

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 proposal dossier for each case and also as might be additionally indicated.

Item D1

Proposed erection of a 5FE Secondary School comprising 3-storey building, separate sports hall, MUGA, creation of two new vehicular accesses and associated parking, landscaping and ancillary work, Former Chaucer Technology School, Spring Lane, Canterbury, Kent, CT1 1SU – CA/19/1633 (KCC/CA/0166/2019)

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

Application by Kent County Council and Kier Construction (Southern) for the proposed erection of a 5FE Secondary School comprising a 3-storey building and a separate sports hall together with hard and soft landscaping, a new Multi-Use Games Area (MUGA), creation of two new vehicular accesses on Spring Lane together with parking and ancillary works – Former Chaucer Technology School, Spring Lane, Canterbury, CT1 1SU (Ref: KCC/CA/0166/2019 and CA/19/1633).

Recommendation: Planning permission to be granted, subject to conditions.

Local Member: Mrs I Linfield

Classification: Unrestricted

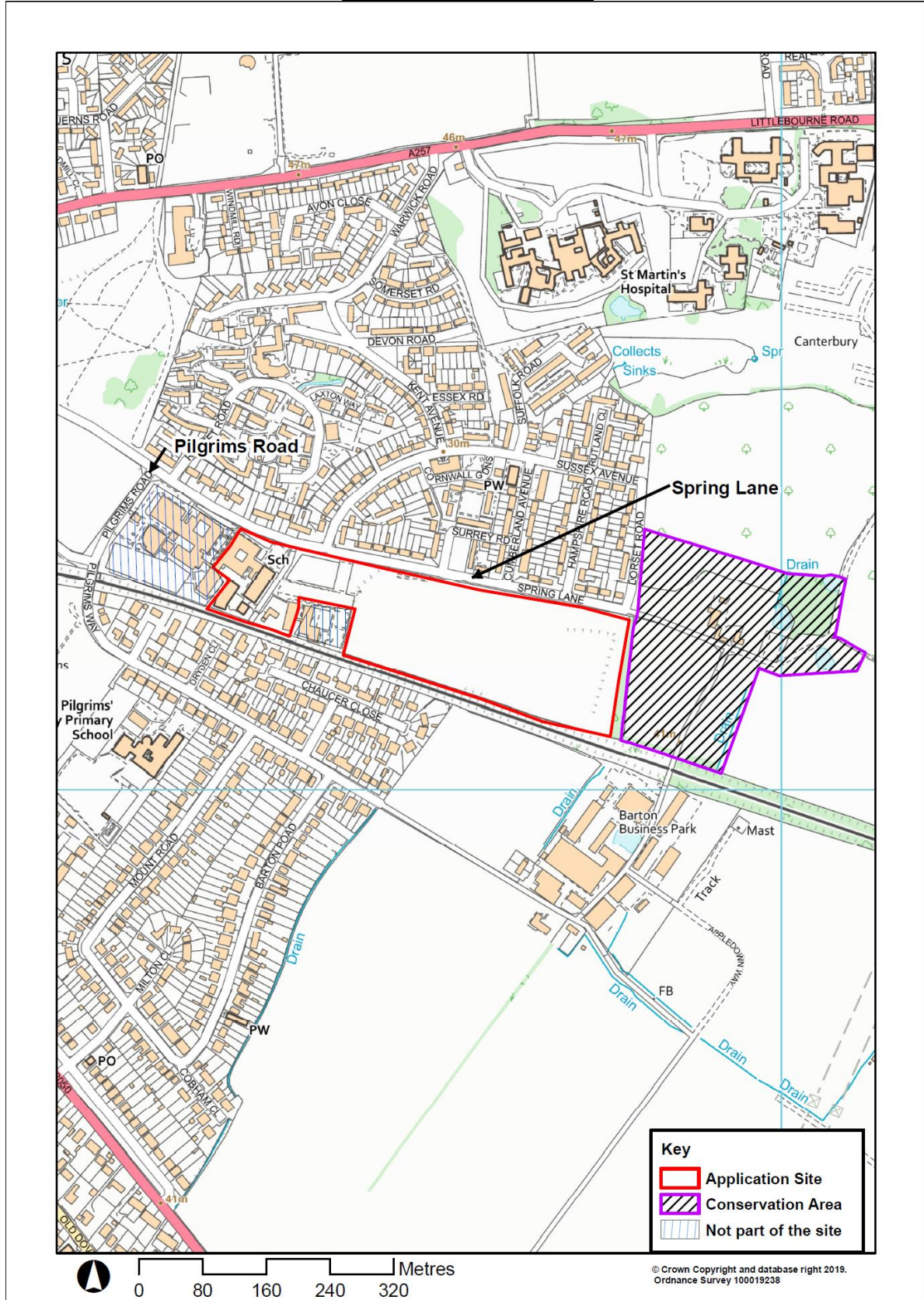
Site

1. The site is currently occupied by the former Chaucer Technology School and is located approximately 1.5km southeast of Canterbury city centre. The school sits in a site of approximately 6.62 hectares and is located on the western side of Spring Lane on the outskirts of Canterbury. The existing site comprises of derelict/disused former education buildings of various ages and states of disrepair, and ground/playing fields of the former Chaucer Technology School site, with certain buildings currently let to private tenants including the Spring Lane Day Nursery. It is proposed that the existing nursery would remain in operation throughout the proposed construction period and continue to operate independently to the proposed new Free School. Therefore, the area of the existing Nursery is not included within the development area of this planning application. Also excluded from this planning application is the western most part of the former Chaucer Technology School site, and this can be viewed on the Site Location Plan overleaf.
2. The site is currently owned by Kent County Council and the former Chaucer Technology School, which was a partially selective, mixed ability comprehensive school and has been closed since September 2015. The historic site use falls within class D1 (education) of the Town and County Planning (Use Classes) Order 1987 (as amended). The former school was served by a single vehicular entrance from Spring Lane. The Education Authority consider that the existing school buildings are no longer suitable for the modern curriculum with the current layout failing to meet the requirements of a secondary school and sixth form.

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Site Location Plan



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Proposed north & south elevation – Main school building



Below Court Free School

Elevation Key

1. Mull Brick - Exteriors, TEC.
2. PPC Aluminium Cladding Colour: RAL 7035
3. PPC Aluminium Cladding with operable window in light: Colour RAL 7035
4. Metal Panel System: RAL 9007 / Dark Matt
5. Metal Roof: Colour RAL 7035
6. Aluminium Cladding Wall System: Colour RAL 7035
7. Proposed Glazing: Black frame and / colour TEC.
8. PPC Metal Louvre: Colour RAL 9007
9. PPC Metal Panel: Colour RAL 7035
10. Grey Irish Pitch



NOVIJUN ARCHITECTS

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Project: 5FE Secondary School
 Drawing: 21 - 1.00 - A (ELEV)
 Date: 10/01/2024
 Scale: 1:100



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Proposed elevation – Sports Block

Elevation Key

1. Mull Block - Exact brick TBC
2. PPC Aluminium Coping, Colour RAL 7039.
3. PPC Aluminium window with operable and/or fix sgh, Colour RAL 7039.
4. Metal Panel System, RAL 9007 Chrom Matt.
5. PPC Metal door, Colour RAL 7039
6. Aluminium Curtain Wall System, Colour RAL 7039.
7. Proposed Spigote, Exact material / colour TBC.
8. PPC metal Louvre, Colour RAL 9007
9. Standard Panel, Colour RAL 7039.
10. Grey Brick Plinth.

