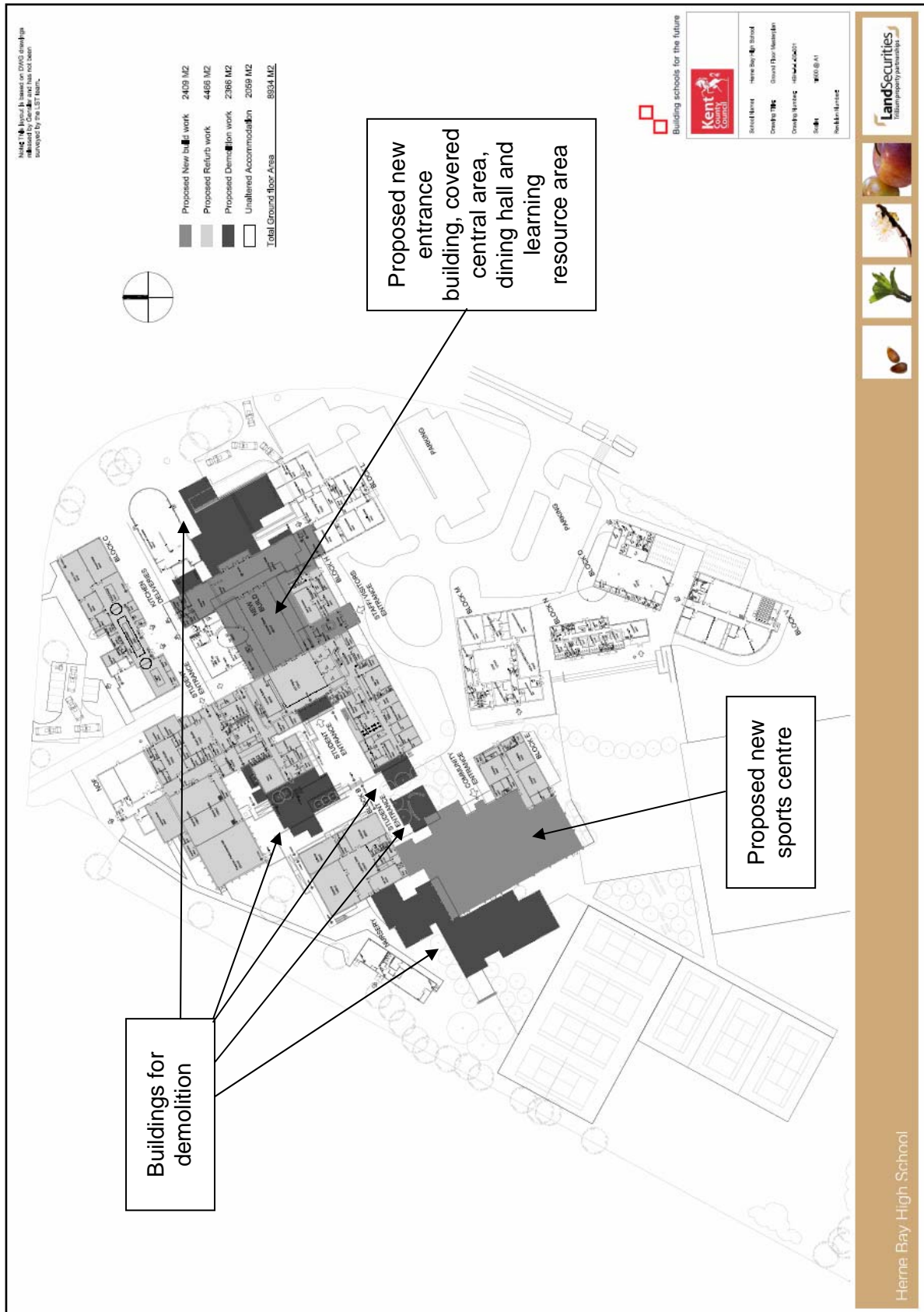
Site Location Plan



Site Location Plan – Herne Bay High Campus
Scale 1:5000

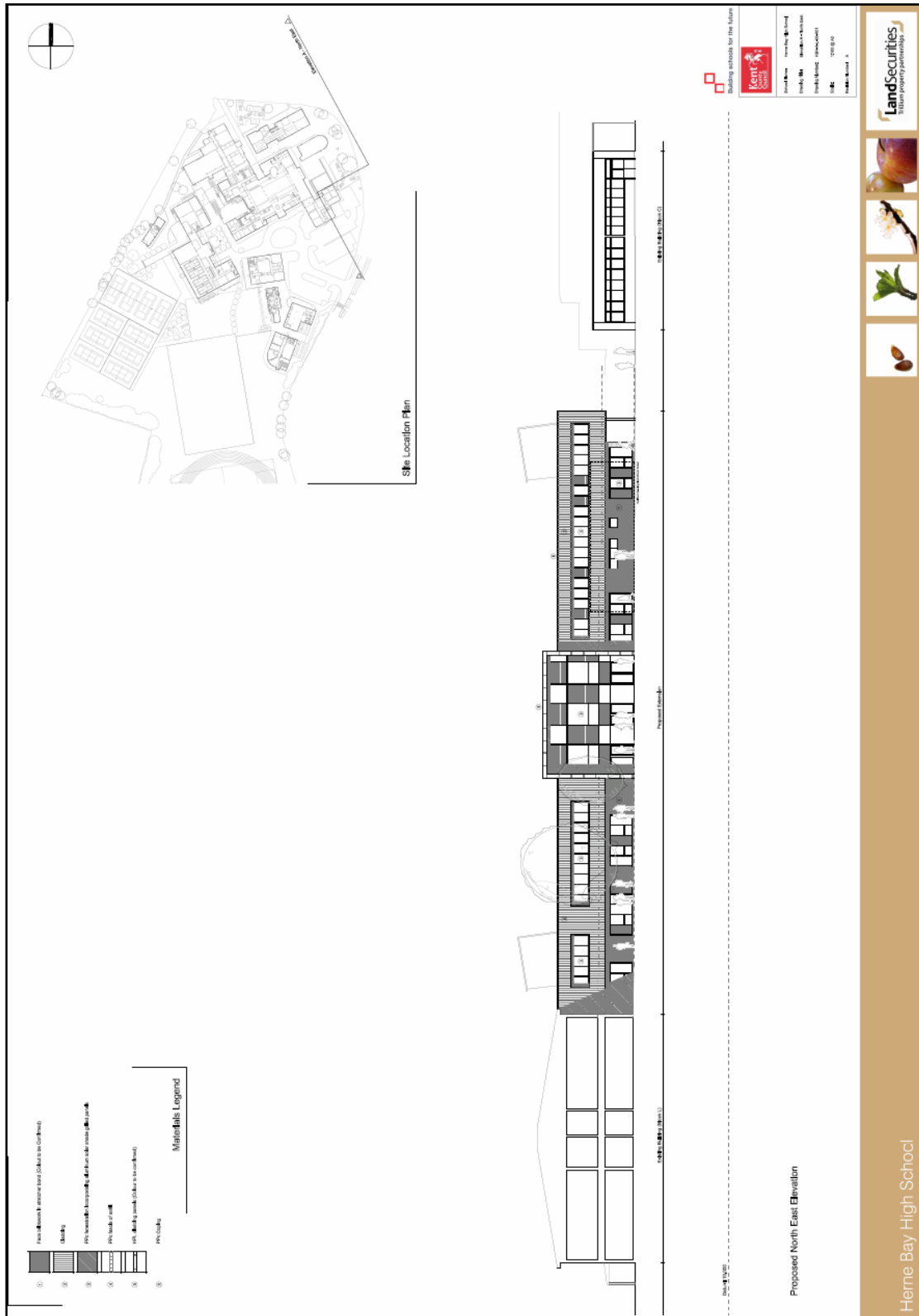
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Proposed Ground Floor Masterplan



