

SECTION D  
DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

Background Documents: the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

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**Item D1**

**Erection of single storey activity hall on existing car park and relocation of 11 parking spaces within the site at Riverhead Infants School, Worships Hill, Riverhead, Sevenoaks, Kent TN13 2AS - SE/19/3123 (KCC/SE/0239/2019)**

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A report by Head of Planning Applications Group to Planning Applications Committee on 5 February 2020.

Application by Riverhead Infants School for erection of single storey activity hall on existing car park and relocation of 11 parking spaces within the site at Riverhead Infants School, Worships Hill, Riverhead, Sevenoaks, Kent TN13 2AS - SE/19/3123 (KCC/SE/0239/2019).

Recommendation: Permission be granted subject to conditions.

Local Member: Mr Nick Chard

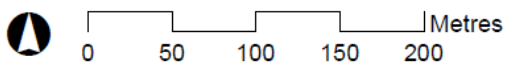
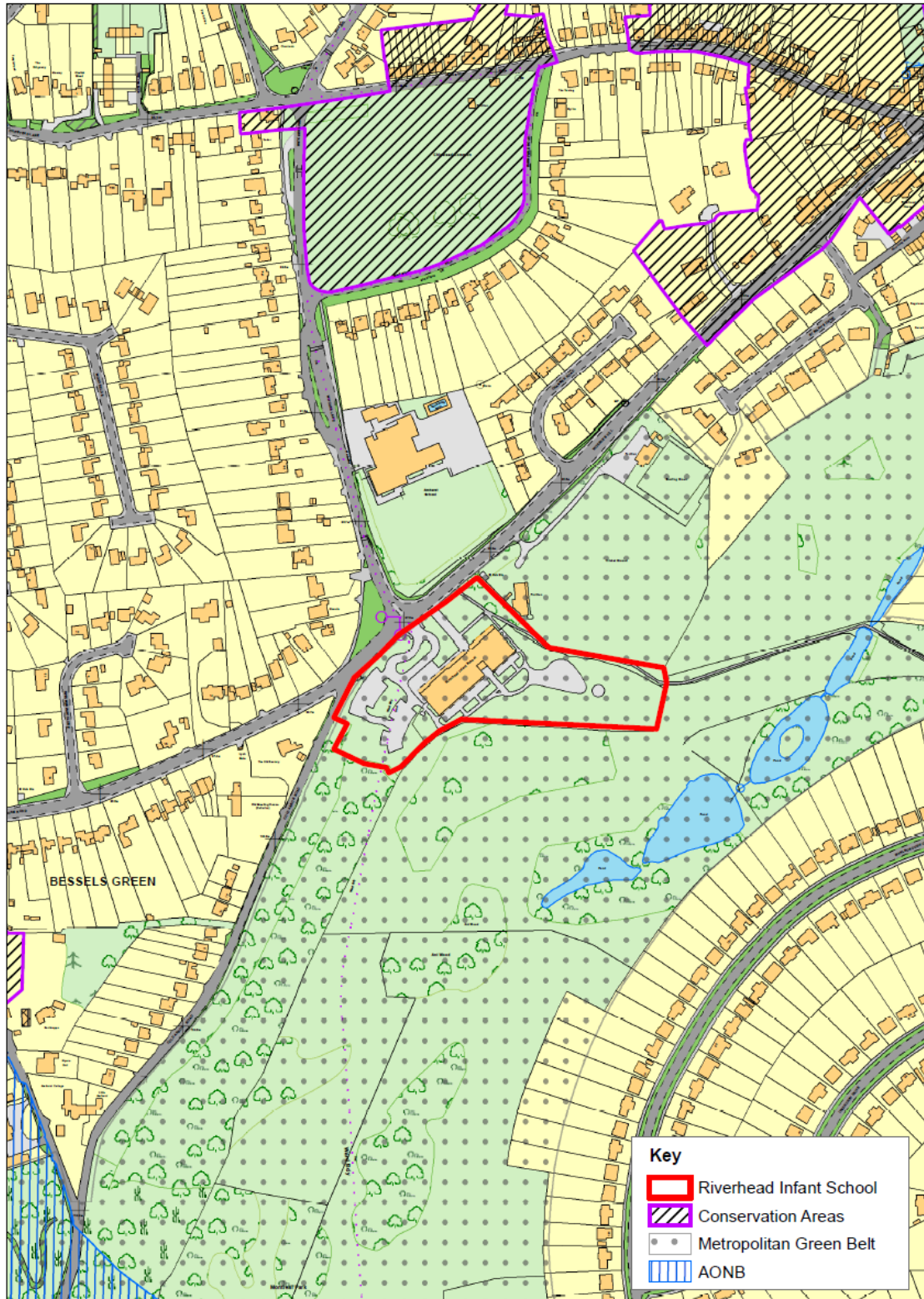
Classification: Unrestricted

**Site**

1. Riverhead Infants School adjoins the existing built up area of Sevenoaks at Riverhead, on the south side of the A25 at Worships Hill. The site falls within the Parish of Riverhead and the Parish of Chevening and is within the Metropolitan Green Belt. To the north of the site lies Witches Lane where Amherst School is located. To the east, Holmesdale Cricket Club and Holmesdale Bowls Club grounds. To the north of the site there is a PROW between the A25 and Brittain's Lane, to the rear of properties in Marlborough Crescent.
2. The school is not located within a Conservation Area. It is however located approx. 245m south of the Chipstead Green Conservation area; 286m west of the Riverhead Conservation Area and 328m east of the Bessels Green Conservation Area.
3. The proposal is located within the existing car park area to the south west of the school in an area of the car park between an existing landscaped mound and the fenced school playing area.

**Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)**

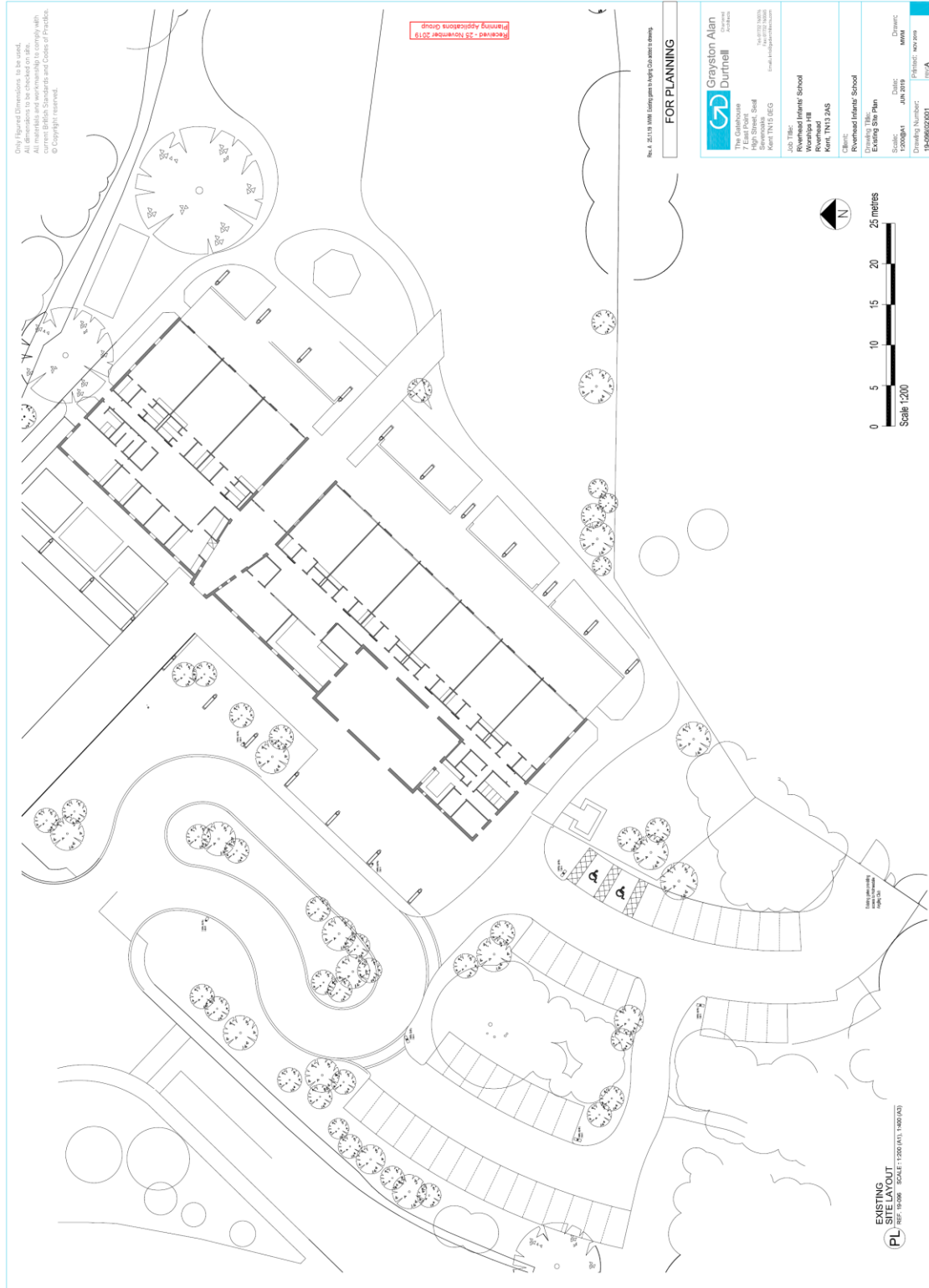
General Location Plan



# Item D1

## Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)