No.	DATE	REVISION	BY	CHK	APP

NOVIUM ARCHITECTS

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Project: 5FE Secondary School
 Drawing: Proposed Elevation (Sports Block)
 Date: 15/11/2024
 Drawing Date: 15/11/2024
 Scale: 1:100
 Project No: Z0308 - NOV - 22 - 09 - DR - A - P1014
 Sheet No: 01 of 01
 Stage: PLANNING
 Project No: CA/19/1633
 Project Name: 5FE SECONDARY SCHOOL
 Project Location: 100-102 Spring Lane, Canterbury, Canterbury, CT1 3JF

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Proposed 3D visuals



1. Aerial view looking South East towards the main school building and sports block



2. Aerial view looking East towards the main school building and sports block

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Proposed 3D visuals



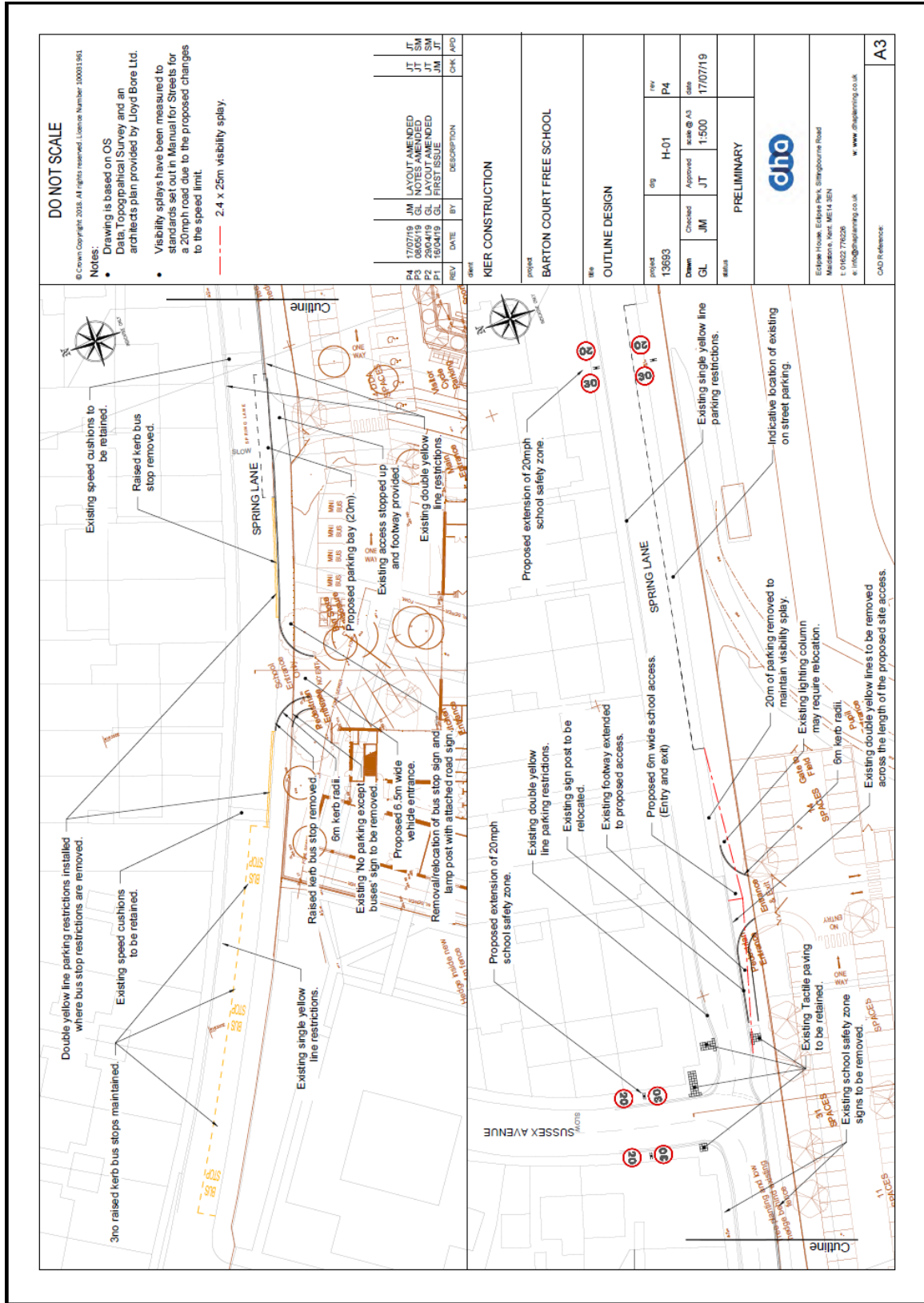
3. A view looking West along Spring Lane



4. A view looking South from Spring Lane

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Proposed Highway Works/Changes



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3. The applicant further advises that the structural condition of the existing accommodation is very poor and would require extensive refurbishment to return the buildings to even a basic condition. The derelict school buildings would require significant structural work to their external fabric to create a school environment that would comply with modern standards. Internally significant refurbishment to the floors, walls, electrics, heating and communications system would be required. Elements containing asbestos would also need to be removed, in addition to the removal of external foliage that has made its way inside the school buildings. An application for the prior notification for the demolition of buildings has been submitted separately to Canterbury City Council, who concluded that the prior approval of the details of the proposed works was not required. Therefore, this planning application does not include any details of the proposed demolition works.
4. The school site is predominantly level around the former Chaucer Technology School buildings and rises from the west to east of the site towards the Spring Lane Day Nursery and terraced sports field, which is located to the east of the existing derelict school buildings. The total rise in level is around 3-4m across the developed area of land.
5. In terms of the wider surrounding area, the site is bound by Spring Lane to the north of the school site and there is a mixture of terraced and semi-detached residential properties on the opposite side of the road. The eastern boundary is to the far end of sports pitches and backs onto an area of open land which is screened by a row of mature trees and shrubs. Beyond this boundary is the Little Barton Conservation Area which includes Little Barton Farmhouse, a Grade II Listed Building. However, the proposal would not affect the character or appearance of the Conservation Area as there are no proposed changes to the eastern part of the school site, as it will remain as a playing field. The southern boundary backs onto a railway line and which is screened by a row of mature trees and shrubs. On the other side of the railway line are residential properties. The western boundary is adjacent to an area of the former Chaucer Technology School site that has been designated as an area for potential future development and is not included within this application.

Background

6. In 1967, the site was designated for educational use following the relocation of Canterbury Technical High School for Boys to the site. The school was subsequently re-established as a mixed comprehensive school for Canterbury. Prior to its closure, Chaucer Technology School was a non-selective secondary school with a capacity of 1,389 pupils. In July 2015, Kent County Council announced the closure of the Chaucer Technology School due to low pupil intake. Some of the existing school buildings have been derelict since, whilst others are rented by the Performance School and Metropolitan Police for training.
7. Evidence of demand for school places and available capacity is provided by planning area for both the Kent Commissioning Plan and the annual return to the Department of Education (the School Capacity Collection). Kent is deemed a wholly selective authority with 32 selective (grammar) schools receiving around 25-30% of annual Year 7 cohort, operating alongside the 65 non-selective (comprehensive) schools.

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8. There are three 'planning groups' which are within Canterbury District or which cross the District boundary. The Grammar Planning groups covers Canterbury and Faversham and is based on patterns of travel to school. There are two non-selective Planning Groups: Canterbury Coastal and Canterbury City, although a high proportion of secondary age children resident in the coastal towns or Herne Bay and Whitstable, travel into schools in and around Canterbury City. The demand for a new school to serve the Canterbury non-selective pupil population was identified in previous iterations of the Kent Commissioning Plan for Education provision and is reflected in the current Plan 2019-2023.
9. The table below is an extract from the Canterbury Secondary section of the Plan, which shows the Year 7 surplus/deficit if no action is taken and planned housing is delivered:

	2017-18 capacity	2017-18 (A)	2018-19 (F)	2019-20 (F)	2020-21 (F)	2021-22 (F)	2022-23 (F)	2023-24 (F)	2024-25 (F)	2024-25 capacity
Canterbury City Non-Selective	550	7	-49	-81	-119	-135	-191	-201	-198	530
Canterbury Coastal Non-Selective	625	105	117	74	28	36	-1	-16	23	618
Canterbury and Faversham Selective	580	-15	-35	-37	-63	-72	-115	-133	-111	575

10. The need to provide a new school for opening in September 2021 on the former Chaucer Technology School site was agreed by the Education Authority, following applications made to the Department for Education, based on identified and published need set out within Kent's Commissioning Plan. In recent years Canterbury Academy and Spires Academy have both been expanded to meet growing demand arising from a growing primary age population and planned new housing for the area. Feasibility work is being carried out to look at options to meet a growing demand on the coast. Despite these expansions, demand continues, and the new secondary school planned on the former Chaucer Technology School land is a key part of meeting the growing demand for secondary school places.

Recent Planning History

11. The most relevant recent site planning history is listed below;

CA/07/743

A new 2-storey sixth form teaching block providing 4no. general teaching rooms, 5no. seminar rooms, a students social area with associated kitchen and dining facilities, a meeting/assembly space, 2no. staff offices and toilet facilities and creation of a pedestrian access onto Pilgrims Road. Granted with conditions.

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CA/06/1187	Erection of fencing along school playing field boundary. Granted with conditions.
CA/03/1194	Extension to existing car park using grasscrete blocks to create additional parking. Granted with conditions.