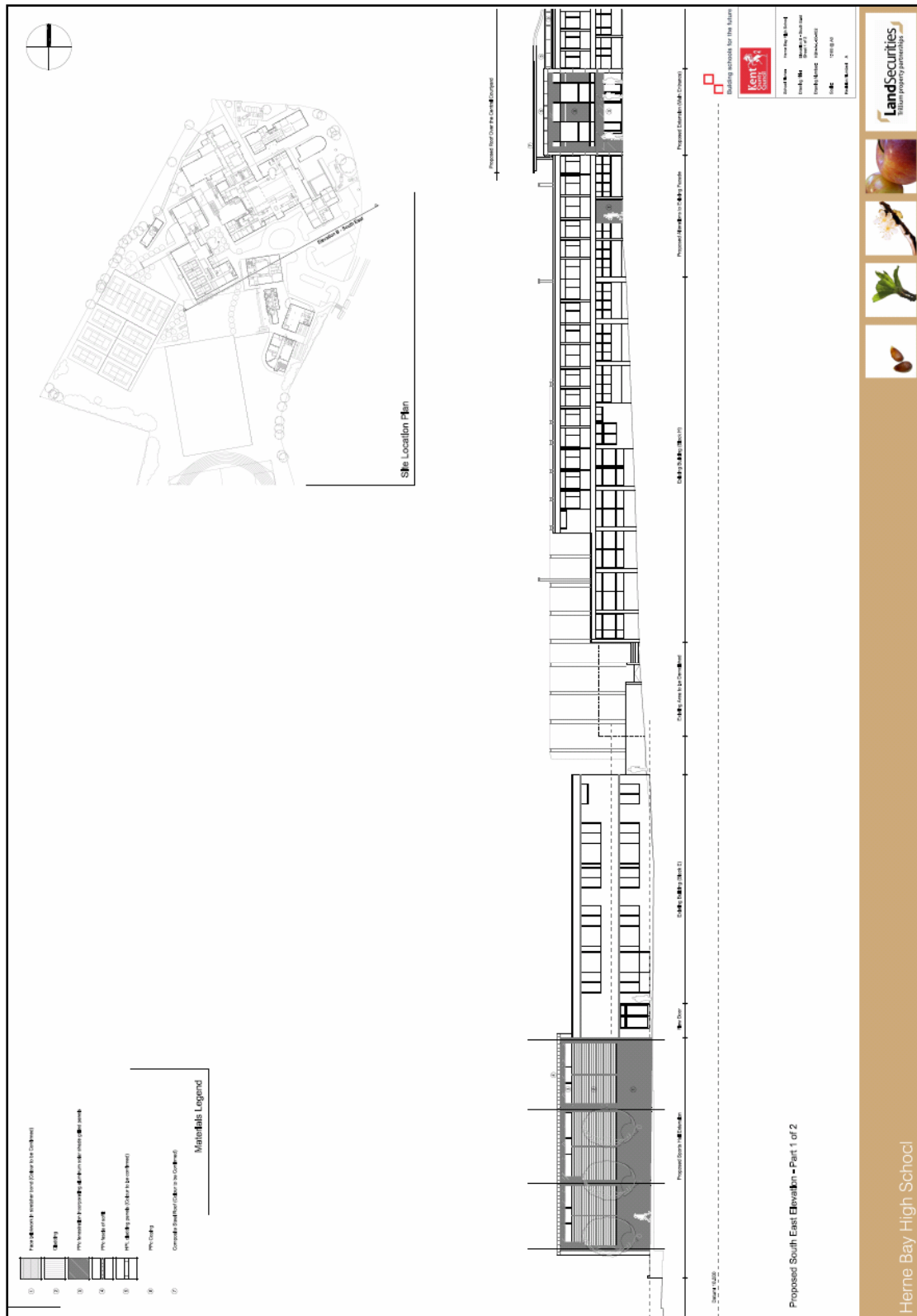
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Proposed Northeast Elevation



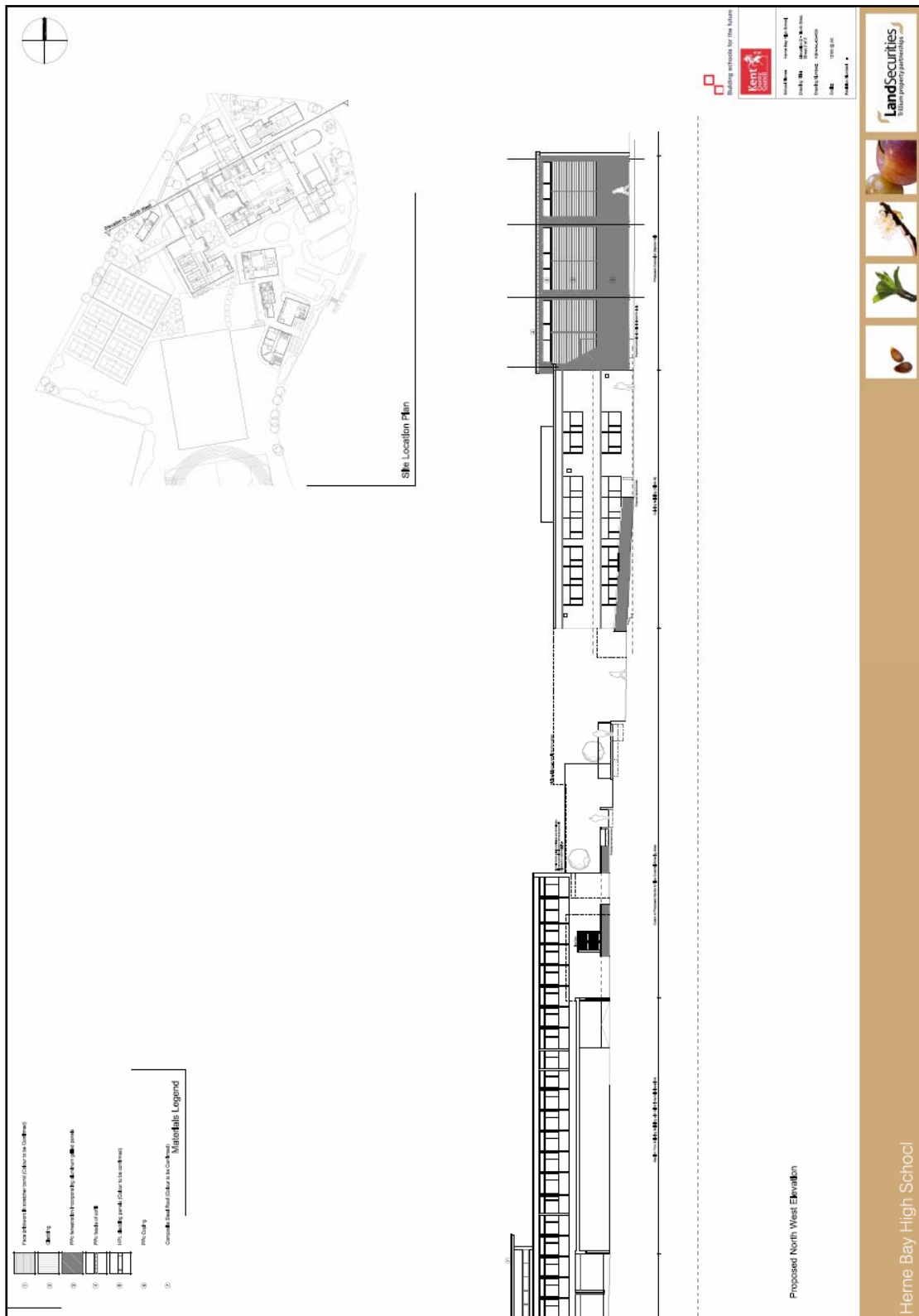
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Proposed Southeast Elevation



