

Classroom extension to replace a timber mobile at Kingsdown and Ringwoud Primary School, Glen Road, Kingsdown, Deal, Kent CT14 8DD – DO/18/01015 (KCC/DO/0446/2018)

A report by Head of Planning Applications Group to Planning Applications Committee on 6th February 2019.

Application by Kent County Council for a masonry cavity wall extension to provide extra classroom space to replace a timber mobile that is being demolished at Kingsdown & Ringwoud Primary School, Glen Road, Kingsdown, Deal, Kent CT14 8DD – DO/18/01015 (KCC/DO/0446/2018).

Recommendation: Permission be granted subject to conditions.

Local Member: Mr S Manion

Classification: Unrestricted

Site

1. Kingsdown and Ringwoud Church of England Primary School is located south of the town of Walmer, within the village boundaries of Kingsdown. The school building is located to the east of the school site, with the playing field to the west. Two temporary mobile classrooms are located on site and an area of staff parking (ten spaces) is located to the east of the school, which is accessed via Glen Road.
2. The site is predominantly surrounded by residential properties, which border the site to the north, east and south. The site is well screened along the boundaries, particularly to the south east where a wooded area known as The Butts lies, adjacent to The Rise, a main access road to the village. A public right of way is situated within this wooded area south east of the school site. A site location plan is attached.

Recent Planning History

3. The most relevant site planning history is listed below:

DO/02/617	Retention and continued use of 1 no. 2 bay mobile classroom. Approved 21 June 2002
DO/05/75	Renewal of planning consent for 2 no. 2 bay mobile classrooms. Granted with conditions 8 March 2005
DO/05/612	Construction of two new classrooms, toilets and teaching assistant's room with ancillary accommodation. Granted with conditions 29 June 2005
DO/08/767	Provision of 2 no. 2 bay mobile classrooms. Granted with conditions 15 October 2008
DO/09/310	Proposed extension to classrooms and ancillary works including installation of 2 air handling units and 2 tarpaved ramps with hand rails. Granted with conditions 15 May 2009

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DO/11/675	Retention of mobile classroom accommodation. Granted with conditions 21 September 2011
DO/14/514	Erection of an oak framed shelter Granted with conditions 18 August 2014
DO/15/587	Renewal of the existing temporary planning permission for 2 no. single classroom units. Granted with conditions 28 July 2015