Proposal

12. The planning application seeks permission for the erection of a new 5 forms of entry (FE) secondary school on the former Chaucer Technology School site. The scheme is comprised of:
 - A 2-3 storey teaching block of circa 7,200sqm;
 - A smaller 2-storey sports block circa 1,200sqm;
 - A Multi-Use Games Area (MUGA);
 - Hard and soft landscaping;
 - Retention of the existing playing fields;
 - Creation of two new vehicular and pedestrian entrances along Spring Lane; and
 - Provision of 98 parking spaces (including 2 dedicated visitor and 4 DDA parking spaces) and 36 cycle parking spaces.
13. The applicant advises that the design approach has been considered to ensure that the visual scale and mass respond positively to the local context whilst also respecting the amenities of the existing residents. The proposal would effectively utilise a previously developed site by demolishing the existing school and constructing a replacement building in its place. This proposal seeks to construct a 2-3-storey school building positioned at the western end of the development area of the site. While similar in the total area of the former Chaucer Technology School, the proposed school has a smaller building footprint as it is arranged in a more efficient way, with accommodation set over 2-3 storeys. This allows for the creation of substantially larger outdoor play and sports facilities for the school while reducing the expanse of the built form on the Spring Lane frontage.
14. The applicant further advises that the design proposals were developed around the following concepts:
 - The articulation of building mass to improve response to site context and boundaries;
 - To create and highlight building entrances through architectural form;
 - The position of the sports block at the front of the site encourages community use through its prominent location;
 - The main school building and sport block use a considered palette of materials, that is articulated through the architectural form of both buildings to create a strong visual harmony between the two separate structures;
 - The buildings are positioned on the site to integrate the secure line and to maximise the south-facing aspect through the creation of a courtyard playground;
 - Entrances to the site have been created to ease traffic flow on and off the site, with a designated pedestrian only entrance;
 - The main school building is organised around a central atrium that contains the main dining spaces and creates the 'heart' of the school, and

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- Teaching spaces are organised rationally in ‘wings’ that stem from the main atrium with informal breakout spaces around and below smaller atria.
15. The proposal adopts a modern design approach using quality materials including brick, metal cladding and curtain walling. The external material choices on the building have been specially selected in respect of appropriateness in a school environment, robustness and suitability within the local context. In accordance with Local Plan policy DBE1, the proposed school would be designed according to BREEAM ‘very good’ principles and would employ measures to reduce carbon emissions. A building which accords with this standard would comprise a much more environmentally sustainable building than the former school, creating significant environmental benefits. The proposal also retains the existing tree line along Spring Lane and introduces additional trees around the site to provide additional screening of the proposed development.
 16. The main school building entrance is proposed to be set back into the site off a central shared pedestrian piazza, creating a paved piazza area with benching. There would be a direct access into the visitor’s entrance, which would be securely controlled, with good aspect from the main reception to monitor visitors approaching the building. In addition to the main entrance, three designated pupil entrances would provide additional points of access into the building at the beginning and end of the school day. The main hall would be positioned on the ground floor on the northern façade of the building and allowing for the facility to become part of the active frontage of the school. The main hall has been designed to accommodate assemblies of over 330 pupils with lecture theatre style seating, that would also act as a connection to the music suite on the first floor. The adjacent drama space would be connected through a sliding folding partition to allow this to open out and maximise capacity as well as providing a dedicated staging area. The main atrium area is proposed to be located above the dining area. It would be made up of two atriums which would be split by a central link bridge connecting the music suite at first floor and ICT at the second floor. The use of large rooflights would allow natural daylight to flood into the space all the way through the building. Alongside the main atrium, both teaching wings have been designed to create central breakout teaching spaces between the flanking classrooms. To ensure excellent natural daylight to these spaces, there would be atriums linking through the building with rooflights providing natural daylight.
 17. The proposed 2-storey sports block has been developed as a standalone facility linked to the main school building through form and design. The separation of the buildings has been driven not only by constraints of the site but to also to provide the option of segregating this facility for out of hour/community use. This proposed building would be made up of a main central entrance area, changing facilities to suit internal and external sports, a 4-court sports hall and an activity studio (dance) located at first floor.
 18. The former Chaucer Technology School playing fields are proposed to form part of the new school site and would provide a total area of 44,100sq.m of playing field, which is in excess of the 42,750sq.m required by BB103. The school would therefore be well provided for in terms of outdoor sports provision. Currently these areas have been formerly marked out and are able to support the following sports provision the main lower field:
 - 2 x senior football pitches;
 - 1 x senior rugby pitch;
 - 1 x 9 wicket cricket oval;

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- 1 x 400m, 8 lane running track, and
 - A full array of athletic field events, including javelin, discus, hammer and shot putt.
19. The middle field would also support a 1 x U16 football pitch. Currently the upper field is not used for sport but could be returned to use if required by the school in the future and could support a further U16 football pitch. In addition, this application proposes a 3 court MUGA to the south east of the proposed school building. Floodlighting of the MUGA is not proposed.
20. In terms of access, it is proposed that the existing vehicular access along Spring Lane would revert back to a pedestrian access only. Two new vehicular and pedestrian entrances would be created along the northern boundary of the school site onto Spring Lane. It is also proposed that the eastern most entrance off Spring Lane would serve as a new access for the retained nursery which would remain located on the school site. This would provide a clear separation between the school and nursery in terms of access and circulation, in order to ensure a clear separation in identity between the two and for secure and safe-guarding objectives. The newly formed western entrance would act as a vehicle 'entry' only for the new school, ensuring that only school related traffic crosses directly in front of the new building and creating an internal one-way traffic system. The new eastern entrance is proposed to act as both an 'exit' for all school vehicles and also as a separate 'entry and exit' for the nursery vehicles.
21. The planning application proposes to provide a total of 98 car parking spaces for use by the school, including 2 dedicated visitor parking spaces and 4 DDA complaint parking spaces. 2 spaces would be electric vehicle charging bays. In addition, it is also proposed to provide the school with 4 minibus parking spaces and a dedicated delivery bay/coach pick up and drop off facility. There would also be provision for up to 156 covered cycle parking spaces and initially a total of 36 cycle parking spaces would be provided when the school would first open as there would only be one year's intake of pupils. It is proposed that the school would then monitor the ongoing demand for cycle parking as the pupil numbers increased.
22. The new school would be a 5FE secondary school with a sixth form for 1050 pupils aged between 11-18 years and it would be organised that the secondary school would have 750 pupils and the sixth form would have 300 pupils. It is currently proposed to employ between 70 to 80 members of staff.

Planning Policy Context

23. The most relevant Government Guidance and Development Plan Policies summarised below are appropriate to the consideration of this application:
- (i) **National Planning Policy Framework (NPPF) February 2019** and the **National Planning Policy Guidance** (first published in 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

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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:

- Consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people;
- Achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Taking a positive approach to applications that make more effective use of sites that provide community services such as schools, provided this maintains or improves the quality of service provision and access to open space and making decisions that promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions;
- Ensure that planning policies and decisions provide the social, recreational and cultural facilities and services the community needs, by planning positively for the provision and use of shared spaces and community facilities such as sports venues or open spaces to enhance the sustainability of communities and residential environments;
- Meeting the challenge of climate change and flooding and incorporating SuD's;
- Conserving and enhancing the natural environment;
- Ensure that planning policies are based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. Through access to high quality open spaces and opportunities for sport and recreation, an important contribution to the health and well-being of communities can be achieved;
- Ensure that planning policies and decisions should aim to achieve healthy, inclusive places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs through the provision through the provision of sports facilities.
- Ensure that existing open space, sports and recreational buildings and land, including playing fields, are not be built on unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;

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- Planning policies and decisions should prevent unacceptable risks from pollution and land instability and should ensure that new development is appropriate for its location;
- Planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; and to mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from the development, whilst recognising that development will often create some noise;
- Encourage through good design and planning policies the requirement to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

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.*

- (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. In particular, the Policy states that the Government wants to enable new schools to open, good schools to expand and all schools to adapt and 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.

(iii) **Canterbury District-Local Plan (July 2017) – Policies:**

Policy SP1 Sustainable Development. This states that when considering developments, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy EMP9 Education Needs. This states that the City Council will work with the Education Authority and other school and education providers to ensure that provision is made for educational needs, including those arising from new development.

Policy OS9 Protection of Existing Open Space. This policy states that proposals which would result in the loss of protected existing open space (as identified on the proposals map) will only be permitted if there would be no material harm to the contribution the open space makes to the visual or recreational amenity of the area; the open space has been assessed by the City Council as making no positive contribution to its overall open space strategy; where there would be material harm this would be balanced against demonstrable need for the development; and there are no alternative sites available to accommodate the proposed development and any harm could be offset by the provision of other open space.