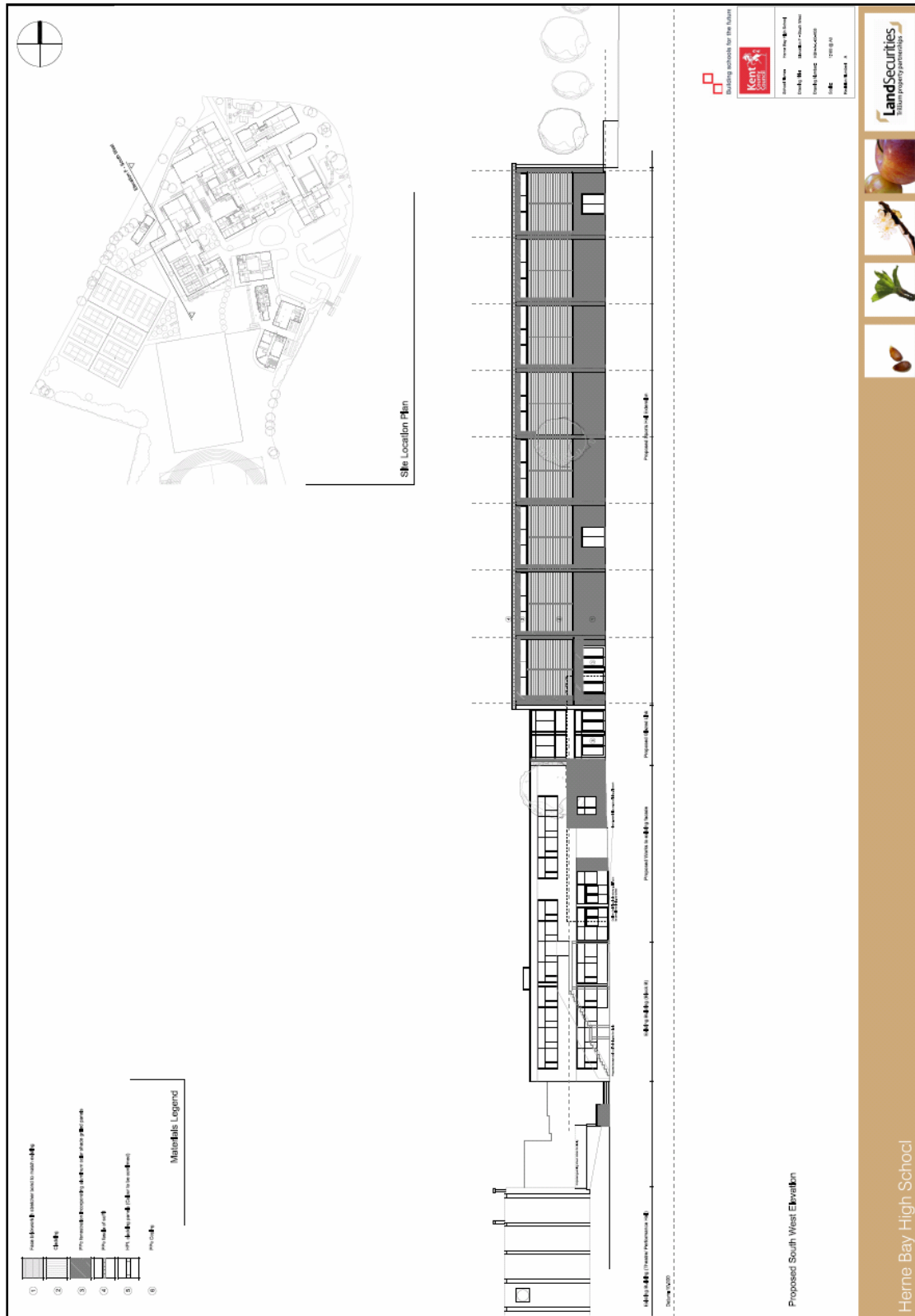
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Proposed Northwest Elevation



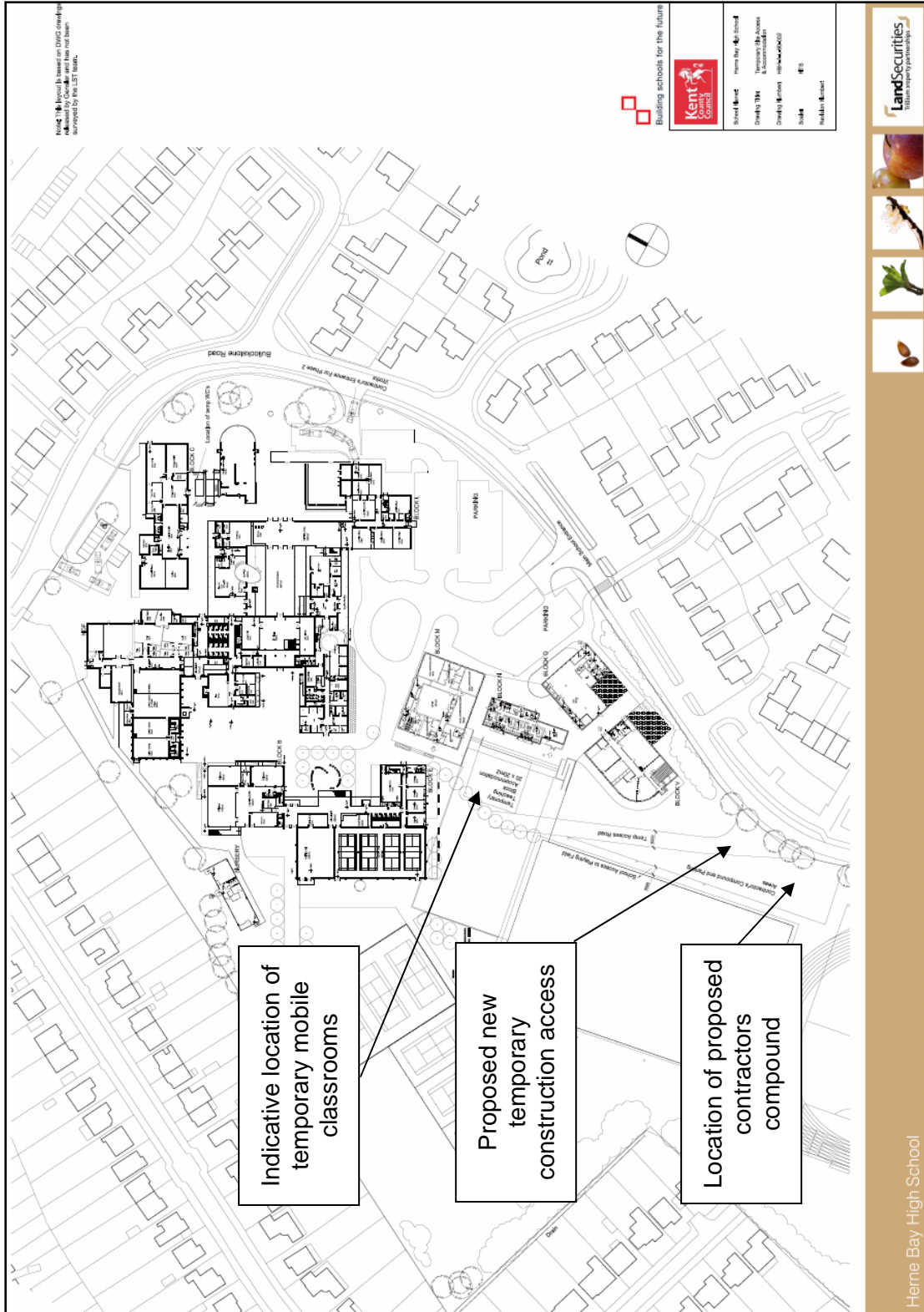
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Proposed Southwest Elevation