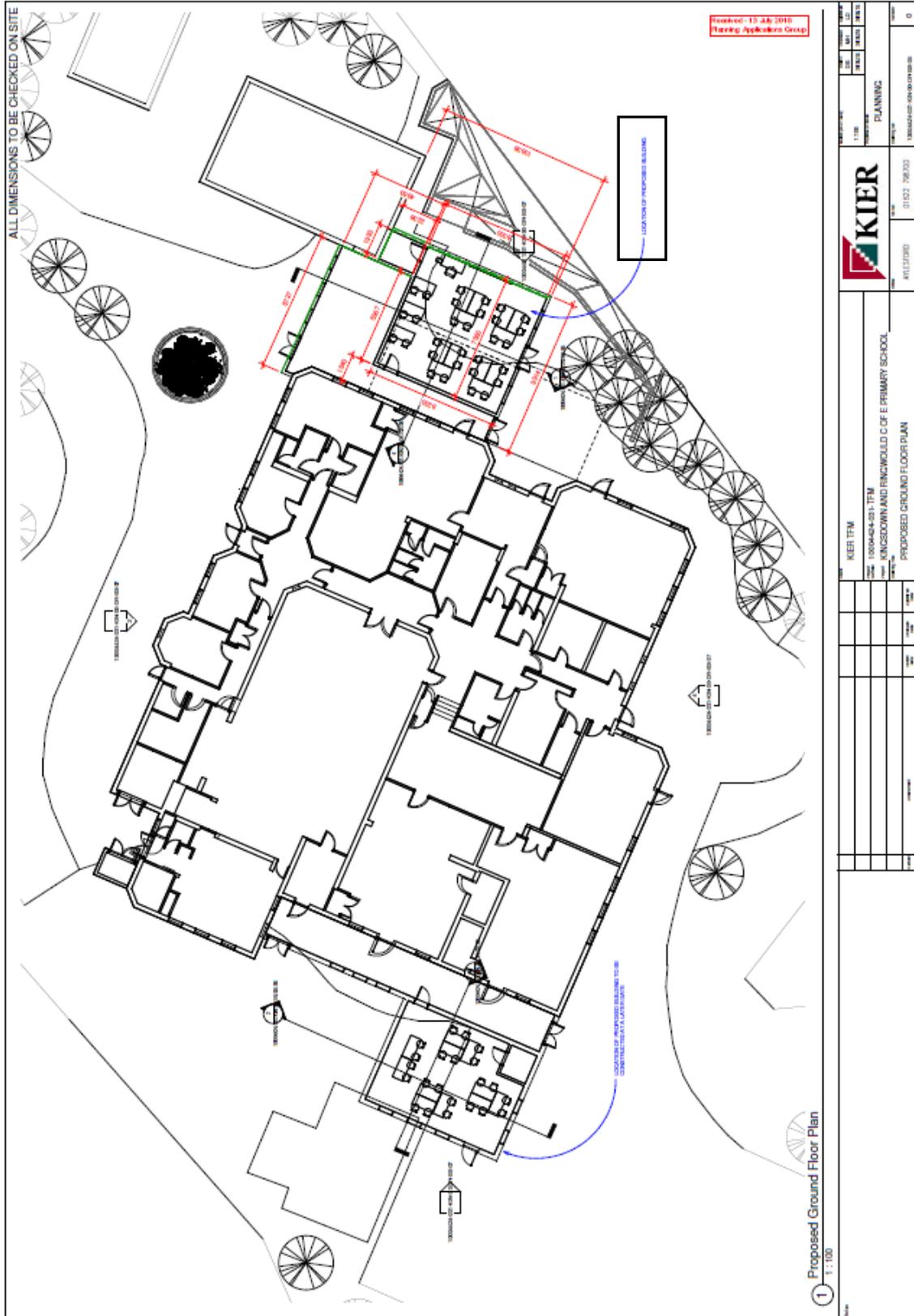
Proposal

4. This planning application seeks permission for a 104.6 square metre extension to the east of the existing main school building. The extension would replace the classroom space that would be lost when a mobile classroom, that is now considered unsafe, is demolished. There are currently two temporary mobile classrooms located on the school site, and the application seeks to remove the mobile classroom situated to the west of the main school building.
5. The new extension would be used as a classroom and would also provide a link corridor from the main school building to a brick built outbuilding that is also being used as a classroom.
6. The application proposes a masonry cavity wall extension of white rendered blockwork walls and a flat roof which would provide a complimentary contrast to the existing brickwork and pitched roof school building.
7. The extension would be positioned to provide level access to the main entrances and all doors would provide the required 1000mm clear width with vision panels for safe use. The rendered façade would project slightly from the existing building line to give the impression that it is the entrance to the school. The scheme has been designed to achieve as much daylight as possible to the extension. The natural lie of the land affords level access throughout the new extension.

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Proposed Floor Plan



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Proposed Elevations

ALL DIMENSIONS TO BE CHECKED ON SITE

② Proposed North Elevation
1:100

③ Proposed West Elevation
1:100

① Proposed East Elevation
1:100

④ Proposed South Elevation
1:100

KIER		PROJECT NO.	1138	DATE	18/04/2018
KIER		PROJECT NAME	PLANNING	SCALE	1:100
KIER		PROJECT ADDRESS	01527 78302	PROJECT NO.	18/04/2018-01015-01
KIER		PROJECT TITLE	PROPOSED ELEVATION DETAILS	DATE	0
KIER ITEM 000464-031-TEM KINGSDOWN AND RINGWOLD C OF E PRIMARY SCHOOL PROPOSED ELEVATION DETAILS					

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Planning Policy

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

- (i) **National Planning Policy Framework (NPPF) July 2018** and the **National Planning Policy Guidance** (March 2014), sets out the Government's planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However, the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications, the NPPF states that local planning authorities should approach decisions in a positive and creative way, 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 sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- That development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe;

In addition, Paragraph 94 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.*

- (i) **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. In particular, the Policy states that the Government wants to enable new schools to open, good schools to expand and all schools to adapt to improve their facilities. This will allow for more provision and greater diversity of provision in the state funded school sector, to meet both demographic needs, provide increased choice and create higher standards.

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(ii) Dover District Council Local Development Framework: Core Strategy (2010)**Policy CP1 Settlement Hierarchy**

The location and scale of development in the District must comply with the settlement hierarchy. The hierarchy should be used by infrastructure providers to inform decisions about the provision of their services. Villages (Kingsdown is defined as one) provide a tertiary focus for development in the rural area; suitable for a scale of development that would reinforce its role as a provider of services to essentially its home community.