### Existing Site Plan



# Item D1

## Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)

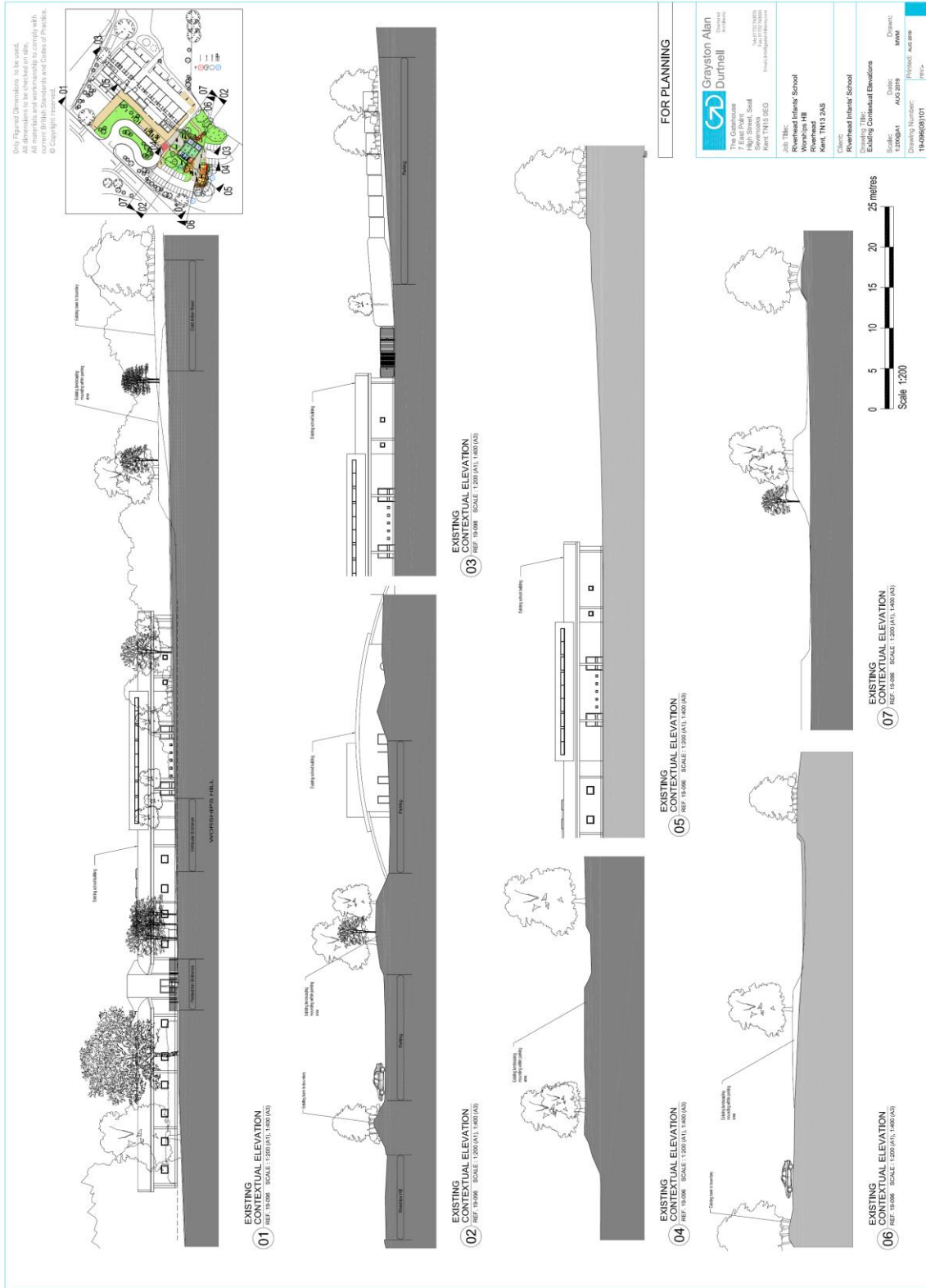
### Proposed Site Plan





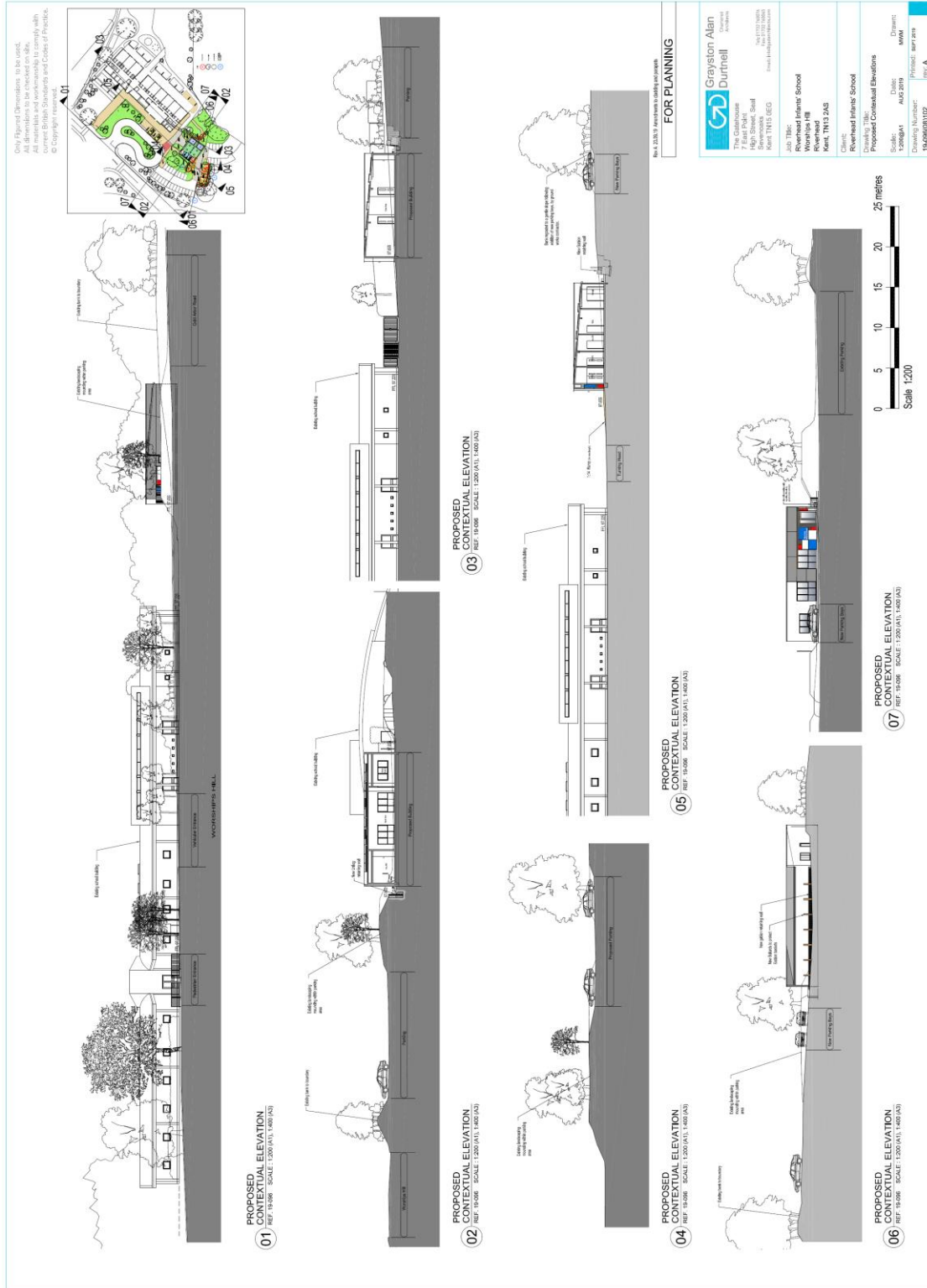
# Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)

## Existing Contextual Elevation



# Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)

## Proposed Contextual Elevation



# Item D1 Single storey activity hall on existing car park and relocation of 11 parking spaces at Riverhead Infants School, Worships Hill, Riverhead, SE/19/3123 (KCC/SE/0239/2019)