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Proposed temporary site access & accommodation plan



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Proposal

4. The application proposes the partial demolition of existing school buildings, together with selective new building works to regroup key education areas around a central hub. It is intended that the new school will be modelled around a central core, providing central administration, welfare and reception facilities, with links to outer zones including:
 - specialist and practical zone (providing the main school sports hall, fitness studio, activity rooms, changing rooms and general and science learning zones);
 - vocational and practical zone (providing ICT, sixth form learning, general learning and catering and hospitality zones);
 - creative and practical zone (providing design and technology, art, theatre, drama, music and dance studio accommodation); and
 - global dimension (providing a central learning resource together with a general learning zone).
5. Two key areas of demolition are identified (see proposed ground floor masterplan, page D3.3), involving the demolition of the main entrance block in the north east corner of the site and a block to the south west of the main school cluster, together with a number of smaller buildings within the central hub of the site. The demolition works proposed involve the removal of approximately 2400 sq. metres of existing floor space.
6. New building works are proposed at the north-eastern corner of the existing school cluster and incorporate the infilling of the internal courtyard to create a new staff and visitor entrance for the school. In addition, the application proposes the construction of a new sports and activity hall to the south west of the existing building cluster, and a two-storey link block to connect two existing teaching blocks to the proposed new sports hall. The proposed buildings total approximately 3300 sq. metres of new floor area, giving a total increase in on-site accommodation of approximately 1000 sq. metres. The total amount of on-site floorspace as a result of the proposed development would be approximately 15,400 sq. metres compared to the existing provision of 14,400 sq. metres.
7. The infilling of the internal courtyard and the construction of a new entrance block is intended to focus access to the site on its main entrance, and circulation within the school from within the new central core. New central axes from the central core would then link to the various learning zones with the overall intention to concentrate building areas more tightly round the core of the campus. Similarly, the new sports hall is proposed to link two separate blocks of accommodation at the rear (south western) side of the school to form a more cohesive form of development.
8. The new entrance block is proposed to be a two-storey building set under a shallow mono-pitched roof, linking with the existing two storey buildings to the side and rear. The sports hall proposed would be a large single storey volume building, typical of other sports halls found on existing educational sites across the county, constructed of brick with horizontal timber cladding and high level windows.
9. The application proposes extensive remodelling of the school's main frontage (north-east elevation) which faces residential properties in Bullockstone Road, Greenhill Road, Kingfisher Court and Bridle Way. This proposes a brick ground floor with vertical wood cladding above and fenestration to provide a modern contemporary appearance to the school's main core.

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10. In terms of landscaping, the application proposes to complement the design of the remodelled school with strong central axis, by creating a series of external courtyards arranged off these central access points to provide activity spaces and outdoor learning zones. The application proposes the removal of 7 trees located either adjacent to or within areas of demolition or construction works. In addition, the wider campus is proposed to be landscaped by the strengthening of existing hedgerow and boundary planting.
11. The application proposes no significant changes to the principal means of access to the site off Bullockstone Road into the main school car park. The car parking layout and provision would remain unchanged, with a significant increase in the amount of cycle parking provision to reflect existing travel patterns as identified in the existing school travel plan and in line with current standards.
12. The provision of temporary mobile classrooms is included within the proposals to allow classroom space to be decanted during the phased construction works. An indicative position of temporary mobile classrooms has been proposed on an area of existing hard court play area, yet it is intended that the final location, number and external details of the units proposed would be secured by condition in the event of the grant of planning permission.
13. The application proposes the use of facilities within the school for community use. It is noted that community use currently takes place within the site, such as the use of existing sports facilities used by various outside clubs, adult education evening classes and counselling and youth service meetings. The applicants have stated that community use of the site currently takes place between the hours of 08:00 to 22:00 Monday to Fridays, 08:30 to 17:00 Saturdays, and 09:00 to 17:00 on Sundays. In addition, Members will note that when planning permission was granted for a new artificial tennis court and associated floodlighting at the Planning Applications Committee Meeting on 11 February 2003 (under planning reference CA/02/1371), it was resolved that the court could only be used between the hours of 08:00 to 21:30 Monday to Saturdays, and no use on Sundays or bank holidays.
14. Members may be aware of a separate proposal to relocate an existing Canterbury City Council sports venue, known as the "Pier Sports Centre" to the Herne Bay High School campus. It is however worth noting that this project is not included within this current proposal, and as such comments received relating to the relocation of this facility have been disregarded in this respect. To clarify the current situation, the applicants have set out the following position statement with regards to the current Building Schools for the Future application, and any future proposal to relocate the Pier Sports Centre at Herne Bay High as follows:

"This planning application is for a new building refurbishment at Herne Bay High school which will include new sports facilities but no roller hockey facilities [currently provided at the Pier Sports Centre] at this stage. Canterbury City Council is currently looking into the possibility of extending the sports facilities at Herne Bay High to accommodate a number of activities that currently take place at the Pier Sports Centre. This application does not include those extended facilities. If Canterbury City Council do decide to move the activities to Herne Bay High School, then a separate planning application will be submitted, which will see an expansion to the new sporting facilities at the school to accommodate additional community activity"

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15. Since the original application was submitted in February 2008, the application has been amended to include the provision of the following proposals:
- a new temporary construction access road from Bullockstone Road, together with a contractor's compound and parking area;
 - the use of an existing vehicular entrance from Bullockstone Road as a means of construction access; and
 - revised location of temporary teaching accommodation and provision of on-site welfare facilities in connection with construction works.
16. Members will note that all other elements of the proposal (as discussed in paragraphs 4 – 14 above) remain in effect, and as such the discussion contained with this report focuses on the current proposal, including those amendments listed above.