Policy CP5 Sustainable Construction Standard

New non-residential development over 1,000 square metres gross floorspace permitted after adoption of the strategy should meet BREEAM very good standards (or any future equivalent). Where it can be demonstrated that a development is unable to meet these standards, permission will only be granted if the applicant makes provision for compensatory energy and water savings elsewhere in the District. For developments of 1,000 square metres or less gross floorspace, the Council will encourage proposals to incorporate energy and water efficiency measures.

Policy DM12 Road Hierarchy and Development

The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent and in relation to the function of the road in the highway network, the scale of development, its likely traffic generation and measures to encourage walking, cycling and public transport.

Consultations

9. **Dover District Council:** Raises no objection to the application.

Ringwoud and Kingsdown Parish Council: Raises no objection to the application.

Public Rights of Way: Raises no objection subject to informatives relating to requirements for public rights of way protection. Note that Public Rights of Way ER5 passes adjacent to the proposed site but it is considered that the extension would not cause any direct impact on the footpath.

KCC Highways and Transportation: Raises no objection and note that there is to be no increase in school pupil roll as a result of the proposal. There has been no recorded personal injury crashes in the vicinity of the school in the previous ten years that the mobile classroom has been in existence, and considers that if the school pupil roll was reduced by the removal of the mobile classroom without the permanent replacement, the existing parking issues immediately outside the school are likely to remain as parents and visitors will want to park as close to the school as possible. Advise that a Construction Management Plan and an update to the School Travel Plan should be secured by condition.

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Local Member

10. The local County Council Member for Dover North, Mr Steve Manion, was notified of the application on 20 September 2018, but no views have been received to date.

Publicity

11. The application was publicised by the posting of a site notice at the front of the school, an advertisement in the local newspaper and the individual notification of 28 residential properties.

Representations

12. In response to the publicity, 7 letters of representation have been received, some supported by photographs of the issues described. The key points raised can be summarised as follows:
 - Road safety concerns, currently the roads surrounding the school become severely overcrowded at school drop off and pick up times to the point of chaos, due to the drop off area being located on an awkward junction and on a narrow road of which residents' cars are parked;
 - There is a need to address and find a solution to resolve the existing traffic and parking difficulties that arise daily in the village before any planning applications are considered and before school expansion worsens them;
 - The traffic flow and temporary parking has never been managed and there has been no thought as to how the increase in traffic and parking will be managed;
 - There has been a number of accidents on the roads surrounding the school and the risk of accidents is likely to increase;
 - The 20mph speed limit being exceeded frequently and cars parked on corners reducing visibility and increasing the risk of accidents – double yellow lines on Sea Road bend are necessary for safety;
 - Concern that existing conflicts between residents and parents will worsen due to existing traffic and parking conditions worsening, with there currently being no regard to local residents;
 - Core times are being continually extended from 8-9am and 2.30-3.30pm;
 - The mobile classrooms were meant to be a temporary measure and were never built as a permanent addition to allow greater compliment of pupils – used at a time when pupils increased, and assumption was it was a temporary rise in pupil numbers and not to increase the size of the school;
 - Kingsdown and the local area has not been developed since the school was built so the requirement for a larger school is not due to local expansion. Expansion of the school should not be allowed, and it would enable the school to become something it was never intended to be – donated by the village for village children;
 - The catchment area has already increased over previous years with pupils travelling from a far (e.g. Sholden, Deal) which has resulted in greater traffic movement and parking;
 - The village is not suitable or capable to cope with school expansion and a concern that the residents are having to accommodate expansion of the surrounding areas;
 - An increase in the catchment area would require pupils to travel from further afield

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which would add to the existing traffic and parking issues in the village;

- Require consideration to be given to increasing onsite parking for staff as staff sometimes park their cars on residential roads for the whole day; and
- Suggestion that an alternative access to the school via Ringwold Road should be explored and prevent school traffic from using the village residential roads.

Discussion

13. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 10 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore, the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity.
14. This application is being reported for determination by the Planning Applications Committee due to the neighbour representations received. The planning application seeks permission for an extension to the main school building to replace an existing mobile classroom. The application does not seek to increase the pupil roll. In my opinion, the key material planning considerations in this particular case are educational need, the siting and design of the proposed development, the transport implications and the impact on local amenity.

Need for the Development

15. The proposal is to provide an extension to the main school building to replace an existing mobile classroom that is now considered dilapidated and unsafe. The construction of a permanent extension is considered preferable over the continued retention of a temporary building and there is a strong need for the provision of education facilities as outlined in the Government's Policy Statement Planning for Schools Development (2011) and paragraph 94 of the NPPF.