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- Policy DBE1** **Sustainable Design and Construction.** States that all development should respond to the objectives of sustainable development. Development schemes will be required to incorporate sustainable design and construction measures to show how they respond to the objectives of sustainable development.
- Policy DBE2** **Renewable Energy.** Ensure that any proposed development that includes renewable equipment within its application is given sufficient weight to the environmental, social and economic benefits and has considered the mitigation of any adverse impacts.
- Policy DBE3** **Principle of Design.** Ensure that any proposed development to be well designed, of high quality, sustainable and to promote the distinctive character, diversity and quality of the Canterbury District. New development must contribute positively to its local context and create attractive, inspiring and safe places.
- Policy DBE5** **Inclusive Design.** States the requirement for all developments to meet the highest standards of accessibility and inclusion. Proposals should ensure that they can be used and accessed safely and easily by all and are flexible and responsive to users needs.
- Policy DBE9** **Outdoor Lighting.** Seeks to ensure that proposals for outdoor lighting does not adversely impact on their surrounding environment.
- Policy LB9** **Protection, Mitigation, Enhancement and Increased Connectivity for Species and Habitats of Principal Importance.** This policy states that all development should avoid a net loss of biodiversity/nature conservation value and actively pursue opportunities to achieve a net gain, particularly where there are wildlife habitats/species identified as Species or Habitats or Principal Importance; there are habitats/species that are protected under wildlife legislation; or where the site forms a link between or buffer to designated wildlife sites.
- Policy HE1** **Historic Environment and Heritage Assets.** This policy states that the City Council will support proposals which protect, conserve and enhance the historic environments and the contribution it makes to local distinctiveness and sense of place. Amongst other matters, it goes on to state that where development would harm the significance of heritage assets, it would be permitted if the loss would be outweighed by the benefit of bringing the site back into use. Any development affecting a heritage asset will be required to submit a Heritage Statement.
- Policy HE11** **Archaeology.** This policy states that for planning applications where there is the potential for an archaeological heritage asset, the application must include a desk-based assessment. Where potentially significant archaeological heritage assets may exist, field evaluations will need to be carried out. Where development affects a heritage asset, the archaeological remains should be preserved in situ, but if

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this is not possible archaeological recording should be undertaken in accordance with a specification agreed with the County's Archaeological Officer.

- Policy QL1** **Social Infrastructure.** This policy states that proposals for new buildings or uses for local communities to provide social infrastructure and community facilities will be encouraged and granted planning permission on the basis that any new building is appropriately designed and located, and highway safety and residential amenity would not be prejudiced.
- Policy T9** **Parking Standards.** The policy states that the City Council will have regard to the local parking standards set out in appendix 4 of the Local Plan. Where cycle parking is provided it should be convenient, secure, covered and where possible complemented by showering and changing facilities.
- Policy T17** **Transport Assessment and Travel Plans.** This policy states that development proposals considered to have significant transport implications are to be supported by a Transport Assessment and where applicable a Travel Plan.
- Policy CC4** **Flood Risk.** This policy requires all sites within Flood Zone 2 or 3 and sites larger than 1ha in Flood Zone 1 to be accompanied by the Flood Risk Assessment (FRA). Measures identified to mitigate effects shall be installed and maintained as informed by the findings of the FRA.
- Policy CC11** **Sustainable Drainage Systems.** This states that all development applications should include drainage provision to ensure that surface water is appropriately controlled within the development site, and that the risk of on-site or off-site flood risk is not exacerbated by the development. Surface water run off should be managed as close to its source as possible using the Council's hierarchy of discharging into the ground, to a surface water body, to a surface water sewer, highway drain or other drainage system, and to a combined sewer when there are no other options. Approval for the design of long-term management and maintenance of SuDS will be required prior to commencement of development.

Consultations

24. **Canterbury City Council:** Raises no objection to the proposed application.

Kent Highways: Raises no objection subject to the imposition of conditions, including the provision and permanent retention of the vehicle and cycle parking facilities and vehicle loading/unloading and turning facilities; implementation of the School Travel Plan and to be reviewed regularly; completion and maintenance of the accesses; extension to the existing 20mph speed limit School Safety Zone and progress a Traffic Regulation Order; all highways works/changes to be completed via a Section 278 Agreement; gates to open away from the highway and be set back 6m; vehicle accesses to must be

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open during school start and finish times and 30 minutes prior to school opening and closing times; submission of a Construction Management Plan, and visibility and accesses into the site be kept clear through the applicants best endeavours to progress the installation of double yellow line parking restrictions. Kent Highways also has the following comments:

“When the site previously operated as a school it had a pupil role capacity of 1,389 pupils, and this included 208 of which were estimated to be sixth form pupils. This is notably more than the 1,050 pupil capacity (along with 300 sixth form pupils) proposed in this application currently being considered. Based on these numbers there would be a decrease in trip movements generated by this site compared to the existing approved school roll/numbers, as such the Highway Authority cannot reasonably request mitigation and highway alterations in the wider area.

The applicants have confirmed that the internal loop road will be kept open at school start and finish times and can be used for parent drop off to help reduce queuing and dropping off movements in Spring Lane and the nearby pupil highway. This will need to be secured via a planning condition. I also note that 2 charging points are to be provided to ensure some electronic vehicle charging provision is available on site.”

Archaeology: Raises no objection subject to the imposition of a condition and has the following comments:

“The application was accompanied by a Desk Based Assessment (DBA). This DBA provided a good account of the site’s archaeological potential. It notes that the site has the potential to contain archaeological remains from a variety of periods as a result of its location in a favourable situation in the hinterland of Canterbury, which has acted as an important settlement focus since the Iron Age. Additionally, the DBA notes the potential for remains of WW2 date associated with anti-invasion defences along the railway line.

The redevelopment of the school site could impact upon archaeological remains. It is recommended that provision is made in any forthcoming planning consent for a programme of archaeological work.”

KCC’s Conservation Officer: Raises no objection to the planning application and has the following comments:

“I can confirm that no designated heritage assets would be physically affected by the implementation of the proposed development. The site does not lie within the setting of the adjacent Little Barton Farm Listed Building and Conservation Area, and therefore is not considered to contribute to its significance. Finally, the proposed development will have no impact on the setting, and in turn significance of any heritage assets that lie within the study area of the Archaeological Desk Based Assessment document.”

KCC’s Biodiversity Officer: Raises no objection subject to a condition and has the following comments:

“The submitted ecological report has carried out the required range of protected species surveys and has taken into consideration any detrimental impacts. The buildings on site have been assessed as having negligible roosting potential for bats and subsequently no further surveys have been recommended. We are satisfied with

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the conclusions of the ecological report in relation to any potential impacts that the proposed development may have on any protected species. As there is habitat for breeding birds on site, we recommended that a condition that protects breeding birds is attached to any granted planning application.

Furthermore, the proposed development provided opportunities to incorporate features into the design which are beneficial to wildlife, such as native species planting and the installation of bar/bird nest boxes. We advise that measures to enhance biodiversity are secured as a condition of planning permission, if granted.”

KCC’s Sustainable Drainage Officer: Raises no objection subject to the imposition of conditions requiring the submission of detailed sustainable surface water drainage scheme, and that no building be occupied until a verification report is submitted and agreed with the County Planning Authority.

Environment Agency: Raises no objection subject to the imposition of conditions including dealing with any potential contamination being found present, no infiltration of surface water drainage into the ground, and no piling or other foundation designs using penetrative methods to be permitted, unless with the express written consent of the County Planning Authority. The EA also requested that two Informatives were added covering further information about piling and the CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2).

Sport England: Raises no objection to the planning application and has the following comments:

“The proposal relates to, in part, the construction of a replacement MUGA and a new sports hall. Both the MUGA and sports hall area will be marked out for games court use to meet Sport England/NGB specifications and represents a qualitative improvement on sports provision at this site. In addition, the facility does not impact on any existing sports pitches or the potential to site additional sports pitches in the future.

Consequently, Sport England are of the view that the proposal meets exception 5 of our playing field policy, in that:

‘The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.’”