## Proposed Elevations

All elevations and viewpoints to comply with current British Standards and Codes of Practice.  
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**01** PROPOSED NORTH EAST ELEVATION  
REF: 19-028 SCALE: 1:50 (A1, 1:00 A3)

**02** PROPOSED NORTH WEST ELEVATION  
REF: 19-028 SCALE: 1:50 (A1, 1:00 A3)

**03** PROPOSED SOUTH WEST ELEVATION  
REF: 19-028 SCALE: 1:50 (A1, 1:00 A3)

**04** PROPOSED SOUTH EAST ELEVATION  
REF: 19-028 SCALE: 1:50 (A1, 1:00 A3)

Scale 1:50  
0 1 2 3 4 5 metres

FOR PLANNING  
Grayston Alan  
Durtmell  
The Cobhouse  
7 Eilat Point  
Worships Hill  
St Leonards  
Kent TN15 8ED  
Tel: 01752 76000  
Fax: 01752 76000  
Email: info@graystonalan.co.uk

JOB TITLE:  
Riverhead Infant School  
Worships Hill  
Kent, TN15 2AS

CLIENT:  
Riverhead Infant School

DRAWING TITLE:  
Proposed Elevations

Scale: 1:50 (A1)  
Date: Jun 2019  
Drawn: MM  
Printed: AL:JMS  
19-006/05/001  
REV C





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**Background / Recent Site History**

SE/99/1721

4. Outline planning permission for Riverhead Infant School was granted in 1999 subject to conditions, including submission of details including those relating to siting, design and external appearance of the proposed buildings and the landscaping and boundary treatment of the site; a final School Transport Management Plan incorporating mechanisms for implementation and monitoring; the completion of all necessary highway improvements prior to occupation of the new school; archaeological investigation requirements and the investigation of a pedestrian footbridge over the A25. Included within the outline proposal and to be dealt with as a reserved matter were car parking and facilities for dropping down and picking up of pupils. An indicative illustration was provided of how this could provide 40 car parking spaces for use by the school and visitors. The proposal was reported to Members on 12<sup>th</sup> October 1999.

SE/00/2526

5. Reserved matters pursuant to the outline permission SE/99/1721 were granted under SE/00/2526. Details were submitted in relation to siting, design, external appearance, landscaping, highways and transportation issues subject to conditions. Included in the submission was a main car parking area, an area for the setting down/picking up of children and landscape planting.
6. The submitted details included a letter of commitment from the Chair of Governors regarding implementation of the updated School Travel Plan. The School Travel Plan included objectives which were to ensure that the new school generated no additional traffic compared to the existing site (which was located in the centre of Riverhead on Amherst Hill); to put in place sufficient alternative modes of travel to the site sufficient to reduce the number of car borne journeys; to increase the proportion of walking journeys to the site; to encourage the school to take an active role in the management of travel to the site and to work with a combined School Travel Plan with Amherst School. The Plan included proposals to develop the walking bus and it was acknowledged that the success of these would be dependent on volunteer parents; car sharing (which relies on the willingness of parents) and developing a joint travel plan with Amherst School. The facilities on site were to be managed in accordance with the School Travel Plan and subsequent Action Plans. It was proposed that there would be preferential parking provision for those who car share; reception children and the disabled. Staggered arrival times were proposed in the morning and the school was to seek additional paid and voluntary supervision for those dropped off early in accordance with the staggered arrival time schedule. Cycle parking spaces under cover were to be made available along with travel awareness and road safety training initiatives. Annual monitoring was to be carried out with annual updates to the plan. Targets were included:
  - No increase in the morning peak car use among parents from the time the plan is implemented, based on the base survey carried out in 1999;
  - Maintenance of at least 45% pupils walking to and from school. A 2% per annum increase over a 5 year period should be aimed for and
  - A further set of targets to reduce car generation of the site by 15% of the base survey 5 years after the implementation of the plan.

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7. The School Travel Plan stated that the traffic signal controlled site access on the A25 Worships Hill and the internal drop off area had been designed to accommodate a certain amount of traffic arriving at the school whilst not encouraging the use of the car – the measures to be adopted by the school are aimed at minimising the use of the car to a level consistent with the physical layout and capacity of the site access arrangements.
8. The proposals attracted objections and there were concerns predominantly about parking and highway impacts of the proposal and it was reported to Members on 12th February 2001.
9. The Chair of Governors letter included in the Committee Report stated that the car park was to be 42 or 43 spaces with 2 disabled spaces. In the evenings it was stated that cars could park in the drop off bays as well as in the car park. The Committee report stated that there would be circulation space by the internal access road allowing space for setting down/picking up of children travelling by car for about 14 cars. In the mornings there would be a system where children could be dropped off between 0830 and 0900. They would be helped out of the car by either a volunteer parent or a learning support assistant and would be escorted to the playground behind the school. Different arrangements were proposed for reception children – their parents would be allowed to park in the car park for the first term. In the afternoon, it was proposed that children would wait in the School hall and there would be supervision by parent volunteers. There was to be a staggered release time between 3pm and 3.30pm. It was stated that the new access arrangements could not cope if all car drivers arrived at the same time and therefore staggered drop off and pick up times were proposed. Proposals for the development of a walking bus and a car free day a week were included.
10. Approval was then given in June 2001 for a formal amendment to the details. Drawing 139/WP/908 showed the car park layout and landscaping including a set down area, 40 car parking spaces in the west and east car park; 2 disabled parking bays, and 4 spaces for use by a Riding School and 4 spaces for use of an Angling Club. The drawing identified that the service bay would not be used during pick up/set down periods and that an access through the car park was proposed for the Angling club and Riding School. The applicant informs me that the Riding School no longer use the site and that the Angling club retain access through the site.
11. In 2004, an amendment to the approved access details was approved to allow the erection of automatic barriers at the entrance and exit to the school (SE/00/2626/R). This included an extract from drawing 139/WP/908 to show the location of the entrance and exit barrier.
12. In 2011, approval was given for the installation of 40 Sharp NU-245 solar panels, located below the parapet on the flat roof above the school hall (SE/11/714).

**Proposal**

13. The proposal is for the erection of single storey activity hall on part of the existing car park and relocation of 11 parking spaces within the site. A new outdoor play area is proposed to the south east of the proposed hall.
14. The purpose of the proposed hall is to provide additional hall space for PE and to provide smaller group room space and to address special educational need (SEN) space

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requirements where the applicant considers there to be a current shortfall in space. The proposed hall would also be used for the breakfast and afterschool club activities. During school term time it could also be used for school related meetings and visiting school workshops, potential coffee morning and parent and toddler events for new pupils and siblings. It would also be used for some dance and school lettings. These currently use the existing school building. Outside of the school term time it would be used for holiday club and for community groups and clubs.

15. The proposed activity hall would measure 213sqm gross external (198sqm gross internal). It would be single-storey with an approximate height of 4 metres. The single storey flat roof building would provide 96sqm of hall space, and in addition a servery, toilets and store and two 20sqm group rooms. The proposal includes PV panels.
16. The building is proposed to be white render to match the existing building with contrasting grey Rockpanel rainscreen panels to the public faces of the building and at the entrance area primary coloured rainscreen cladding referring to the colours on the main building. The roof is proposed to be slate grey with roof mounted pv panels screened by a raised parapet to the roof perimeter. Windows, external doors and rooflights are proposed to be grey polyester powder coated aluminium.
17. The proposal would require the removal of 3 individual trees, 6 groups of trees/hedge and part of one group of trees. All trees are category C grade (low amenity value). Tree protection arrangements are proposed for trees to be retained.
18. The proposed hours have been subject to further clarification as the application has progressed. The intention is to transfer existing letting activities from the main school building to the proposed activity hall. During school term time the building would be open between 0750 and 1815 Monday to Friday with access for cleaning and staff between 0630 and 2000 hours. For occasional lettings and occasional PTA/Training and parents events the proposed hours are until 2100 hours. During school term time on a Saturday the proposed hours are 0900 – 1400 although once a year the School summer fete would require extended opening between 0700 and 1800. Twice yearly, Sunday and Bank Holiday use is proposed during school term time between 0900 and 1400 hours and once a year between 0700 and 1600 hours in connection with the Summer fete clear up. Outside of school term time the applicant proposes that the hall would be used Monday to Friday between 0900 and 1600 and would not be used on a Saturday and Sunday or Bank Holiday.
19. The proposal would result in the relocation of 11 car parking spaces including 2 disabled parking bays. The application states that there would be no loss of parking to the current situation on site and the school would retain a total of 43 parking spaces which includes 2 disabled parking bays. An access gate and arrangements for access for the Holmesdale Angling Club have been retained. It is understood that the Angling Club have a right of access to the gate which would not change. Parking is made available on an informal basis for the Angling Club within the site where there is space for parking outside of the 43 spaces provided for the school.
20. The 2 disabled parking bays are proposed to be relocated to the west of the main building. 2 spaces are proposed to be located off the courtyard to the north east of the proposed hall; 2 within the landscaped bund to the south west side and 5 spaces to the south west of the driveway in an area of woodland.