Planning History

17. Planning permission has been granted for the following the following development at Herne Bay High School:
- New sixth form area, fitness room, gymnasium and sports extension, dining and examination room extension and external works including additional parking for visitors in September 2002, under reference CA/02/703;
 - New artificial tennis courts and associated floodlights at the meeting of the Planning Applications Committee on 11 February 2003, under reference CA/02/1371;
 - New vehicle entrance and car park in September 2003, under reference CA/03/1204;
 - Extension to school dining room in September 2004, under reference CA/04/1219;
 - Creating of new single storey vocational centre at the meeting of the Planning Applications Committee on 8 November 2005, under reference CA/05/1109.

Planning Policy

18. The Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted 2006 **Kent & Medway Structure Plan**:

Policy SP1 – The primary purpose of Kent's development and environmental strategy will be to protect and enhance the environment and achieve a sustainable pattern and form of development. This will be done principally by, amongst other matters:

- protecting the Kent countryside and its wildlife for future generations;
- protecting and enhancing features of importance in the natural and built environment;
- encouraging high quality development and innovative design that reflects Kent's identity and local distinctiveness and promoting healthy, safe and secure living and working environments;

Policy SS1 – Identifies the coastal towns in East Kent as priority areas for economic regeneration.

Policy CA1 – Expansion of the further and higher education sectors in Canterbury will be supported

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Policy QL1 – All development should be well designed and be of high quality. Developments, individually or taken together, should respond positively to the scale, layout, pattern and character of their local surroundings. Development which would be detrimental to the built environment, amenity, functioning and character of settlements or the countryside will not be permitted.

Policy QL7 – Requires the archaeological and the historic integrity of sites to be protected and, where possible, enhances. It requires an archaeological evaluation or assessment to be carried out in advance of the determination of a planning application.

Policy QL11 – Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres, particularly where services are deficient. Flexibility in the use of buildings for mixed community uses, and the concentration of sports facilities at schools, will be encouraged.

Policy EN1 – Kent's countryside will be protected, conserved and enhanced for its own sake.

Policy EN8 – Wildlife habitats and species will be protected, conserved and enhanced by ensuring that site evaluation is undertaken to establish the nature conservation value of proposed development sites, identifying, safeguarding and managing land for nature conservation. Development likely to have an adverse effect, directly, indirectly or cumulatively, on important habitats or species will not be permitted.

Policy EN9 – Tree cover and the hedgerow network should be maintained and enhanced where this would improve the landscape or biodiversity.

Policy TP3 – Local planning authorities should ensure that development sites are well served by public transport, walking and cycling, or will be made to do so as a result of the development. Travel Plans should be encouraged for larger developments that generate significant demand for travel, to promote the use of these means of transport.

Policy TP11 – Facilities for pedestrians and cyclists will be provided within new developments and their use promoted.

Policy TP19 – Development proposals should comply with the respective vehicle parking policies and maximum standards adopted by Kent County Council.

Policy NR1 – Proposals for development should incorporate sustainable construction techniques and demonstrate that their design and layout contributes to the conservation and prudent use of energy, water and other natural resources, and a reduction in greenhouse gas emissions through re-use or the more efficient use of resources.

(ii) The adopted 2006 **Canterbury City Council Local Plan**

Policy BE1 – The Council will expect proposals of high quality design that respond to the objectives of sustainable development by having regard to, amongst others, the need for the development, accessibility and safe

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movement within the proposed development, the landscape character and way the development is integrated into the landscape, the conservation of natural features, and the form of the development.

Policy BE15 – Prior to the determination of applications for development that may affect a known or potential site of architectural interest, developers will be required to make provision for an appropriate archaeological evaluation.

Policy NE1 – Where development proposals are being considered for a site known, or likely to have protected habitats or species, developers will be expected to carry out a survey and present proposals for mitigation measures.

Policy NE5 – Development should be designed to retain trees, hedgerows, woodlands or other landscape features that make an important contribution to the amenity of the site and the surrounding area

Policy C1 – In considering the location or control of new development, the Council will, amongst other matters, take account of the following principles: controlling the level and environmental impact of vehicular traffic; providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport

Policy C17 – The Council will work with the Education Authority and school Governors to ensure that the needs of secondary schools are taken into account in the assessment of their development needs and proposals.

Policy C24 – Proposals which would result in the loss of protected open space where, amongst others, where material harm would be balanced against demonstrable need for the development.

Consultations

19. **Canterbury City Council:** has raised no objection.

Divisional Transportation Manager: notes that the actual role and staff numbers at the school are not increasing and as such improvements could not be insisted as part of this application. However, he notes that this is something that needs to be addressed as part of the ongoing school travel plan. Parking at the site is if anything higher than we would insist upon for a new build, and additional cycle parking proposed would bring levels up to minimum standards. Therefore the Divisional Transportation Manager has no objections to the proposals in respect of highway matters subject to the following condition(s) being attached to any permission granted:

- The school travel plan must be updated to incorporate this development;
- Parking must be available outside of school hours to external organisations using the new sports facilities;
- Parking for construction personnel should be provided on site prior to the commencement of construction works; and
- Vehicle washing facilities must be provided on site to ensure that no mud debris is transported onto the public highway during the construction period.

Environment Agency: The Environment Agency has no objection, but offers advice and conditions relating to the proposal, including conditions covering, foul and surface

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water drainage; and contamination; and, no discharge of foul or contaminated water from the site into either groundwater or any surface waters.

Police Architectural Liaison Officer: have made the following recommendations:

- All external doors are to PAS 24 specification and all windows to BS 7950 Standard with laminate glass on the ground floor;
- All bushes should be to a maximum height of one metre, and canopies of trees should be no lower than two metres to give natural surveillance;
- Low level (wattage) constant lighting is installed at the doors, in the communal areas and car park areas;
- Access control on external doors to prevent unwanted persons entering the School;
- Implementation of CCTV equipment to protect the campus, staff, and pupils;
- Entrances are gated to prevent unwanted vehicles getting onto the campus.

Sport England: Sport England have raised no objection to the application on the basis that the proposal meets their adopted playing fields policy whereby the proposed development only affects land incapable of forming part of a playing pitch. However, Sport England have requested that conditions be placed on any decision to cover:

- All new sporting provision be developed in accordance with Sport England's design guidance;
- Within 6 months of the completion of the development, a Community Use Agreement and Sports Development Plan be drawn up and agreed by the County Planning Authority and Sport England;

The County Archaeologist: Notes that the application is accompanied by a desk-based archaeological assessment and that previous archaeological investigation at the site has demonstrated a high level of archaeological activity. As such it is possible that the proposed development works may disturb archaeological remains, and therefore conditions have been suggested on any grant of planning permission as follows:

- No development shall take place until the applicant has secured the implementation of a programme of archaeological work;
- No development shall take place until details of foundation designs and any other proposals involving below ground excavation have been submitted to and approved by the County Planning Authority; and
- No development shall take place until the applicant has secured the implementation of a programme of building recording.

Commission for Architecture and the Built Environment (CABE): has made 'no comment' on the proposal due to having been consulted on more schemes than they have the resources to deal with [CABE have specified that 'no comment' should be interpreted literally and not be interpreted as tacit endorsement of the scheme].