Network Rail: Has the following observations to make:

The developer must ensure that their proposal, both during construction and after completion of the works in site, does not:

- Encroach onto Network Rail land;
- Affect the safety, operation or integrity of the company’s railway and its infrastructure;
- Undermine its support zone;
- Damage the company’s infrastructure;
- Place additional load on cuttings;
- Adversely affect any railway land or structure;

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- Over-sail or encroach upon the airspace of any Network Rail land, and
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

Network Rail have also stated that the developer should comply with the requirements for the safe operation of the railway and the protection of Network Rail's adjoining land, which include that any future maintenance can be conducted solely on the applicant's land; that storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail; that all cranes and mechanical plant working adjacent to Network Rail's property must be carried out in a 'fail safe' manner to ensure that no plant or materials are capable of falling within 3m of the boundary with Network Rail; that any scaffolding which is constructed within 10m of the railway boundary fence must not over sail the railway and protective netting is used around such scaffold; that where piling plant is used details of the machinery and a method statement is submitted to Network Rail for approval; that the developer provide and maintain a substantial, trespass proof fence along the development side of the existing boundary fence and to a minimum height of 1.8m; that any lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains; that the potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework, and that any landscaping must be carefully considered in terms of species and the distance of planting away from the railway line.

Network Rail have requested that they would like to be involved in the approval of any landscaping scheme adjacent to the railway.

Local Member

25. The local County Member Mrs Linfield was notified of the application on 16 August 2019. Mrs Linfield has made comments on the application which are summarised below.

- The Transport Assessment fails to mention the proximity of the site to the A257 and is incomplete as it does not mention new, proposed or allocated housing sites in the vicinity of the school site, and that the maps used are out of date.
- A total of 4 housing developments have been omitted and no consideration has been given to children who will travel through from the other side of Canterbury on the A28 link, from the Howe Barracks site or from villages to the east of Canterbury.
- Request for a safe crossing point on the A257 and a reduction on the speed limit from 40mph to 30mph.
- The draft School Travel Plan fails to mention if electronic vehicle charging points are to be provided.
- It also fails to mention that there will be an increase in numbers of cars travelling to and from this site and that nothing is being done to alleviate the extra pollution.
- As there will be an increase in the volume of traffic along Spring Lane, a 15mph speed limit is requested.
- Concern about additional pollution as well as lack of sustainability in the building, with a lack of solar panels, car charging points, water collection, recycling.
- Concern about disposal of asbestos.
- Concern about construction work on a Saturday.

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Publicity

26. The application was advertised by the posting of a site notice and the notification of 450 neighbouring properties and an advertisement was placed in the local newspaper on 22 August 2019.

Representations

27. A total of 7 representations have been received to the planning application. 2 representations objected to the application, 2 representations were in support of the application and 3 representations raised comments. The main points are summarised below;

Objections

- Noise, anti-social behaviour and parking difficulties will revert to those in place when the previous school was operational.
- If the school reopens the roads are going to become worse due to traffic (speeding) and parking. The council should think about putting drives for the council properties to help with the parking and this should stop people parking on the estate as they then can put parking meters on the roads.

Comments raised

- Concern about large articulated lorries along Spring Lane during the construction phase, as there is extensive car parking on the approach to the site staggered on each side of the road.
- Whilst it is fantastic news that the school will be rebuilt thereby serving the children and families of the area once again, I have concerns for the safety of the students of both the secondary and Pilgrims Way Primary School, as well local residents concerning the parking of buses on the road outside the school when dropping off and collecting the students, which used to be an issue.
- Dedicated bus laybys/an area off the road/on the school grounds for buses should be considered to help alleviate congestion and potential accidents in the area.
- Concerns as to the safety of people using the junction of Sussex Avenue onto Spring Lane, as the increased traffic is going to use that junction will cause chaos, not only for the new school but also for Pilgrims Way children, many who go in cars and come out at that junction.
- This is an area of high student occupation which brings many vehicles to the area and is also a rat run.

Support

- I look forward to the regeneration of the site.
- At least something that is desperately needed is being put forward.
- A new state of the art school where young people can excel.
- I hope that no more time is wasted, and this school gets to go ahead as soon as possible.

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Discussion

28. In considering this proposal regard must be had to Development Plan Policies outlined in paragraph (23) 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, 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.
29. This application is being reported for determination by the Planning Applications Committee due to the letters of representation received objecting or commenting to the planning application as set out in paragraph 27. In this case, the key determining factors, in my view, are the principle of the development and educational need, siting and design, residential amenity, highway and access matters, archaeology/heritage, sustainable design, drainage, landscaping, and construction matters.

Principle of Development and Education Need

30. In the Government's view, the development of schools is strongly in the national interest and planning authorities should support this objective, in a manner consistent with their statutory obligations. In considering proposals for the creation, expansion and alteration of schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework and reflected in the Policy Statement for Schools. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to develop state funded schools, and making full use of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in paragraph 55 of the NPPF.
31. Planning policy guidance in the form of both the NPPF and the Policy Statement for School Development are strongly worded to ensure that proposals for the development of state funded schools should, wherever possible, be supported. The policy support and guidance is set out in paragraph 23 above and in summary states that there should be a presumption in favour of the development of state funded schools; that planning authorities should take a proactive, positive and collaborative approach to meeting this requirement; and that any refusal would have to be clearly justified. Furthermore, at the local level Policy EMP9 of the Canterbury City Local Plan states that the City Council would work with the Education Authority to ensure that provision is made for educational purposes.
32. The planning application site, which is previously developed land, falls within the urban area boundary of Canterbury, which is the principle focus for development under Local Plan Policy SP4. The site has also been in educational use since 1967 and therefore provides an ideal opportunity for redevelopment for educational purposes. The existing playing fields are designated as 'Existing Open Space', however the playing fields would be retained as part of the proposed development and would continue to be used as sports pitches. As such the proposal would not affect any of the designated open spaces, and the proposal accords with Local Plan Policy OS9.

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33. As set out in paragraphs 8 to 10 of this report, there is an identified need for additional Secondary School places within Canterbury, hence the Education Authorities agreement to provide a new school on the former Chaucer Technology School site. The existing school buildings are not fit for purpose and would require significant structural work to create a school environment that would comply with modern standards (see paragraph 3). In addition, the proposed scheme would make more effective use of the site by introducing a building with a smaller footprint whilst also delivering associated facilities including a separate Sports Block, MUGA, playing fields and landscaping across the site. I am therefore satisfied that this proposal would deliver much-improved teaching and learning spaces for local pupils on a former education site, subsequently enhancing the educational facilities in Canterbury and meeting the identified need for secondary school places in the Canterbury area.
34. The site falls within a built-up area on a previously developed site and the principles of a school being on this site has previously been established. There is planning policy support at both local and national level for the provision of new and improved educational facilities. Furthermore, the proposed planning application would meet an identified need and would significantly improve the educational facilities at the School, which would benefit local school pupils and staff as well as the local community. It is therefore considered that the replacement school is acceptable and would be in accordance with the NPPF, the Policy Statement for School Development, and Local Plan policies SP1 and EMP9. I would therefore not raise a planning objection on this matter.

Siting and design

35. The proposed replacement buildings would be located to the western part of the application site (please note that the most western part of the existing school site is not included within this planning application) and this is proposed to avoid encroaching on the playing fields that are located at the eastern end of the site. It is proposed to create a school 'street frontage' and providing the proposed Barton Court Academy Free School with an active presence within the local community. The proposed scheme would make more effective use of the site by introducing a building with a smaller footprint. The main school building would be 2-3 storeys in height, which would introduce further variation in height, would have a flat roof and would be set back from Spring Lane with parking and circulation areas between the school and Spring Lane. The proposed 2-storey sports hall would be located on the higher part of the site and thus utilising the existing site levels.
36. The proposed design has been prepared to respond positively to the character and appearance of the locality and as such would not result in overdevelopment. The predominant material of the new school building are proposed to be red brick with strategically placed metal cladding to provide visual relief to the mass. The proposed development would be sufficiently well separated from the site boundaries and would not in my view result in a cramped form of development in relation to the site and its boundaries and other surrounding buildings.
37. The proposed school buildings would be modern in design and appearance and would occupy a smaller footprint than the buildings they would replace due to a more efficient layout. Overall it is considered that the siting and layout of the school buildings would be appropriate for this site and would comply with the aims of Policies DBE3 and QL1 of the Local Plan. I would therefore not raise a planning objection on these matters.