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21. A supplementary statement was been submitted by the applicant in support of the application and additional consultation was undertaken as a result of this. The statement provides some background to the proposal, details of existing parking and drop off arrangements and the effect of the new proposal on these and the intended use of the proposed new building. However, it should be noted that the proposal does not include amendments to the already approved arrangements for the use of a drop off area or any amendments to existing approved travel plan arrangements.
22. In light of the site's Green Belt designation, this application has been advertised as a Departure from the Development Plan. However, should Members be minded to permit, the application would not, in this particular case, need to be referred to the Secretary of State due to the limited size, scale and impact of the development on the openness of the Green Belt.

**Planning Policy**

23. The most relevant Government Guidance and Development Plan Policies are summarised below are relevant 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 along with the national policy practice 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:

Promoting healthy and safe communities, including promoting social interaction and enabling and supporting healthy lifestyles and providing social and recreational facilities to meet community needs. 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.

Promoting sustainable transport, including the requirement for developments that generate significant amounts of movement to provide a travel plan and for the application to be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed;

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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;

Achieving the requirement for well-designed places including high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

Meeting the challenge of climate change, flooding and coastal change;

Conserving and enhancing the natural environment in relation to habitats and biodiversity, ground conditions and pollution including ensuring that new development is appropriate for the location;

Conserving and enhancing the historic environment;

The great importance the Government attaches to Green Belts, with the fundamental aim of Green Belt Policy being to prevent urban sprawl by keeping land permanently open;

(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 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.

(iii) Development Plan Policies as detailed below.

**Sevenoaks District Core Strategy 2011**

Policy LO8 **The Countryside and the Rural Economy** Seeks to maintain the extent of Green Belt, and conserve and enhance the countryside, including the distinctive features that contribute to the special character of its landscape and its biodiversity.

Policy SP1 **Design of New Development and Conservation.** Requires all new development to be designed to a high standard, reflect the distinctive local character of an area, create safe, inclusive and attractive environments, incorporate sustainable development principles and maintain biodiversity. Account should be taken of guidance adopted by the District Council in the form of Conservation Area Appraisals and Parish Plans, amongst other matters. The Districts heritage assets and their settings, including listed buildings, conservation areas, historic buildings, archaeological remains, landscapes and outstanding views will be protected and enhanced.

Policy SP2 **Sustainable Development.** Sets standards for sustainable design and construction. Institutional development will be required to achieve a



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BREEAM rating of at least 'very good'. In order to achieve this, the proposal will be expected to demonstrate 10% energy savings through renewable sources. Seeks to support improvements to enhance the safety and convenience of public and community transport; seek improved facilities for cyclists and pedestrians; require the inclusion of Travel Plans and other appropriate measures in new developments that generate significant traffic volumes. Seeks to take account of the need to improve air quality in accordance with the District's Air Quality Action Plan. Development in areas of poor air quality or development that may have an adverse impact on air quality will be required to incorporate mitigation measures to reduce impact to an acceptable level. New development in areas of poor air quality will be required to incorporate measures in the design and orientation that demonstrate an acceptable environment will be created for future occupiers. Permission will be refused where unacceptable impacts cannot be overcome by mitigation.

Policy SP10 **Green Infrastructure, Open Space, Sport and Recreation Provision.** Seeks to maintain and link existing areas of open space and retain facilities of value to the local community. For the purposes of this policy, open space includes amenity open space, parks and formal gardens, natural and semi natural open space, children's play areas, outdoor sports facilities, churchyards and allotments.

Policy SP11 **Biodiversity.** Seeks to conserve biodiversity and opportunities for enhancement to ensure no net loss of biodiversity.

**Allocations and Development Management Plan 2015**

Policy SC1 **Presumption in Favour of Sustainable Development.** Seeks to provide a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise. Where appropriate to the proposed development, proposals should have regard to the compatibility and suitability of the proposal to its location; the impact of the proposal on the surrounding environment, landscape, habitats and biodiversity; the contribution to creating balanced communities; the conservation and enhancement of the District's cultural heritage; the contribution to and impact on the District's economy; and the impact on existing infrastructure and contribution to new supporting infrastructure.

Policy EN1 **Design Principles.** sets out the need for high quality design and for proposals to meet criteria including: responding to scale, height and materials; respecting the topography and character of the site and any sensitive features; not result in the loss of buildings or open space that would affect the character of an area, provided satisfactory means of access and parking provision; include opportunities for increasing biodiversity potential, including sustainable drainage and to avoid harm to existing biodiversity; create a permeable layout; safe and easy access for those with disabilities; creation of a safe and secure environment to deter

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crime and fear of crime; include modern communication technology and infrastructure; and make efficient use of land.

- Policy EN2 **Amenity Protection.** Seeks to provide adequate residential amenities for existing and future occupiers of the development and would safeguard the amenities of existing and future occupants of nearby properties by ensuring that development does not result in, and is not located in areas where occupiers of the development would be subject to, excessive noise, vibration, odour, air pollution, activity or vehicle movements, overlooking or visual intrusion and where the built form would not result in an unacceptable loss of privacy, or light enjoyed by the occupiers of nearby properties.
- Policy EN4 **Heritage Assets.** Seeks to ensure that heritage assets and their settings are conserved or enhanced and that development in an area or suspected area of archaeological importance provide archaeological assessment to ensure that provision is made for the preservation of important archaeological remains/findings. Preference will be given to preservation in situ unless it can be shown that recording of remains, assessment, analysis report and deposition of archive is more appropriate.
- Policy EN5 **Landscape.** Proposals that affect landscape throughout the District will need to conserve the character of the landscape including areas of tranquillity.
- Policy EN6 **Outdoor Lighting.** Seeks to address the impact of lighting to the outdoor environment.
- Policy EN7 **Noise Pollution.** Seeks to address the impact of noise from proposals so that they do not have an unacceptable impact when considered against the indoor and outdoor acoustic environment and to ensure that development would not result in unacceptable noise levels from existing noise sources that cannot be adequately mitigated.
- Policy GB8 **Limited Extensions to Non Residential Buildings in the Green Belt:** Proposals to extend an existing non-residential building within the Green Belt which would meet the following criteria would be permitted – (a) the existing building is lawful and permanent in nature and (b) the design and volume of the proposed extension, taking into consideration the cumulative impact of any previous extensions, would be proportional and subservient to the original building and would not materially harm the openness of the Green Belt through excessive scale, bulk or visual intrusion.
- Policy G11 **Green Infrastructure and New Development.** Proposals will be permitted where opportunities for provision of additional Green Infrastructure have been fully considered and would be provided where justified by the character of the area or the need for open space. Any open spaces provided as part of new development should, wherever practical and appropriate, be located where they can provide a safe link

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for the population and connectivity for biodiversity with the existing features of the Green Infrastructure Network.

Policy T1 **Mitigating Travel Impact** Sets out the need to mitigate against adverse travel impacts including their impact on congestion and safety, environmental impact such as noise, pollution and impact on amenity and health.

Policy T2 **Vehicle Parking.** Sets out that vehicle parking provision, including cycle parking, for non-residential developments should be in accordance with the advice of Kent County Council as Local Highway Authority.

**Green Belt Supplementary Planning Guidance**

Sevenoaks Council's Supplementary Planning Guidance (SPD) provides detailed guidance on the implications of applying for planning permission for development located within the Green Belt. The document outlines that buildings must be permanent in nature and they will be considered on the basis of their volume, scale, bulk and whether or not the resultant building would adversely impact on the character of the countryside or openness of the Green Belt. The SPD outlines that the impact on the countryside is clearly greater if located in a highly visible location, however the test of the impact still applies even if there are limited or no public views of it. This is on the basis that, if allowed, the argument could be repeated, with a potentially more serious cumulative impact on the openness of the Green Belt and the urbanisation of the countryside and for these reasons would be unacceptable. The SPD concludes by saying that if the development is acceptable in principle, its form should be well proportioned and present a satisfactory composition with the building.

**Consultations**

24. **Sevenoaks District Council** raise no objection to the proposal and comment that it is considered that the design of the activity hall is acceptable and would not harm the character and appearance of the area. The proposal does constitute inappropriate development in the Green Belt and therefore the determining authority should ensure that the need for the activity hall clearly outweighs the harm to the green belt by reason of its inappropriateness. The use of the activity hall is unlikely to generate a substantial increase in noise pollution from the School that would detriment the surrounding residential area nor would it undermine the character of the Countryside it sits within.

**Transportation Planning** raise no objection to the proposal and comment that the location of the proposed parking spaces does not impede the circulation of vehicles or pedestrian movements. Two of the parking spaces are accessed off the drop off loop to the east of the proposed building and it is suggested that these two places are allocated so that members of staff are not entering the area unnecessarily.