County Landscape Advisor: has made the following comments based on the proposed development:

- The proposed development's proportions, massing, layout and style would not be incompatible with the variety of the existing built structures neighbouring or within the development site;
- Visual appearance of the proposed materials, design and layout of the school appear to be satisfactory. Although the footprint and mass of the built form would increase, there would be a consolidation and rationalisation of the somewhat disparate existing building layout which would not be inappropriate for the site;
- Do not consider the landscape proposal [contained in the proposed landscape masterplan] to be satisfactory in terms of the extent and layout of planting

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proposed, and there is too strong an emphasis on hard landscaping. It is recommended that more extensive planting is integrated within the hard landscape areas to soften the impact of the school buildings. Therefore recommend that an improved schematic landscape proposal, with more extensive planting and improved design, and further details with regards to species, sizes, densities and maintenance be requested as a condition on any subsequent grant of planning permission.

Has further commented on the tree survey provided by the applicants as follows:

- Notes that 7 trees are marked for removal and that none of these are assessed as being of the highest landscape or arboricultural quality.
- Feel that the loss of these trees could be mitigated through replacement native tree planting as part of the detailed landscape scheme [to be secured by condition should planning permission be granted].

Local Members

20. The local County Members, Mr. J. Law and Mr. D. Hirst, and the adjacent local County Member Mr. A. Marsh were notified of the original application on 5 March 2008. The local County Members originally notified were re-notified of the amended proposal on 1 May 2008.

Publicity

21. The application was publicised by the posting of four site notices at the main entrances to the school along Bullockstone Road and Greenhill Road, a newspaper advertisement, and the individual notification of 249 neighbouring residential properties. As a result of the amended proposal [to including a temporary contractors access and car park] an additional 30 neighbouring residential properties were re-notified.

Representations

22. I have received 12 letters of objection from local residents to date in respect of this application. The main points of objection are summarised under key sub-headings below:

Access and Highway

- Since Herne Bay High has increased its curriculum to include students from other schools in the area it has resulted in those that need to travel by car parking in surrounding residential roads due to the lack of parking spaces at the school. It seems to be a 'let out' for the County Council not to address parking at the school;
- The idea of students and teachers being encouraged to walk to school is a short sighted policy as it is often the case that this does not work in reality;
- Residents' driveways in surrounding streets are constantly blocked, and deliveries by van or lorry are nearly impossible. Emergency services have been blocked from entering residential streets due to heavy parking around tight surrounding roads;
- Double yellow lines should be installed around the site to prevent student parking – this would ease the problems of those residents living nearby;
- Proposals would increase traffic volume on a road originally designed for light residential traffic;

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- If the small road at Kingfisher Court leading to the old Thanet Way were to be reopened to traffic cars could at least turn left towards the roundabout and solve part of the traffic chaos which currently occurs around peak times;
- A school bus should be provided to alleviate congestion at peak times during the day;
- Oaks Avenue should not be used as a means of construction traffic in association with this proposal;
- Car parking facilities at Herne Bay Golf Driving Range were in regular illegal use by parents and students at Herne Bay High – this is a clear indication that there is a lack of parking within the main campus.

Amenity

- Residents surrounding the site are subject to copious amounts of litter, loud music, and private driveways being used to turn cars around in during the start and finish times of the school;
- The school is too big for the amount of land they have at their disposal;
- According to Southern Water, the drainage from the school kitchens often block residents drains and then they stink – this often happens several times a year;
- Concerned that the new extensions would encroach onto an ever decreasing playing field;
- Kent County Council should not permit a situation which compromises the Health and Safety of local residents in order to enhance and enlarge Herne Bay High School;
- As a near neighbour we have concerns over how close these new buildings will be to our boundary gardens and the detrimental loss of light to our gardens and properties;
- Would like assurances that considerations will be taken when positioning future flood/security lights as currently the way they are positioned on the existing single storey school buildings scheduled for demolition is intrusive to our property;

Working Hours

- Would like assurances that building work would be scheduled for normal working week days, i.e. 7am until 4pm and not include evenings or weekends;

Discussion

Introduction

23. The application seeks planning permission for the redevelopment and extension of the existing Herne Bay High campus under the national Building Schools for the Future programme. The application proposes to increase the total amount of on-site floorspace by approximately 1000 sq. metres, thus increasing the amount of facilities on offer to its students, whilst proposing no net increase in the school roll over and above existing levels. The application is being reported for determination as a result of the objection received from local residents relating to access and highway, amenity and hours of working issues.
24. In considering this proposal, regard must be had to the Development Plan Policies outlined in paragraph (18) 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 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. Issues of particular relevance in this case include the

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potential impact on the local highway network as a result of this proposal, the visual appearance and dominance of the redevelopment works proposed on the surrounding and wider landscape, and the amenity impacts arising from the proposed development on the surrounding residential area.

Impact on highway network and vehicle parking

25. Members will note that the majority of residential objections received to date relate to issues regarding the existing highway network, and the adverse impact such proposed major development could bring about on this existing network. These residential objections have been set out in paragraph (22) above.
26. It is important to note that as part of this proposal, the current school roll and number of staff is not proposed to increase. On the basis of the existing school roll remaining unaltered, the Divisional Transportation Manager has not sought to raise an objection on highway grounds. Instead, he has recommended that conditions be imposed on the grant of any planning permission to secure highway matters including, amongst others, the up-dating of the existing school travel plan; parking being made available to outside clubs within the school grounds during out of school hours; and, parking being provided on site for construction personnel.
27. In terms of the sites' location, it is noted within the existing School Travel Plan that there is already a well-established pattern of travel to and from the site. A large majority of students currently access the site by walking from the nearby catchment area of Herne Bay and surrounding residential areas. It is also worth noting that a proportion of the school's pupils currently cycle to school, and as part of this proposal the applicants have committed to providing an increased number of cycle parking spaces. It is proposed that as part of this development cycle parking provision would be increased to meet the requirements as set out in the Kent Vehicle Parking Standards (229 cycle parking spaces, equating to 1 space for every 7 pupils). The proposed upgrade of the amount cycle parking provision available on site is in accordance with Policy TP11 of the Kent and Medway Structure Plan and is supported by Policy C1 of the Adopted Local Plan.
28. In terms of vehicle movements to and from the site as a result of the proposed development, it is considered that this would not increase above and beyond the current situation on the basis of the redevelopment proposed being to improve on-site facilities as opposed to extending the school roll. Whilst I can acknowledge residents' concerns relating to parking of student and staff cars outside of the main campus site due to a perceived insufficient number of parking facilities within the site, it is important to note that when having regard to the adopted Kent Vehicle Parking Standards, the site currently has an existing number of spaces slightly higher than would normally be insisted upon for a new build school of the same size. In this respect additional car parking facilities could not be reasonably insisted as part of this proposal, as this would depart from the adopted Vehicle Parking Standards and Policy TP19 of the Kent and Medway Structure Plan. In any case, in the context of the current application, Members will note that car-parking provision would not increase as a result of no net increase in staff or pupils at the school.
29. In terms of the existing School Travel Plan, used as a means to encourage more sustainable and safe patterns of transport to and from school, this is proposed to be updated to reflect changes to the School's proposed new built environment. I would therefore suggest that a condition be placed on any grant of planning permission to secure this requirement in line with the advice received from the Divisional Transportation Manager and Policy TP3 of the Adopted Kent and Medway Structure

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which requires major development proposals to secure the adoption and implementation of a travel plan.