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Residential Amenity

38. National Planning Policy Framework (paragraph 17) states that it is a core planning principle that a good standard of amenity is achieved for all existing and future occupants of land and buildings. This is reflected in Local Plan Policy DBE3, which seeks to ensure that new development is compatible with neighbouring buildings and spaces and does not lead to unacceptable loss of amenity through overlooking, noise or vibration, light pollution, overshadowing, loss of natural light, or sense of enclosure. The protection of surrounding residential amenity has influenced the design and layout of the proposal. Careful consideration has been given as to how the proposed scheme would address the adjoining neighbouring properties, and how its design and massing could minimise any impact to an acceptable level.
39. The site is in relatively close proximity to the residential properties along Spring Lane. Whilst there has previously been a relationship between these properties and the existing school buildings, the protection of surrounding residential amenity has been an important influence on the design and layout of the proposal. Careful consideration appears to have been given to potential impacts on the amenity of these properties with regard to visual intrusion (overbearing), overshadowing, loss of privacy, noise nuisance and light intrusion. In particular, the new buildings have been sited to the centre of the existing built form, with the most western section of the existing school not being redeveloped.
40. Whilst the separation distance between the residential properties and the new main building are considered to be adequate, the façade closest to the neighbouring properties has deliberately been designed with minimal windows. This, together with the existing and proposed screening along the site frontage, would reduce any issues of overlooking or loss of privacy to an acceptable level. Given the above, the proposal would not have a harmful impact on the amenities of nearby residents and therefore the proposal is considered to be acceptable in this respect and is in accordance with the NPPF and Canterbury City Council Local Plan Policy DBE3. I would therefore not raise a planning objection on this matter.

Highway Matters

41. Local residents have raised objection to this application on highway, traffic and parking grounds, and consider that the development would result in an increase in traffic and parking during the school day and that this would affect the safety of pedestrians in the vicinity of the school.
42. Vehicle access to the site is currently taken from Spring Lane to the east of the existing school buildings. This access measures approximately 4.5m in width and provided access to a number of internal parking areas, comprising 113 parking spaces. A footway is provided along the western side of the internal road. Spring Lane measures approximately 6m in width and routes in a general east to west direction along the northern boundary of the site. The road is subject to a 20mph School Safety Zone for a point approximately 25m east of the existing access to its junction with Pilgrims Road and Pilgrims Way and encompassing Pilgrims Way Primary School, which is located to the south of Pilgrims Way and located on the other side of the railway line. There is traffic calming provided along Spring Lane in the form of speed cushions. In addition, a 'build-out' is present immediately to the east of Russet Road. Whilst there is still

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sufficient space for two cars to pass in this location, this feature acts to slow traffic routeing along Spring Lane.

43. Parking restrictions are provided along much of Spring Lane, with a mixture of double and single yellow lines present. Where single yellow lines are provided, these restrict parking between the hours of 09.00 to 10.00 and 14.00 to 15.00 Monday to Friday. Adjacent to the school playing fields, marked parking bays are provided along the southern side of Spring Lane. No restrictions are present on these bays, except for a single space reserved for disabled users.
44. Footways are provided on both sides of Spring Lane, to a point approximately 55m east of the existing site access. At this point the footway continues on the northern side of the carriageway only. Within the vicinity of the site, footways measure at least 1.8m in width and are subject to street lighting and dropped kerbs with tactile paving. Bus stops are located to the west of the existing site access on Spring Lane. A bus cage is provided on the southern side of the carriageway, measuring approximately 118m in length. Five raised kerbs are provided along this length to facilitate bus boarding. On the northern side of the carriageway a bus cage measuring approximately 19m in length is provided.
45. As mentioned in paragraph 20, the existing access would become a pedestrian access and it is proposed to provide two new accesses which would introduce a one-way route through the site. The entrance to the site would be provided approximately 40m west of the existing access and provide entry only for all vehicles. A second access would be provided approximately 30m east of the Spring Lane/Sussex Avenue junction and would provide a two-way access. This access would provide an exit for users of the secondary school and would act as an entrance and exit for the existing nursery located on the previous school site. Both accesses would be 6.0m in width and achieve visibility splays in accordance with a 20mph speed limit. Gates would be provided at each access and would remain open for the entirety of the school day with an internal barrier which would be operated by an intercom system. Additionally, the existing footpath along the southern side of Spring Lane is proposed to be extended into the new eastern access into the site.
46. Other off-site highway works propose shortening the existing bus cage on the southern side of Spring Lane from 118m to 60m (due to the new proposed eastern access) and this would have the capacity to accommodate three buses. The raised bus boarders would be re-provided in appropriate locations, with two boarders removed. It is also proposed to extend the existing 20mph School Safety Zone to accommodate both accesses to the site. This would be the subject of a Traffic Regulation Order (TRO) following the granting of a planning permission. Finally, in order to accommodate the eastern access and its associated visibility splays, approximately 20m of designated on-street parking would be lost. This would equate to just over three car parking spaces. These spaces are proposed to be re-provided on the southern side of Spring Lane, between the two proposed access points of the site. Kent Highways have been consulted on these proposals and raise no objection subject to planning conditions to ensure that all highways works/changes are completed as shown on the submitted plans (via a Section 278 Agreement and a TRO).
47. A total of 98 parking spaces are proposed at this site and this includes 4 DDA complaint parking spaces. These parking spaces are intended to accommodate both staff and visitors to the site. In addition, 4 minibus parking spaces are included in the

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planning application. A total of 156 covered cycle parking spaces are also proposed and initially 36 cycle parking spaces would be provided when the school would first open as there would only be one year's intake of pupils. It should also be noted that the MUGA will be designed in such a way that it could be used for overflow parking during events at the school. The Kent and Medway Structure Plan: SPG4 sets the maximum parking standards for non-residential development in Kent. These standards prescribe a maximum parking quantum of one space per member of staff plus 10 percent, which in this case would equate to a maximum provision of 88 parking spaces. It is noted that the level of parking proposed is in slight exceedance of these standards, however it is not considered that this would be to the detriment of highway safety or capacity.

48. Kent Highways have requested that a drop off facility is provided for parents dropping off or collecting their children, and so the internal access road would be used for this purpose. To this extent Kent Highways have requested that a condition is added to the planning consent requiring that the vehicular accesses to the site must be open during school start and finish times and for 30 minutes prior to school opening and closing times, to allow use by parents/guardians for the purpose of dropping off pupils within the school grounds to reduce congestion and inconsiderable parking or stopping on the public highway.
49. As the school is not yet operational, to understand the likely mode share of pupils and staff travelling to and from the new school data has been sourced from existing School Travel Plans of other secondary schools within Canterbury and applied to the total number of pupils and staff that would be at the site if it were operating at full capacity. The results predict that the majority of pupils (40%) would have travelled to the site by bus, and that 27% of pupils would have walked to school. It is predicted that some 21% of pupils would arrive by car (not including car sharing). With regard to staff travel, the majority are predicted to arrive by car (73%), with a proportion also likely to have arrived at the site on foot. It should be noted that the proposed Barton Court Academy Free School would have less pupils than the Pupil Admission Numbers (PAN) of the former Chaucer Technology School and a residual trip attraction of the site has been calculated by subtracting the existing trips (based on a pupil roll/capacity of 1,389 pupils) from the proposed development trips (based on a pupil roll of 1,050 pupils). This calculation shows that the proposed development would be likely to lead to a reduction in vehicles trips between the old school and new school. As the proposed site could theoretically operate as a secondary school with consented highway movements in excess of the current proposal, this current application would result in a reduction in trip movements generated by this site. Given this information, it is not considered that the development proposal would lead to any significant or severe impacts on the local highway network. Kent Highways have acknowledged this and have raised no objection to this application, subject to the conditions referred to above.
50. Objections were also raised on parking grounds and that parking around the school site would increase as a result of the school re-opening. The school is proposing to provide a staff and visitors car park, as well as allowing parents onto the school site both in the morning and afternoon to allow children to be dropped off within the school site. This should assist in reducing the amount of vehicles stopping or parking in the vicinity of the school. Delivery vehicles would also be allowed onto the site. A parking survey has been undertaken on the local highway network to support the case that sufficient space is available to facilitate the pick-up/drop-off of pupils, as well as to accommodate any limited parking which may be associated with sixth form pupils. Streets in the

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vicinity of the school site were surveyed and took into account the location of double yellow lines, single yellow lines, bus stops, pedestrian crossings and dropped kerbs. A distance of 5.5m was allowed for each parked car and areas within proximity of junctions was also excluded. The parking stress (is the recognised approach to showing the usage level in percentage terms and these percentage results are used to highlight the level of parking in the agreed survey area) for the survey area ranged from 12% to 76% (Spring Lane). The average parking stress was recorded at 54% with a total of 367 spaces recorded as unoccupied during the surveyed period. During the school peak hours, the average parking stress was 52% from 08-00 to 09.00 hours and 56 % from 15.00 to 16.00 hours. Given this, it is not considered that the whole area is under parking stress. Kent Highways were consulted on this planning application and raised no objection.