**Environment Agency (Kent Area)** raise no objection to the proposal subject to conditions concerning submission of a scheme to deal with the risks associated with past contamination of the site (which is located above historic landfill); submission of a verification report demonstrating completion of the works prior to occupation; measures to deal with unforeseen contamination; restriction of drainage systems for the infiltration

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of surface water drainage into the ground and piling or any other foundation designs using penetrative methods

**Public Rights of Way (West Kent PROW Team)** raise no objection to the proposal. Comment that Public Right of Way Footpath SR734 runs from Worships Hill in an easterly direction to the north of the site and do not anticipate it being affected by the development.

**County Archaeological Officer** comment that any permission should be subject to a condition concerning archaeological field evaluation works and investigation.

**Biodiversity** comment that sufficient ecological information has been provided and that there are unlikely to be significant ecological impacts from the works as the area consists of mostly hardstanding and suitable habitat for protected species is not prominent on site. A condition is suggested regarding inclusion of ecological enhancement recommendations.

**Conservation Officer** does not raise objection to the proposal.

**Kent Fire and Rescue Service** raise no objection and comment that the means of access is considered satisfactory.

**Transport Planner Schools** comments that the school has a current School Travel Plan and that annual reviews of the School Travel Plan would be appropriate.

**Chevening Parish Council** raised no objection in response to the first consultation of the proposal subject to the car parking spaces lost as part of the development being relocated on site. However, in relation to the additional supplementary statement submitted by the applicant the Parish Council comment that the statement says that “65 children attending Breakfast Club are driven to school and use the turning loop drop off facility”. 12 others have permits which in the morning leaves 6 children who are driven to school and therefore must be able to use the drop off facility without impacting the traffic on Worships Hill or impacting on class start times. “Similar numbers” attend the after-school clubs. There is therefore no obvious reason that the Parish Council can see to explain the necessity to park anywhere other than on the school premises. The Parish Council is very well aware of the issues with parking in the surrounding roads – exacerbated by the District Council planning policy of allowing multiple houses being built on single sites down Witches Lane which intensified the parking issues in that area. The parish council is concerned about the impact on parishioners of the school parking, both pick up and drop off and for school parking on the site all day. The statement says the drop off loop and existing onsite parking provision are retained and will be unaffected by the proposals. Whilst a number of the parking bays are relocated to accommodate the proposed new building there is no reduction in the total number of onsite parking bays. If there is no impact on the overall number of parking bays and the drop off loop then the parish council is confused as to why this has been brought back to the council for comment.

**Riverhead Parish Council** raise concern over the safety/well being of children and other users of the roads.

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**Local Member**

25. The local County Member for Sevenoaks West, Mr Nick Chard was notified of the application on 6 November 2019 and would like to make comments at the committee meeting.

**Publicity**

26. The application was publicised by the posting of a site notice(s), an advertisement in a local newspaper, and the individual notification of 14 nearby properties.

**Representations**

27. In response to the publicity, 9 letter(s) objecting to the application, and 11 letter(s) of support to the proposal have been received. The key points raised in objection to the proposal can be summarised as follows:

Green Belt

- This would be over development in green belt land and the application has not met the criteria of “very special circumstances”;
- The creation of new car parking spaces will result in destruction of trees in the green belt;
- There is no justification to overturn the current withdrawal of permitted development rights;

Justification and need

- The costs of the proposal using public money are not justified if there are no plans to increase the school roll. There are underutilised halls in the immediate vicinity; Amherst School, Riverhead Bowling Club, Riverhead Cricket Club, the Parish Hall and the Church Hall are all nearby and there is no need for another building for letting. Letting out of the activity hall could reduce the income of the village hall and various church and community halls which already exist;
- There is a current trend to have a pre-school located on school premises. There would obviously be room in the new hall, as it also has two extra classrooms. This would require extra car parking too;
- The school says in the application that it is for the children’s benefit, yet it is being promoted for youth, elderly, community activities and proposed to transport children from other areas for their after-school activities to make money for the school;
- The plans are too commercial and too intrusive for our community, they need to go back to what is their actual function, education;
- The cost of the extension is not justified if there are no plans to increase school numbers and the existing school classrooms and dining hall are suitable and in a good state. The money would be better spent improving the existing rundown facilities at Dunton Green Primary School.



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Compliance with existing permissions relating to traffic and parking

- The original school planning permission was only granted on condition that the traffic congestion on Worships Hill was kept to a minimum by use of a drop off car park;
- Allegations that the school is in breach of its existing planning permission and that a letter of commitment from the Chair of Governors saying that they would implement a travel plan and reduce school traffic and car parking is not being kept to. Allegations that the School Travel Plan has not and is not being implemented; that there is no School Travel Plan Coordinator; that the school does not aim to encourage all children and parents to walk to school; there are no walking buses; the staggered car drop off/pick up system on site is not being used; there is not adequate parent parking on site;
- There are no staff to manage the Dropoff or to organise the Walking Buses and no volunteers for the school walking buses;
- That non-implementation of the initial planning agreement causes a problem on Worship's Hill (A25) with traffic chaos, safety issues, non-compliance with the highway-code and vehicle pollution;
- That the traffic management system drop off point, traffic lights and car parking spaces provided should be managed and put into use to reduce the traffic problems;
- When the school was built it was only on the terms that there would be no parking in the surrounding roads, all children would either be walked to school or there would be a drop off system in the morning and afternoon;
- A condition of the planning approval stated that the car park could not be built upon at a later stage. It had to remain car parking for the sole use of the school, to prevent traffic problems in the local area;
- That local residents have advised the School of concerns regarding car parking issues and no action has been taken;
- A request that KCC serve an enforcement notice to comply with the existing permission before considering further applications.

Traffic, car parking and congestion

- The development causes unacceptable traffic conditions on the surrounding road network and additional traffic congestion and pollution;
- The A25 cannot take any more traffic and should have parking restrictions on both sides of the A25 Worships Hill to stop parents blocking the traffic and to encourage parents to use the drop off facility or walk to school. The breakfast and after school club proposal will increase and extend the times of private vehicle parking along the A25 Worships Hill and anyone hiring the hall would have to park along the A25. With a row of parked cars on the A25, a large vehicle such as a lorry, Ambulance or Fire engine cannot get past an oncoming car causing delays;
- There is congestion and tailbacks to Riverhead and parking problems in Cranmer Road and London Road and parking opposite the road junction which has also become a turning point;
- Inconsiderate parking by parents on pavement with no room for buggies, wheelchairs, scooters or pedestrians to pass;
- The development does not provide adequate parking and pick up facilities;
- The existing arrangements for drop off and walking buses do not work;
- Planning policy requires "arrangements for parking" – there should be a proper plan catering for the necessary school parking for the parents.

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Air pollution and noise

- The application does not provide adequate consideration of the site location next to the Air Quality Management Area (AQMA). Stationary traffic and congestion make a contribution to the traffic pollution within the AQMA and impacts on use and enjoyment of garden;
- Sevenoaks District Council is working towards net zero emissions by 2030, and a view that this aim would not be achieved in Riverhead should the school be granted this permission;
- Increased noise, nuisance and disturbance from traffic, children and hirers.

Accuracy / misleading information within the application

- The applicant's design and access statement is contradictory and confusing. It needs withdrawing and rewriting;
- The application says that this new facility is to be shared by Amherst Academy. Amherst School is a separate school and they have their own facilities and financial arrangements and have intentions to apply for their own activity hall;
- The application states that the school allows parents to drop children off – this is not the case;
- The photographs in the planning application design and access statement of the A25 must have been taken on a Sunday morning because there are no parked cars on the A25 which is misleading;
- The application states that the hall will assist in reducing vehicle congestion and pressure on parking as parents can drop children off earlier and collect them later. This is misleading as there is no drop off facility;
- The supplementary statement includes disingenuous and not wholly truthful statements. The school have circulated a leaflet that suggests that the club will not be used by children only from Riverhead Infants, contrary to that stated within the supplementary statement. It also suggests that the Club is for profit.
- The School may have walk to school policy, targets and routes on paper but they are not followed. There are no walking buses;
- Reducing vehicle journeys may be promoted but within the last 5 years the number of car journeys has increased and continues to increase with no increase in the number of pupils due to inaction by the school. Expanding the school by encouraging clubs will increase these journeys. The number of staff and helpers using the on-site car park will increase in order to run the clubs and result in increased parking on neighbouring roads;
- The concluding statement regarding safeguarding the children being a priority is contradictory. Continuing to allow young children to enter and exit vehicles on A25 during rush hour is a failure by the school and Council to safeguard local children;
- The statement that the school continues to engage with all parties is incorrect.