30. Members will note that local residents have suggested that off-site works, such as the painting of double yellow lines on dangerous bends surrounding the campus, and the painting of white lines across residents drives be secured in the event of permission being granted. I understand that parking outside of the campus site by student and staff cars is of concern to local residents, but note that this is a matter for residents to address to the Highway Authority, and is in any case beyond the scope of the redevelopment of the main campus site on the basis that the school roll and staff numbers are not proposed to be intensified.
31. The concept of relocating the Pier Sports Centre at the Herne Bay High campus (as discussed in paragraph 14 above) has attracted concerns from local residents relating to increasing traffic flows to and from the site. However, it is important to note that this current proposal does not include this element, and accordingly comments received related to this matter have been disregarded in this particular case as a full assessment of the traffic implications would occur at such time as any future planning application was submitted. As part of the current proposal the sports facilities would be open to community groups to hire outside of school hours, however this element of community use of the school facilities currently exists with the current situation. In order to ensure that sufficient parking is available outside of school hours for community use, I recommend that a condition is placed on the grant of any planning permission to ensure that car parking facilities are made available at all times when the school premises are used out of hours, in line with the advice received from the Divisional Transportation Manager.
32. Temporary construction access is discussed below (see paragraphs 42 - 45), but it is worth noting that the Divisional Transportation Manager has requested that a condition be placed on any decision to ensure that mud and debris is not deposited on the public highway during the construction period. Accordingly, I would seek to ensure that a condition requiring on site wheel cleaning be imposed on any grant of planning permission to sufficiently secure this particular element.
33. On the basis of the highway matters discussed above, whilst I recognise that traffic related issues are of concern to local residents surround the campus site, I do not consider the current proposal to be of such significant measure to warrant an objection on highway grounds. I consider that given the proposal involves the remodelling and extension to existing floorspace within the site, and would not result in an overall increase in either pupil or staff numbers, I do not consider it to be reasonable to insist on additional highway improvements in the form of either on-site or off-site measures. On this basis, I consider the current proposal to meet the requirements of Policies TP3, TP11 and TP19 of the Kent and Medway Structure Plan and Policy C1 of the Adopted Local Plan, and accordingly would not seek to raise an objection on these grounds.

Design, scale and overshadowing

34. It is noted that the proposal involves the demolition of existing school buildings, which I do not consider to be of any particular architectural merit, mainly comprising of the original 1950s flat roofed school buildings. The application proposes the erection of modern buildings that would appear to incorporate a strong reference to the existing buildings on site through the use of yellow stock bricks, aluminium windows and metal

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cladding. In addition, the sports hall proposed would consist of areas of timber cladding, which would, in my opinion, break up the mainly windowless elevations.

35. In terms of the visual appearance of the buildings from outside of the site, there would be a noticeable change to the elevations fronting Greenhill Road, Bullockstone Road and Kingfisher Court. This would largely consist of a new double storey glazed front entrance to the dining and learning and resource areas with two storey extensions to either side consisting of ground floor brick and first floor vertical wood cladding. I am of the opinion that given the distance from the boundary of the site and the proposed height, scale and visual appearance of the buildings, that these are acceptable in planning terms and would not, in my opinion, give rise to an increased amount of overlooking of residential properties.
36. Members will note that comments have been received relating to the potential overshadowing of buildings as a result of refurbishment and new building works at the site. I note however that areas of new building works are located within, and in close proximity to the existing main school cluster, and would not encroach closer to any residential properties than the existing school buildings do currently. It is noted that the distance between the nearest corner of any proposed new building to the perimeter of the site (with residential properties beyond) would be approximately 40 metres. In my opinion, I consider there to be a large separation distance and on this basis I do not consider overshadowing to be an issue in this particular case.
37. I consider the design of the scheme to be appropriate in terms of its design, scale, layout and massing, whilst considering the impact on surrounding residential visual amenity to be negligible given the large separation distances. Whilst I consider that wider views into the site from surrounding areas would change as a result of the proposal, I do not consider the design of buildings proposed to be out of character with the existing built form of the main campus buildings. Accordingly, I consider that the design solution proposed is in accordance with Policy QL1 of the Kent and Medway Structure Plan and Policy BE1 of the Canterbury City Council Local Plan. On this basis, I would not seek to raise an objection on design grounds, and would accordingly recommend that a condition be placed on any decision to require the submission of a detailed scheme of external materials for later consideration.

Landscaping

38. I note that the use of landscaping within this scheme has the potential to soften the stark characteristics of the new buildings whilst adding amenity value to the site when considering the wider views into and out of the campus site. As part of the proposals, a landscape masterplan has been submitted which sets out an indicative landscape planting strategy, together with proposed areas of hard landscaping (e.g. paved surfaces). Members will note the comments of the County Landscape Advisor in paragraph (19) above whereby they do not consider the landscaping proposal to be satisfactory in terms of the extent and layout of the planting proposed given the strong emphasis on hard landscaping measures.
39. In addition, Members will note this application proposes the loss of 7 trees from within the site which are located on areas immediately affected by demolition or construction works. However, given that these trees are not classified as being of the highest landscape or arboricultural quality, I consider their removal could be successfully mitigated through replacement native tree planting which would be secured within a detailed landscaping scheme should planning permission be granted.

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40. In my opinion, I consider that the current landscape proposals are inadequate for such major redevelopment and extension proposals, and should reflect a higher proportion of new tree, shrub and vegetation planting to soften the impact of the school buildings and compensate for the loss of trees within the site, in line with Policy EN9 of the Kent and Medway Structure Plan and NE5 of the Adopted Local Plan. Given that I believe the issue of landscape could be conditioned for later consideration in this particular case, I recommend that a condition be placed on the grant of planning permission to require a full landscape proposal, to include more extensive planting together with full details regarding proposed species, sizes, densities, to be submitted to and approved by the County Planning Authority.

Impact on Open Space designation

41. As previously noted, the playing fields of the school site are designated as open space in the Adopted Canterbury City Council Local Plan. Policy C24 of the Local Plan sets a policy presumption against the loss of protected open space where the material harm would outweigh the need for the development. However, in the case of this particular application the open space designation is not, in my opinion, adversely affected given that new building works are located outside of this land designation and within the existing 'built cluster' of the school.

Construction, temporary access and accommodation

42. The proposed construction of the redevelopment and extension works is envisaged to take approximately 140 weeks to complete and would be implemented over a phased period. In order to ensure that construction methods and practices would result in the least possible disruption of local residents and the wider road network, I recommend that conditions be placed on any decision to grant planning permission requiring the approval of full details of any temporary contractors compound location, type and external appearance, together with details of car parking facilities for contractors vehicles.
43. In addition, I recommend that a condition limiting the hours of construction be placed on any decision to limit the affects of construction activities during weekday evenings, and weekends given the sites' location in a largely residential area. Accordingly, I recommend that a condition controlling the hours of construction seeks to ensure that construction activities can only take place between the hours of 08:00 to 18:00 Monday to Fridays, and 09:00 to 13:00 on Saturdays, with no working on Sundays or Bank Holidays.
44. Members will note that as part of this proposal, and in order to retain a sufficient amount of teaching space within the school, a number of temporary mobile classrooms would need to be brought onto the site during the construction phase. In order to ensure that such temporary school accommodation is located where it would have minimal impacts on surrounding residential properties, I recommend that a condition be placed on any decision to grant planning permission requiring the exact location, number of units, and external appearance of the temporary mobile classrooms be agreed by the County Planning Authority. I further recommend that all temporary teaching facilities, contractors compound and temporary access road be removed from the site at the end of the construction period.
45. In order for construction traffic to access the site, the application proposes the construction of a temporary contractors access leading to the rear (south) of the site by forming a new access point from Bullockstone Road. The construction access road would be laid on a geotextile material to enable removal at a later date. Upon

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completion of the construction works, the application proposes the full restoration of the temporary access road in accordance with the original contour levels. I consider this to be an acceptable method to safely and practically gain temporary access into the site, and therefore recommend that a condition be placed on any decision requiring the full restoration of this element upon completion of the construction works.