51. Furthermore, a request was received to provide the council owned properties in the area with drives to help with parking and to prevent people parking on the local estate roads. Unfortunately, this request is outside of the remit of this planning application as any works would be outside of the land ownership of the applicant and effectively on third party land. In addition, the roads in the vicinity of the school are public highway therefore and every driver has a right to drive along these roads subject to any parking restrictions and to park on them. As the parking survey, referred to above, demonstrates that there is sufficient parking capacity in the vicinity of the school and that no further parking restrictions are necessary as part of this planning application apart from the works proposed immediately outside of the school.
52. Comments have been raised by the local Member regarding the Transport Statement and draft School Travel Plan, as summarised in paragraph 25, that the Transport Statement (TS) that accompanied this planning application was both incomplete and inaccurate. Kent Highways were consulted on this planning application and the Transport Statement and raised no objection. The applicant has confirmed that at the time of preparing and writing the TS, the information presented was as up to date as possible. The description of the land to the east of the site is accurate and according to the Local Plan Proposals Map 2017, there are no plans for housing development to the east of the site on Spring Lane. The applicant also confirmed that the redevelopment of the old St Martins Hospital was actually located approximately 370m to the north of the site.
53. Kent Highways also confirmed that if this planning application were of a scale which would require detailed junction modelling then the applicants would have been required to ensure committed and allocated developments (such as Howe Barracks) were included in the modelling and assessment figures. However, this application is proposing to rebuild and re-establish an already approved use as a secondary school, which would have less capacity than the previous operating school that was on the site. As such the site would not result in any notable traffic generation above the already approved use of the previously known Chaucer Technology School. Given the above there is no identified justification to provide a pedestrian crossing as a result of this application.
54. With regard to bus travel, the applicant has considered that the majority of pupils accessing the services on the A257 would do so from the bus stops located to the west of Windmill Road. There are two routes to these stops for pupils, the first via Russet Road and Warwick Road using the network of informal footpaths (approximately 650m) and the second via Sussex Avenue, Kent Avenue and Warwick Road (approximately

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778m). The route to the stops to the east of Warwick Road would be approximately 726m in length and therefore not substantially shorter than the routes to Windmill Road. Furthermore, a signalised crossing is provided to the west of Windmill Road, and a staged, uncontrolled crossing is provided to the east, providing safe crossing facilities to the eastbound bus stop. Pupils using the eastbound stop adjacent to Warwick Road would have no crossing facilities and would be forced to congregate in a small area owing to the lack of a footway provision on the northern side of the A257 in this location. All of these bus services which stop at the Warwick Road stops (in fact more services stop at the Windmill Road stops) and therefore it is not considered that there would be any incentive for pupils to use the Warwick Road stops. Given this, it is not considered that a crossing or change in speed limit should be required as a result of the proposed development.

55. A draft School Travel Plan has been produced to accompany the planning application. Given that the school is not yet occupied, no base travel data is available and therefore interim targets have been set. These are included in the Travel Plan and would be adjusted once travel surveys have been undertaken at the new school. Targets would be set such as to reduce staff travelling to the site in single-occupancy vehicles by at least five percent in the first five years and reduce the proportion of pupils travelling by car by at least ten percent in the first five years. This would be a working document which would be required through a planning condition, should planning permission be granted, and would need to be updated regularly once the school was operational.
56. Furthermore, a 15mph speed limit has been requested due to the possible increase in the volume of traffic along Spring Lane. Firstly, it should be remembered that this site operated as a school site until September 2015, and therefore there was traffic associated with the school travelling along Spring Lane previously. However, I suspect that residents have got used to the school being shut and no vehicular or pedestrian traffic being generated to and from the site. The school could reopen tomorrow without the need for planning permission and previously it had a larger school roll than what is being proposed in this planning application, and there would likely be more vehicular and pedestrian traffic travelling to and from the site than what is currently proposed. Secondly there is currently a 20mph School Safety Zone outside the school site, which is proposed to be extended as part of this planning application. This existing 20mph School Safety Zone is also reinforced by traffic calming measures that are provided along Spring Lane in form of speed cushions and a build-out is present immediately to the east of Russet Road. 15mph speed limits are more typically reserved almost entirely for the use on construction sites or other 'off highway areas' than on the public highway. The speed limit in Spring Lane is already 20mph so I do not see the benefit of reducing it any further.
57. Paragraph 32 of the NPPF states amongst other matters that the development should not be refused on transport grounds unless the cumulative impact is severe. In this instance the school proposes a 98 space car park, a drop off and collection facility for parents and highway and pedestrian improvements in Spring Lane. Additionally, the proposed school would have a smaller school roll than the previous school on this site so there would be less traffic and pedestrians accessing this site. I therefore do not consider the impact to be severe in this instance and advise that a highway objection is not warranted. Kent Highways has raised no objection and have asked for conditions to be included securing a 20mph speed limit extension via a TRO to the existing 20mph School Safety Zone and ensuring that all the proposed highways works/change, as shown in the Proposed Highway Works/Changes drawing (included in this report), are

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completed via a Section 278 Agreement. On this basis, I consider that the proposal would not lead to material impacts on the local highway and is in accordance with the Local Plan policies T9 and T17 and Paragraph 109 of the NPPF, I would not raise an objection on this matter.

Archaeology and Heritage Issues

58. An Archaeological Desk Based Assessment (DBA) has been undertaken and it states that there is archaeological interest within the site, and in particular relating to the remains of a World War II anti-tank ditch. The anti-tank ditch was excavated 20m north of the railway line and ran for 400m running northwest to southwest within the site. It also stated that a set of rail blocks were also located within the site at the eastern end of the anti-tank ditch but had been removed by 1960.
59. The DBA also noted that a low potential has been assigned to the prehistoric Romano-British, Anglo-Saxon and medieval periods. This archaeological interest relates to its position within the hinterland region of Canterbury and the potential that it may have been used for arable purposes during the 19th century. Based on the above findings I therefore recommend that, should permission be granted, a written specification and timetable for a programme of archaeological works be submitted prior to commencement of the development. Subject to that condition, I am satisfied that the development would not have a detrimental impact upon archaeological interests.
60. As noted in paragraph 4, the Little Barton Conservation Area and the Grade II Listed Building lies to the east of the school site. The proposed built development is to the west of the school site and the east of the school site would remain untouched open as it currently is. I therefore am satisfied that local heritage assets would not be adversely affected.

Sustainable Design

61. Planning policy at all levels recognises the need to address climate change and to reduce the amount of energy consumed by development. The NPPF places a presumption in favour of development that is sustainable, and planning policy SP1 of the Local Plan reflects this guidance. Policy DBE1 states that development should incorporate sustainable design and construction measures to show they respond to the objectives of sustainable development, and states that non-residential development should meet a very good BREEAM rating.
62. The proposed scheme has been designed to offer a sustainable solution, which is practical and meets the needs of the school, within the constraints of a fixed budget. The Department for Education do not request formal BREEAM certification, and therefore the proposed scheme has not followed this certification process. However, the development does have to adhere to the Department for Education's 'Government Output Specification 2017', which sets out detailed specifications of new buildings. The applicant has advised that Annexe 2H of Part B of the guidance sets out the required technical standards and performance criteria for energy in new school buildings and sets a very onerous requirement in terms of new school buildings. This criteria when assessed against an environmental assessment such as BREEAM it achieves a minimum BREEAM rating of 'very good'.

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63. The energy approach proposed is predominantly a passive one, which is a fabric first approach whereby the thermal envelope of the new building is enhanced, and the thermal mass maximised with the use of concrete structure (floor and ceilings) to all floors including the top floor. The use of natural ventilation to the majority of areas, coupled with excellent use of daylight would create a healthy environment to the teaching spaces. The heating system would be very energy efficient and simple to maintain and operate. The proposed lighting system would consist of energy efficient LED technology, which coupled with simple and effective presence/absence detection and controls would maximise the use of natural daylight to the spaces.
64. The buildings have used a number of passive and active design measures to minimise the carbon footprint and these measures include:
- Limiting the heat loss through walls, floors, roof, windows, doors etc;
 - Improve day lighting to reduce lighting loads;
 - The use of thermal mass;
 - Night cooling;
 - Natural ventilation;
 - Solar shading in summer;
 - Reducing air permeability;
 - Advanced control strategies;
 - High efficiency plant and equipment; and
 - Advantageous solar gain in winter.
65. The following energy saving products and techniques have also been integrated into the building's design to achieve reductions in CO₂ emissions:
- Dimming controls linked to daylight sensors;
 - Local light switching;
 - Movement and absence sensors for lighting control;
 - Low energy lighting;
 - Variable speed drives on air handling plant and pumps;
 - Heat recovery mechanical ventilation;
 - Low specific fan power;
 - Metering for energy management;
 - Rigorous commissioning;
 - Heating controls to optimise plant efficiency;
 - Controls set up to dynamically adjust heating, ventilation, cooling hot water generation to reduce carbon emissions and maximise energy efficiency; and
 - High efficiency water heating plant.
66. Photovoltaic panels have often been the default renewable technology of choice in recent years however the applicant has confirmed that given the above sustainable features and changes and operational aspects, photovoltaic panels are not currently part of the design. However, the negotiations are ongoing with the applicant and DfE who are funding the project under the ESFA Contractors Framework 2017 to their possible inclusion and I will update Members on this matter at the Committee meeting.
67. The planning application does propose the infrastructure for two electronic charging bays within the school's car park.