Hours

- The Design Planning and Access Statement, hours contradict the Planning Application Form;
- The application does not mention evening, weekend and holiday hours on the application form. For this building to make money for the school it will have to be let out at times which have not been mentioned by the School in its application;

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- Queries about the proposed hours for PTA meetings and cub and scout groups which are more likely to take place in the evening than before 6pm;
- The breakfast and afterschool club hours are not school hours.
- How will the community uses take place if the school is using the building?
- The scouts do not need this building, they have their own building;
- Will the school employ someone to manage the drop off from 7.30 am to 18.30pm?
- What is to stop the school from letting it out until much later than the hours detailed in the application?

Loss of privacy to nearby residents and residential amenity

- The congestion and parking at pick up and drop off time has resulted in adverse impact on resident's privacy and amenity;
- Parents and children drop litter all over the garden and surrounding area which attracts rats and mice;
- Reducing green space for children to play is detrimental to environment and health of the children.

Effect on neighbouring Conservation Area

- The congestion and traffic delays affect the A25/A224 roundabout within Riverhead Conservation Area.

Design

- The proposed building is not in harmony with the existing building and sits in front of the building line;
- Loss of trees within the site.

Disruption during construction

- Disruption to the children's education, or the risk of injury to children during the building process.

Processes

- The number of properties informed about the application is insufficient;
- The location of the site notice was not in the most used pedestrian crossing point but on a corner rarely used by pedestrians;
- There has been no local consultation. The school did not engage with local residents over this application and over parking and congestion;
- The consultation period should be extended;
- KCC have failed to monitor and take action with regard to compliance with the existing permission;
- There was a recent parking review to make SDC and KCC aware of traffic and parking concerns however this has not been considered in this application;
- Use of the new hall for breakfast and afterschool clubs for existing pupils should not be combined with use of the hall as a wider community use on the same application, they are two separate matters and should be treated as such;

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- The application does not address many of the issues raised in KCCs pre-application advice.

28. The key points raised in support of the proposal can be summarised as follows:

Need

- The hall will help the school to continue to deliver an outstanding education to children attending;
- Riverhead Infants is in desperate need of this additional building, particularly since the introduction of school lunches which has reduced the current hall space and limited its availability for use;
- The new hall would provide much needed space for the children to do indoor PE which is obviously extremely important for the children' health and wellbeing along with benefits to the school, the children & the general community;
- The extra space would also allow the school to raise additional funds which can be channelled into improving the school and educational experience for the children;
- The proposal will provide valuable extra space for before and after school club children which will lessen traffic at peak drop off and collection times;
- The breakout rooms will support children with additional needs and offer private space for counselling;
- The existing after school club is over subscribed and needs additional space to grow;
- It is an excellent school, which cares about the local community. This additional hall is badly needed to enable to school to run effectively.

Traffic congestion

- The proposed plans would reduce traffic congestion and parking issues in the immediate vicinity because the new hall would mean vehicles would be able to use the school car park when dropping off for breakfast club and collecting from after school club;
- More children in after school club means less cars at 3.15pm pick up. Collection from after school club is staggered and therefore the school car park can more than adequately cope with additional numbers at the club.

**Discussion**

29. This application is being reported for determination by the Planning Applications Committee due to the neighbour objections to the planning application as summarised in paragraph 27 above and because of concerns raised by the Parish Councils.

30. In considering this proposal regard must be had to the 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, the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case can be summarised by the following headings:

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Green Belt consideration

31. The school site lies within the Green Belt and outside of the Riverhead village boundary, where the District's Core Strategy Policy L08 seeks to resist inappropriate development, unless justified by exceptional circumstances.
32. The location of the proposal in the green belt has led to neighbour objection about building on green belt land at the site; over development of the site and a view that the application has not met the criteria of "very special circumstances".
33. By virtue of the criteria in the NPPF, and various Local Plan Policies, the development is considered to be inappropriate in Green Belt terms. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Substantial weight should be given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
34. The proposed activity hall does not meet any of the exceptions to this policy, although the provisions of relocated car parking spaces within the site would not be regarded as inappropriate in the Green Belt provided it preserves the openness and does not conflict with the purposes of including land within the Green Belt.
35. It is for the applicant to demonstrate why permission should be granted with regard to planning policies and other material considerations given that such development should not be approved, except in very special circumstances. It is, therefore, necessary to consider the impact of the development against Green Belt Policy, to consider the impact on the openness of the Green Belt and whether or not there are very special circumstances that would warrant setting aside the general presumption against inappropriate development.
36. It should also be noted that this application seeks to include a new building on a site that has previously been subject to consideration against Green Belt Policy in relation to the location of the new school. That development, as is the case here, was deemed to be inappropriate development for the purposes of Green Belt Policy consideration and was, therefore, by definition, harmful to the Greenbelt. Nevertheless, the considerations provided by the applicant at that time were considered to be sufficient collectively to constitute 'very special circumstances' capable of outweighing harm.
37. This application seeks to provide additional space for the school by providing a freestanding extension containing an open hall area; two group rooms; storage; WC; servery and lobby along with a new access path within an external outdoor play area. A design planning and access statement has been submitted in support of this application, which sets out what the applicant considers to be the very special circumstances that warrant setting aside the general presumption against what would be inappropriate development in the Green Belt. The applicant has made a case for very special circumstances based on educational need, with reference to 1) the impact of the universal free school meals initiative and use of the hall space; 2) other needs 3) the benefits of a new school hall; 4) analysis of floor lost since the original completion and 5) analysis against the national space standards. The report below considers each of these matters in turn.



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38. The impact of the universal free school meals initiative and use of the hall space– the School state that the 2014 universal infant school meals initiative reduced the current school hall in size as the school had to install a kitchen to meet demand. All 270 children at the school have a free cooked meal at lunchtime which means that the current hall is not available for other uses between 1130 and 2pm each day. The main impact of this is disruption to PE lessons. The number of lunch sittings has increased from 2 to 3 sittings in the school hall.
39. Other needs - The school states that the current hall also serves as a key space for the delivery of wider school curriculum workshops and clubs space as it is the only space large enough to accommodate these activities, the impact of this being that the hall availability for PE is further reduced and children sometimes have to eat in classrooms instead of the hall.
40. The applicants also advise that the breakfast club which has been operating since 2013, caters for 80 -105 children daily and is oversubscribed with 170 children on the books. The afterschool club was set up in 2017 and is limited by the space available which is in classrooms, which means the afterschool capacity is limited to 40. Afterschool use of the classrooms impacts on teachers use of the classrooms outside of the school core hours.
41. The school also has a requirement for breakout study space and currently use the library for this.
42. The benefits of a new school hall – the applicant describes the benefits of the proposal in its case for ‘very special circumstances’. These are to provision of PE; avoiding the need to cut short lessons to accommodate 3 lunchtime sittings; avoiding the need for children to eat lunch in classrooms; avoid the need for teachers to vacate their classrooms when afterschool clubs take place; provide meeting and breakout space releasing the library space; allowing increased uptake of afterschool clubs and improved arrangements for safeguarding through easier supervision in a single larger space and the facility to provide a light meal; allow the school to run holiday clubs without compromising the security of the main building; facilitate the growth of the breakfast club; provide improved income stream at a time of funding cut backs through afterschool clubs and community use; offer opportunities to let out the hall to community groups and outside clubs, strengthening community lines and providing additional support for working parents; assist in reducing vehicle congestion and pressure on parking spaces at peak school drop off and pick up times.
43. Analysis of floor lost since the original completion - in the last 5 years the school has had refurbishment work to meet the changing curriculum including a new IT suite. The applicants say that there is no space to introduce additional teaching space within the existing building. The school consider that they are unable to extend the main school building without compromising the design of the existing building and they have maximised use of space within the existing building so far.
44. The applicant has analysed the hall floor space lost since the original completion of the building and say that the floor area of the original hall was 137sqm. The kitchen extension meant that the hall was reduced in size to 118sqm as the servery was extended. A further 28.9 sqm space has been lost elsewhere within the school building to accommodate the universal free school’s initiative.

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45. Analysis against the national space standards - the school have also provided an analysis against national government space standards for schools contained within Building Bulletin 103:2014. They say that this shows that the school has less than the total recommended total floor area for hall, dining and PE space for a primary school of 270 pupils and lacks a separate studio space. They say the requirement for a school of 270 pupils is between 181 and 219.5sqm and as Riverhead is a 3 form entry (3FE) school the building bulletin says that the provision should be one large hall of a minimum of 120sqm for infants and 140sqm for KS1 and a separate studio making up the balance of the area.