Community Use

46. The issue surrounding community use of the site with regards to transport and highway implications has been discussed in paragraph (31) above. Members will note that the application proposes the site would be used during hours over and above traditional school hours for use by external clubs and organisations. However, I note that this situation currently occurs at present as the existing school facilities are currently hired out to local clubs for evening activities.
47. Sport England has requested that conditions be placed on any decision to grant planning permission to ensure that all new sporting provision is developed in accordance with their adopted design guidance, and that within 6 months of the first occupation of the sporting facilities, a Community Use Agreement and Sports Development Plan should be submitted to and approved by the County Planning Authority. In my opinion, I have no objection to these recommendations, and accordingly suggest that conditions be placed on any decision to secure these matters.

Land Contamination

48. The Environment Agency has raised no objection to the proposed development, but has suggested that conditions be placed on any decision to grant planning permission to control the disposal of foul and surface waters, drainage into groundwater or surface waters, and land contamination. I consider that the imposition of such conditions would be reasonable, and subject to these being included in the recommendation, would not seek to raise an objection on land contamination or foul and surface water drainage matters.

Archaeology

49. Members will note that the County Archaeologist has suggested that the proposal has the potential to disturb archaeological features given the past history of the site during previous construction works. Accordingly, conditions have been suggested which require no development to take place until the applicant has secured the implementation of a programme of archaeological work, a programme of building recording, and that details to be submitted and approved related to foundation design. I consider these suggested conditions to be appropriate to the scale and nature of the proposed development, and accordingly recommend that they are included within a recommendation to grant planning permission. I further note that such conditions would be in accordance with Policy QL7 of the Kent and Medway Structure Plan, and Policy BE15 of the Adopted Local Plan.

Secured by Design

50. A consultee response was received from the Police Architectural Liaison Officer (as summarised in paragraph 19 above) which made recommendations relating to security measures to protect the redeveloped campus. These recommendations include the specification of materials used within the construction, external lighting, access controls and CCTV. I note that that the recommendations relating to suggested doors and windows are technical details which would be most appropriately addressed through

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Buildings Regulation approval, and accordingly have been forwarded to the applicant for their consideration.

51. In terms of external security lighting and the implementation of a CCTV system to protect the campus, I recommend that conditions be placed on a decision to grant planning permission to ensure that should these measures be installed on site, the prior written permission has to be obtained from the County Planning Authority. I note that the implementation of external lighting and CCTV has the potential to cause visual intrusion on surrounding residential properties, and therefore consider it important that the County Planning Authority retains control over these specific elements by way of appropriately worded planning conditions.

Conclusion

52. Having regard to the Development Plan Policies, and the material planning considerations received from both consultees and local residents, I consider the proposal to be an acceptable solution in terms of its design, scale and massing and in general accordance with the Development Plan. In particular the development is in accordance with those policies discussed above, and Policy CA1 of the Kent and Medway Structure Plan which supports the expansion of further and higher educational sites in Canterbury and the surrounding areas. Whilst I recognise the concern of local residents relating to highway vehicle parking issues, I note that the application purely seeks the redevelopment of the existing campus site and does not propose to increase or intensify the existing school roll. On this basis, I consider that the imposition of the conditions as set out in paragraph (53) below sufficiently addresses the concerns arising from consultees and local residents, and therefore in my opinion adequately mitigates against any potential adverse affects brought about by this proposal. Accordingly, I recommend that planning permission should be granted, subject to the following conditions as set out in paragraph (53) below:

Recommendation

53. I RECOMMEND that PLANNING PERMISSION BE GRANTED, SUBJECT TO conditions, including conditions to cover the following aspects:
- Standard time limit ;
 - The development to be carried out in accordance with the permitted details;
 - Full details of all external materials to be submitted to and approved prior to the commencement of operations;
 - Site levels and finished floor levels shall be submitted to and approved prior to any works commencing;
 - Details of contractors compound and associated welfare facilities be submitted to and approved by the County Planning Authority prior to the commencement of any development on site;
 - Details of temporary mobile classrooms to be submitted to and approved by the County Planning Authority prior to commencement of operations on site;
 - Within one month of the completion of the construction works, all temporary accommodation (including both teaching and contractors areas) shall be removed from the site, and the land be fully reinstated to its former condition;
 - Temporary construction access road be removed and land fully restored in accordance with previous contour levels upon completion of construction activities;
 - School travel plan be updated prior to first occupation of development;

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- Parking be made available within the site for contractors vehicles associated with construction works;
- Parking to be made available out of school hours within the site in connection with community use;
- Adequate measures be taken to ensure that vehicles leaving the site engaged in the construction work do not deposit mud or other debris on the public highway;
- Construction works only take place between the hours of 08:00 to 18:00 Monday to Fridays; 09:00 to 13:00 Saturdays; and no working on Sundays or Bank Holidays;
- Landscaping scheme to be submitted to and approved prior to the commencement of operations on site (to include a strong regard to soft landscaping measures as opposed to hard landscaping), and thereafter be fully implemented as approved within the first planting season following the completion of works;
- No development shall take place until the applicant has secured the implementation of a programme of archaeological works;
- No development shall take place until the applicant has secured the implementation of a programme of building recording;
- No development shall take place until the applicant has submitted and had approved details of foundation design and below ground works;
- Within 6 months from the date of first occupation, a Community Use Scheme and Sports Development plan shall be submitted to and approved in writing by the County Planning Authority in conjunction with Sport England;
- Details of foul and surface water drainage shall be submitted to and approved prior to any development taking place;
- There shall be no discharge of foul or contaminated drainage from the site into groundwater or any surface waters;
- If during development, contamination is found to be present, development shall cease until the applicant has obtained written approval from the County Planning Authority;
- Details of external lighting and CCTV be submitted to and approved prior to installation on site;
- The development shall be carried out in accordance with the precautionary measures and mitigation strategies as detailed in the Ecological Scoping Survey;

I FURTHER RECOMMEND THAT the applicant BE ADVISED of the following informative:

- The landscaping strategy contained within the application is considered to be inadequate for the proposed development. The applicant's attention is therefore drawn to the recommendations highlighted in paragraph (40) above, which require the submission of a detailed landscaping scheme, with a strong emphasis on soft landscaping measures, to be submitted to and approved by the County Planning Authority prior to the commencement of operations on site.

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| Case officer – Julian Moat | 01622 696978 |
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| Background documents - See section heading |
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