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68. Given that the new school building and sports hall would incorporate energy saving features that would be the equivalent a 'very good' BREEAM rating, it is considered that the development would meet the aims of Policy DBEM1 of the Canterbury City Council Local Plan and NPPF guidance relating to sustainability, I would therefore not raise a planning objection on this matter.

Drainage

69. The Environment Agency has raised no objection to this application subject to the imposition of conditions and informatives, and the County Council's Flood Risk Team (SuDs) raise no objection subject to the imposition of conditions. The Flood Risk Team require the submission of a detailed Sustainable Surface Water Drainage Scheme prior to the commencement of the development, and that no building be occupied until a verification report is submitted and agreed with the County Planning Authority. A Flood Risk was submitted as part of the planning application and attracted no objection. Should permission be granted, the conditions as outlined above would be imposed upon the consent to ensure that drainage of the site was both sustainable and effective.

Landscaping

70. The planning application seeks to establish a high-quality landscaping scheme to provide relief to the built form. The landscaping proposals have been developed to create an attractive and inspiring external environment for staff and pupils, provide screening and privacy along site boundaries and enhance site biodiversity and ecological value. The existing trees and hedges which mark the site's boundaries are considered to play a vital part in reinforcing the 'sense of place' in the development and contribute to the landscape character and quality of the area. Furthermore, Network Rail have requested that they would like to be involved in the approval of any landscaping scheme adjacent to the railway to ensure that any landscaping is carefully considered in terms of species and the distance of planting away from the railway line.

Construction

71. Given that there are nearby residential properties, if planning permission were to be granted it would, in my view, be appropriate to impose a condition restricting the hours of construction to protect residential amenity. I recommend 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. Whilst it is noted that the County Member raised concern on behalf of residents living close to the school site and that they did not wish to have any construction work on a Saturday, the proposed working hours on a Saturday would only be up to 4 hours, if the applicant decided to work on a Saturday.
72. I also consider it appropriate that details of a Construction Management Strategy be submitted for approval prior to the commencement of the 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 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

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the development. Therefore, should permission be granted, a Construction Management Strategy would be required pursuant to condition and the development would thereafter have to be undertaken in accordance with the approved strategy.

Conclusion

73. This application seeks permission for the creation of a 5FE secondary school comprising of 2-3 storey building, separate sports hall, MUGA, creation of two new vehicular accesses and associated parking, landscaping and ancillary works on the former Chaucer Technology School site. It is proposed to replace the existing dated, substandard and derelict facilities and provide the Canterbury area with another much-needed non-selective secondary school. The proposal places emphasis on good design, innovation and sustainability. The design and materials of the proposed development would enhance thermal and acoustic insulation, natural light and ventilation, thus improving energy efficiency and comfort for teachers and pupils. Landscaping improvements would further enhance the social environment and facilities available to the pupils and the community generally.
74. 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 and the guidance contained in the NPPF. The new school would propose a smaller pupil roll of 1,050 against the roll of the former Chaucer Technology School, which would have had 1,389 pupils in its school roll when fully occupied. It would therefore bring no additional impacts in terms of school traffic and parking. Subject to the conditions below, I do not consider that the development would have an unacceptable effect on the character and amenities of the local area and would not have an unacceptable impact on the local highway.
75. The development is in accordance with the principles of the National Planning Policy Framework and has strong policy support in the Planning Policy Statement for School (2011). It is also in accordance with the aims of the Canterbury Local Plan policies. Subject to the imposition of conditions as outlined throughout this report, I consider that the proposed development is acceptable. I therefore conclude that the development is sustainable and there are no material planning considerations that indicate that the conclusion should be made otherwise. I recommend that planning permission to be granted, subject to the planning conditions listed below.

Recommendation

76. I RECOMMEND that PLANNING PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- The standard 3 year time limit;
 - The development carried out in accordance with the permitted details;
 - No development shall take place until the applicant has secured a programme of archaeological work in accordance with a written specification and timetable to be approved in writing by the County Planning Authority;
 - No development shall take place until a detailed sustainable surface water drainage scheme has been submitted for approval, and thereafter shall be implemented as approved;

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- The landscape scheme set out in the Landscape Submission shall be implemented as set out within the first available planting season once the development is occupied;
- Any plants or trees that die within the first 5 years after planting shall be replaced;
- Prior to the completion of the development, details of how the development will enhance biodiversity shall be submitted to and approved by the County Planning Authority;
- No tree removal during the bird breeding season;
- Details of any external lighting to be provided;
- If during development contamination not previously identified as found to be present, then no further development shall take place until a remediation strategy has been agreed with the County Planning Authority;
- No infiltration of surface water drainage into the ground is permitted other than the written consent of the County Planning Authority;
- No piling or penetrative foundation methods to be used on site without prior written consent of the County Planning Authority;
- No building on any phase to be occupied until a Verification Report has been submitted and approved by the County Planning Authority;
- No development shall take place until a construction management plan, including lorry routing, access, parking and circulation within the site for contractors and other vehicles related to construction operations, timings of deliveries, provision of wheel washing facilities, temporary traffic management/signage, has been submitted for approval and thereafter shall be implemented as approved;
- Measures to prevent mud and debris being taken onto the public highway;
- Hours of working during construction to be restricted to between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays;
- Measures to protect the existing trees during construction;
- The provision and permanent retention of the vehicle parking spaces as shown on the submitted plans prior to the occupation of the school and their retention thereafter;
- The provision and permanent retention of secure, covered cycle parking facilities as shown on the submitted plans prior to the occupation of the school and their retention thereafter;
- The provision and permanent retention of vehicle loading/unloading and turning facilities, as shown on the submitted plans, prior to the occupation of the school;
- The completion and maintenance of the accesses shown on the submitted plans prior to the occupation of the use of the site commencing;
- All the highway works/changes, including the amended accesses and footways, are to be completed via a Section 278 Agreement with the Highway Authority at the applicant's expense and as shown in Drawing Number 133693 H-01 Rev P4 and a timeframe for the implementation of these works shall be submitted to the County Planning Authority;
- Gates are to open away from the highway are to be set back a minimum of 6 metres away from the edge of the carriageway;
- The vehicular accesses must be open during the school start and finish times and for 30 minutes prior to school opening and closing times, to allow use by parents/guardians for the purpose of dropping off/collecting pupils within the school grounds to reduce congestion and inconsiderable parking/stopping on the public highway;

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- 2no. electronic vehicle charging points are to be provided prior to
- Implementation of the submitted School Travel Plan and measures therein, within 6 months of the occupation of the development hereby permitted. The travel plan must be submitted to the KCC Jambusters website and reviewed regularly.

77. I FURTHER RECOMMEND that the applicant BE ADVISED of the following informatives:

Sustainable issues

- The applicant is encouraged to continue to explore the potential for the inclusion of photovoltaic panels as part of the development;

Ecology issues

- With regard to the requirement to prepare and submit a scheme of landscaping, consideration shall be given to the inclusion of species that encourage Bees;

Further views of the Highway Authority

- Visibility and access into the site may be impeded by inconsiderably parked vehicles on Spring Lane. The applicant must, through their best endeavours, progress the installation of double yellow lines parking restrictions in Spring Lane as shown on the submitted Drawing Number 13693 H-01 Rev P4, to ensure safe access to the proposed development;
- It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all the necessary highway approvals and consents, where required, are obtained and that the limits of the highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority;

Further views of the Environment Agency

- Piling can result in the risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus, it should be demonstrated that any proposed piling will not result in contamination of groundwater. If piling is proposed, a Piling Risk Assessment must be submitted written in accordance with EA guidance document 'Piling and Penetrative Ground Improvement Methods on Land Affected By Contamination: Guidance in Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73'.
- The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part of a hub and cluster project some naturally occurring clean material can be transferred directly between sites.
Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers should refer to the Position

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statement on the Definition of Waste: Development Industry Code of Practice and the Environmental regulations page on GOV.UK.

Case officer – Lidia Cook	Tel No.03000 413353
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Background documents - See section heading
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