Green Belt - consideration of the applicant's case for 'very special circumstances'

46. The SE/99/1721 application included a schedule of areas which stated that the DFEE recommendation for the size of the assembly hall was 120 – 140sqm. The original assembly hall was at the maximum of the recommendation size at 140.3sqm total, excluding the servery and hall store. At that time, the school roll was noted to be 270 which is the same as now. The introduction of the universal free school meals initiative would therefore have impacted on and reduced the space available within the original design within the dining hall area because of extension of the servery and would take the hall area below the minimum space recommendation that applied at that time and below the space that they had been used too. The applicant has clarified that when the school originally opened at the Riverhead site the school meals were prepared at the Amherst School and delivered to the servery at Riverhead and that school meals were limited to 120 a day. At that time there was a 14.6sqm servery whereas now there is a 37sqm kitchen. I consider that had the universal school meals initiative been in place in 1999, the hall would have been bigger and there would have been a larger servery/kitchen. I therefore accept that space has been lost within the school as a result of the initiative, yet the number of pupils at the school has stayed the same and the number of children having cooked school dinners has increased.
47. The applicant provides information about provision compared to the national space standards. The 2014 Building Bulletin 103: Area Guidelines for Mainstream Schools' sets out, non-statutory area guidelines for school buildings and sites and provides the minimum gross area recommended for buildings. The current guideline sizes for a primary school hall differ to those quoted in the application for permission in 1999. It should be noted that the guidelines do not necessarily have to be met in every case and should be applied flexibly in light of the particular circumstances. The guidelines are based on typical curriculum delivery and staffing and take account of schools' duty to offer universal infant free school meals from September 2014.
48. The guidelines say that any primary school should have a main hall for assemblies, examinations, public performances, parent evenings and community events. It states that primary schools larger than 1FE should have an additional small hall and/or studios (one for approximately every further FE) and that the total area for this category of space should include a main hall of at least 120sqm for infants, sufficient for PE and dance, assemblies, performances, parents evenings and dining. It says that the main hall would usually be used for dining in two or three sittings over the lunch period.
49. The document provides a formula to calculate the minimum and maximum recommended size for hall, dining and PE space based on the number of pupils. The recommended minimum is 181sqm and the recommended maximum is 219.5sqm. As a

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3FE school the recommendation is that there should be at least a main hall and two studios and that the total area of this space should using the school roll information in this case, between 181 and 219.5sqm. That would mean that the number of sittings for lunch would not impact on PE provision as that could take place elsewhere within the school.

50. According to the applicant, the current school hall is 118 sqm which is below the recommended floor range of 181 – 219.5sqm. There is no separate studio space. The school do therefore have less dining hall and PE space that they originally had when it was built and less space than the current recommended range and do not have the separate studio space that would be recommended now for the core primary school activities. In my view this current under provision of space should be given considerable weight.
51. Although the existing school hall is smaller than current minimum suggested floor area for the school size, it cannot be physically extended within the existing school design. An extension to the school hall in its current location would also be unlikely to be acceptable given the impact to the design of the existing building. The proposal would not change the fact that the school would still have a main school hall which is slightly less than the minimum standard for a whole school assembly.
52. The proposed activity hall is 198sqm, of which the new hall is 96sqm. The school would therefore have  $118 + 96\text{sqm} = 214\text{ sqm}$  of hall space which would be near to the maximum of the Building Bulletin recommendation of national space standards and also have a further 2 group rooms each 20sqm.
53. The original proposal also did not include any additional group rooms within learning resource areas. The Building Bulletin recommends at least one small group room for every 150 pupil places to provide quiet discrete facilities away from the classroom for a smaller group of pupils. The original proposal also did not include any separate space to be used as a SEN resource base specifically to support pupils with SEN or disability for learning and behaviour support, therapy and case conference work. The applicant has clarified that the purpose of the additional group rooms is to address these needs. Whilst the applicant says that attempts to address the shortfall have been made within the existing building, by enclosing 25sqm of part of an existing covered play area between the rear classrooms, the space is not ideal as it is the main lobby to the rear of the building and a secondary means of escape. The area is used as a group room and as a SEN area but is of limited size and is not entirely fit for these purposes. A small care suite which has been adapted in the winter garden area with hoist and toilets also does not address the SEN space requirement under Building Bulletin 103.
54. The applicant has confirmed that the two additional group rooms and SEN space would be used in conjunction with the existing converted spaces to support small group activities and SEN requirements. The Building Bulletin does provide details of the likely size requirements for these rooms which is linked to the size of the group. The applicant states that regular group intervention is needed for 12 to 15 children and this is ideally arranged in groups of 6 to 8. I am satisfied that the size and number of the rooms proposed would fall within the minimum and maximum size as set out within the Building Bulletin.

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55. Therefore, I conclude that the school does have a need for an additional hall space and group and SEN space and that the spaces proposed are not in excess of the need considering the adaptation of existing spaces since the school was built and the changing space standards over time and that there is considerable weight attached to this view.
56. I accept that an extension to the original building would compromise the original design. However, the applicant has not provided any details of alternative schemes considered within their application as an extension to the existing building. In my view, a freestanding building would be preferable in this location and I give considerable weight to the importance of maintaining the original design intention of the school. I accept that additional WC, refreshment and lobby space is also needed within the space requirement in a freestanding building. I accept that the proposal is predominantly required to meet the core education space needs of the infant school for hall dining and PR space and for group room and SEN to support break out group work and one to one work. At the same time the proposal would allow more suitable spaces to provide wrap round care facilities and use of the building outside of term time would maximise efficient use of building space and resources.

Impact on the Openness of the Green Belt

57. In relation to the openness of the Green Belt and whether the proposed extension would affect this, it should be noted that openness of the Green Belt is described as an 'absence of development' irrespective of the degree of visibility of the land in question from public vantage points. Therefore, any physical development within the Green Belt, whether visible or not, would have some impact on the openness. Whether that impact is either acceptable or unacceptable is a matter of fact or degree based on the specifics of each case. I consider that the proposed extension would be seen within the context of an established education facility and sited in close proximity to the existing building. The proposed building is smaller in scale and would be subservient to the main building. The established landscaping around the perimeter of the site would screen the development from wider views and, given that the proposed building is situated behind an existing landscape bund within the car park, I consider the proposed development would not affect the function of the Green Belt.
58. The proposal is sited adjacent to the existing school building, within the car park and minimises encroachment into other undeveloped areas of the site. The relocated car park provision does introduce some minor encroachment to existing landscape planting areas. The proposed relocated car park spaces would be contained within the school site. I am satisfied that the proposed car park extension by nature of its use, scale and location would not have a significant detrimental impact on the openness of the Green Belt. Furthermore, I note that Sevenoaks District Council considers that in terms of the car park extension, engineering operations are an appropriate form of development in the Green Belt where they preserve its openness. Furthermore, I recognise that the proposed replacement car park spaces are essentially to be slotted in between existing areas of parking areas and will not therefore result in harm to the openness of the area.
59. Being adjacent to the main school building, it is arguable that that the proposal would not have any greater impact on the openness of the Green Belt than the existing building and educational campus.

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60. The applicant has not provided details of any alternative locations considered within the school site that could be argued to have a lesser impact on the openness of the Green Belt. However, given the unique design of the existing building, I consider that other potential options are limited to accommodate the established need for additional hall and studio space to meet core primary school space provision. In my view, the proposed location of the development would in fact have a very limited impact on the openness and functioning of the Green Belt and would not impact on the open parkland areas to the south of the site.

Summary – ‘Very Special Circumstances’/Green Belt Considerations

61. I have considered the case for ‘very special circumstances’ in the context of the Development Plan Policy and the NPPF. The development is inappropriate development for the purposes of Green Belt Policy consideration and is, therefore, by definition harmful. Nevertheless, in my view, the considerations summarised above are sufficient collectively to constitute ‘very special circumstances’ capable of outweighing harm, in this particular case. Furthermore, I accept that the particular siting and design of the proposals has been carefully considered to help mitigate the impact of the development on the functioning and openness of the Green Belt. Accordingly, I do not consider that an objection on Green Belt grounds would be warranted in this particular case.

62. Further, in assessing the need to refer the application to the Secretary of State for consideration and having regard to the Town and Country Planning (Consultation) (England) Direction 2009, I do not consider that this application needs to be referred. The Direction requires inappropriate development to be referred where it consists of the provision of buildings where the floor space to be created is 1000sqm or more, or any other development which, by reason of its scale or nature or location would have a significant impact on the openness of the Green Belt. The proposal has an external floor space of 213sqm, well below the 1000sqm threshold. Further, I consider that the scale, nature or location adjacent to existing built development, does not have a significant impact on the openness of the Green Belt. I therefore conclude that there is no requirement to refer the application in this particular case.

Need for the proposal

63. Neighbours have made comments both in objection to and in support of the need for the proposal. The comments in support of the proposal relate to the school’s need for the space for PE and additional needs and to allow space for the afterschool club to grow and for raising of funds that can be used by the school for education and the benefits to the school and the general community. Those in objection to the need for the proposal relate to mainly to the community use aspects of the proposal and the use as a breakfast and afterschool club. There is concern that the proposal is also for Amherst School and that they have their own proposal for a breakfast and afterschool club. There is also concern that the proposal might lead to a pre-school and that the proposal is too commercial. There is a concern that community use and lettings activities are not needed as other facilities already exist in Riverhead for this and that the proposal may impact on lettings elsewhere.