Siting and design

16. The proposed extension would be sited to the east of the original school and would extend towards Glen Road. The 104.6 square metre extension would provide alternative classroom space to an existing mobile classroom that is to be demolished and would also provide a link corridor connecting the main school building to an existing brick outbuilding that is also being used as a classroom. The extension would be of a modern design to achieve as much daylight as possible to the extension through sky lights and a large glazed façade. The white rendered blockwork walls and flat roof, whilst different to the existing buildings, would provide a complimentary contrast to the existing school buildings. The natural lie of the land affords level access throughout the new extension and it is considered that the extension would be subservient to the original building. The roofing and cladding materials are considered appropriate, providing a complimentary contrast to the existing building. It is therefore considered that from a design and siting perspective, the application would be acceptable, and in accordance with the NPPF objectives on siting and design.

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Transport Implications

17. The school is located in the village of Kingsdown, which is accessed via Glen Road, leading to ten on-site parking spaces. Unlike some schools, the school site does not include a designated drop off and pick up area within the site and therefore parent and visitor parking are accommodated on the surrounding road network. Most of the representations received relate to the problems experienced at drop off and pick up times with traffic flow, congestion and parking on the surrounding road network, specifically The Rise and Glen Road.
18. The proposal seeks to replace an existing mobile classroom with a permanent structure and does not seek to increase the current pupil roll at the school. The application therefore does not give rise to additional traffic impacts beyond the school. Highways and Transportation have raised no objections to the application and note that there has been no recorded personal injury crashes in the vicinity of the school in the previous ten years that the mobile classroom has been in existence. Similarly, Highways and Transportation consider that if the school roll was reduced by the removal of the mobile classroom without the permanent replacement, the existing parking arrangements immediately outside the school are likely to remain as parents and visitors will in practice want to park as close to the school as possible. Whilst there is no objection from Highways and Transportation, a Construction Management Plan and an update to the School Travel Plan would be required. These can be addressed via condition and are incorporated in the recommendation below. It is considered that the proposal is in general conformity with Dover District Council Local Development Framework: Core Strategy (2010) Policy DM12 Road Hierarchy and Development and does not pose unacceptable highway impacts.

Impact on Local Amenity

19. The proposed extension would be located internally to the existing school site, connected to the existing main school building and existing brick outbuilding currently being used as a classroom. The nearest residential properties are located in The Rise to the south of the school site and are some 30 metres from the proposed extension. An existing wooded area known as The Butts lies to the south of the school site which provides a natural barrier screening the residential properties along The Rise. The proposed extension would replace an existing dilapidated mobile classroom, with more visually attractive school accommodation. It would not seek to increase the current school pupil roll. It is therefore considered that the application would not have an unacceptable impact on the local amenity of the surrounding area.

Conclusion

20. The proposal seeks to provide a small single storey extension to the existing main school building at Kingsdown and Ringwold CEP Primary School. The extension would replace an existing mobile classroom. The new extension would be used as a classroom and would also provide a link corridor from the main school building to the brick built out building that is also being used as a classroom. The proposed extension does not seek to increase the current school pupil roll. The siting and design of the extension are considered acceptable, and it is considered that there would be no significant impact on local amenity.

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21. The objections received in relation to traffic flow, congestion and parking during school drop off and pick up on the surrounding local residential road network have been considered in detail above. They need to be considered in the context that the development proposes no change to existing pupil and staff numbers and therefore no changes to parking and highways amendments are proposed. In my view the proposed extension would not have a detrimental impact on the local highway network or the amenity of local residents. However, a Construction Management Plan should be required to ensure that impacts from construction traffic are minimised and an update to the School Travel Plan should be submitted with appropriate targets to promote more sustainable modes of transport.
22. The development is in accordance with the general aims and objectives of the relevant Development Plan Policies and the principles of the National Planning Policy Framework and therefore the recommendation is that planning permission be granted subject to conditions.

Recommendation

23. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- The standard three year time limit;
 - The development to be carried out in accordance with the permitted details;
 - The submission and approval of an updated Travel Plan;
 - The submission and approval of a Construction Management Plan.
24. I FURTHER RECOMMEND that the following INFORMATIVES be added:
- No furniture may be erected on or across Public Rights of Way without the express consent of Highway Authority;
 - There must be no disturbance of the surface of the right of way, or obstruction of its use, either during or following any approved development unless without the express consent of the Highway Authority;
 - No hedging or shrubs should be planted with 1.5 metres of the edge of the public paths.

Case Officer: Chloe Palmer

Tel. no: 03000 415718

Background Documents: see section heading