64. The proposal does not propose an increase to the school roll but does include space provision for increased use of the existing breakfast and afterschool club activities at the

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site, extending the school day for a greater number of children at the site. It does not include a pre-school.

65. As discussed above, the applicants state that they have a need for additional hall space for the school following the introduction of the Universal Free School Meals for Infants Initiative in 2014. The proposal would be used by the school for PE and games, DT lessons, breakout groups and meetings and would address difficulties in meeting the curriculum in these areas. The school has provided information on the building space lost since the school was first built to other educational uses and their need for a school hall of a size that meets current educational requirements. Given the national planning policy support for allowing schools to expand and improve their facilities and the case that the applicant makes for need for a proposal to address the schools own requirement for additional hall space, I consider that there is case of need for an activity hall for the schools own use to meet the curriculum during the school day.
66. However, the proposal is also to cater for increased demand for breakfast and afterschool clubs which already exist at the site and the applicant states that use of the current school facilities for these purposes gives safeguarding challenges. The clubs are beyond the core school hours but related to the educational use and existing facilities at the site.
67. There are pupils from the Amherst School which attend the current breakfast and afterschool clubs at Riverhead. The extension of breakfast and afterschool club activities to those outside of the Riverhead Infant School (ie Amherst School) has caused particular neighbour concern and it is noted that Amherst Academy also runs a breakfast and afterschool club. Amherst School also have a project to create their own new flexible community space. Each planning application has to be considered on its own merits however and the existence of a future project at Amherst School which may not proceed is not relevant to the determination of this proposal.
68. The applicant has clarified that places at the Riverhead breakfast and afterschool clubs are available with preference to children from Riverhead Infant School, then children from Amherst School with siblings at Riverhead Infant School and then, depending on capacity, children that just attend Amherst School. The applicant has clarified that the Amherst School breakfast and afterschool club are restricted in terms of the numbers they can accept, and that Riverhead Infant School currently takes some overspill from Amherst School. They also state that their club hours differ to the Amherst School Club hours and parents may choose which clubs best suit their timings at either end of the school day. Whilst the proposal caters for children from Amherst School, the proposal is predominantly for the needs of the Riverhead Infant School children. The applicant has clarified that they have no plans to significantly vary the number of places made available to Amherst School pupils and do not expect the level of demand to change unduly should the proposed new Amherst building project proceed because of the scale of that proposal. The applicant has also clarified that no new staff are required as a result of the proposal.
69. The supplementary statement provides information about the current use of the breakfast and afterschool club and the School intention is that the proposed hall would allow more space for a greater proportion of the Riverhead Infant School children to join the breakfast and afterschool club at the school. The supplementary statement states that there are no plans to operate as any form of outside commercial venture unrelated

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to school, educational or school supported charitable activities and that any charges made for extra curricular activities are to cover the costs of provision only.

70. The supplementary statement details the other meetings and events that might take place within the proposed building such as PTA meetings, visiting school workshops, a weekly coffee morning for the schools parents and carers and potentially a parent and toddler group one morning a week should there be a demand for this from parents. These are all activities which could take place within the existing school building.
71. The proposal also includes use of the activity hall by the community outside of the school core hours (such as by Sevenoaks School of Dance) and during the holidays for use by community groups and clubs, including holiday clubs. The school already lets out its premises for such uses outside of core hours and in holiday time.
72. The proposed activity hall would however provide further space within the school for the school's own use during core school hours and the space would also be used to provide before and after school care within a school environment for children at the school and children from Amherst School. Outside of school hours the activity hall would be available for community use. Objectors to the proposal say that the additional community facility is not needed. I am satisfied that the core reason for the proposal is educational, in that additional hall space, group room and SEN space is required. Provided the predominant core need for the proposal for education use can be justified, the accompanying community uses of the building and the principle of using school buildings efficiently beyond the school core hours is acceptable in planning terms, in supporting opportunities to create social interaction in promoting health and safe communities, and to meet community needs, (which in this case include the provision of wrap around care before and afterschool), subject to consideration of other impacts such as hours of use; impacts on highways matters and amenity impacts and these are discussed below.
73. It should be noted that the school already lets its facilities out after school (including to a local dance club) and in school holidays and would wish to use the proposed activity hall to support these activities along with increased opportunities for use. These uses could already take place using the premises at the site without a requirement for planning permission. The applicant states that the benefit of using the proposed hall for these activities is that it would reduce running costs, offer greater security and safeguarding.
74. The impact to other community facilities as a result of this proposal is not therefore expected to be significant given the limited new community uses proposed and the proposed hours. Controls over the hours of use could be imposed via condition.

Compliance with existing permissions relating to traffic and parking

75. The proposal has given rise to local objection in relation to traffic parking and congestion matters. A number of representations advise that the school are not using the drop off and pick up layout as originally intended and because the original school travel plan initiatives and commitments have not been met, including staggered drop off and pick up times, walking buses and encouraging all children to walk. Comments indicate that the proposal may be perceived to introduce less of an impact if the current facilities for drop off and car parking were provided.

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76. The SE/00/2526 decision gave permission for the details of the current car park, circulation areas and area for setting down/picking children up layout. On site parking was to be provided along with circulation space provided by the internal access road allowing space for the setting down/picking up of children travelling by car for about 14 cars at a time. A building within the car park area would not be allowed by the existing planning permission however this does not prevent the applicant from applying for planning permission for a new building allowing new proposals to be considered on their own merits.
77. This proposal does not change the original requirement for car parking provision and for the setting down and picking up of children or the School Travel Plan initiatives. However, it does change the car parking layout within the site as 11 spaces are displaced by the proposal and relocated elsewhere within the site. There would be no change to the number of parking spaces available at the site as a result of the proposal.
78. This proposal outlines the current arrangements at the site but does not seek permission for any changes. The application does not therefore seek to change the existing permitted arrangements other than in relation to the layout of the car parking spaces. It does however introduce new considerations relating to use of the site outside of the school term time.
79. In response to the alleged disregard of the existing permission requirement concerning the maintenance and use of the drop off/pick up system; failure to implement the travel plan/encourage the use of the walking buses and provision of parent parking on site, the applicant states that they have a School Travel Planner and a School Travel Plan. They operate a walk to school policy and promote car sharing. There are 3 walking buses however they comment that the take up of walking buses is dependent on individual parents and that the introduction of parking charges at the Miller and Carter car park has impacted on the use of the service. The Applicant says that they use the drop off/vehicle access loop and the approved number of car parking spaces in compliance with the original permission, operated and coordinated at senior management level with access under the control of the main entrance barrier which remains open before 0825 and after 1530 and closed between these times when access is via a call point at the barrier and a permit system is in place. They say that their procedure is aimed to reduce the risk of accidents within the school site during school core hours.
80. The supporting statement says that the school currently uses the drop off and pick up loop for children attending breakfast and afterschool club. Between 0825 and the start time at 845 and for collection at the end of the school day at 3.15 the loop is closed and therefore the facility would not be used for dropping of other children at school unless the parent has a permit. The applicant advises that approximately 78% of the children who are driven to school use the turning loop drop off facility. The applicant also advises that it is not possible for the younger children to use the loop facility for safeguarding reasons. The school does not operate a staggered release/pick up time for children that do not attend the breakfast or afterschool club. The school operates a permit system for some parents to use the loop during the core times but those who do not use the breakfast or afterschool club and do not have a permit cannot currently use the loop.
81. The allegations that the school is in breach of its existing permission are being investigated directly with the School as a separate matter. Whilst there may be compliance concerns, planning policy and legislation does not provide for decisions on



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planning applications to be delayed or refused based on the existence of a breach of an existing permission or the investigation of complaints or resolution of compliance matters. The application has to be considered on its own merits based upon the information provided within the statutory time limits for decision making.

Traffic parking and congestion

82. The proposal has attracted neighbour objections because of traffic, parking and congestion concerns and the adequacy of the parking provision for the proposal. Riverhead Parish Council raise concern over the safety and wellbeing of children and other users of roads and Chevening Parish Council have commented that it is concerned about the impact of parking on parishioners. The proposal has not raised objection from Sevenoaks District Council nor the Highways Authority. Kent Fire and Rescue Service also raise no objection to the proposal and means of access within it.
83. It is important to note that the proposal does not seek to increase the number of children attending the school. It does however seek to use the proposed new building to allow an extension of the numbers of children attending the breakfast and afterschool club at the school. It also seeks to make efficient and effective use of the proposed new building outside of the school hours during term time and school holiday time with holiday club and community activities and in this way would be offering extended school facilities within the activity hall. The holiday club provision in the school holiday time would not be limited to the Riverhead Infant School children and would be run by an external provider.
84. Neighbour objections include concerns that the proposal would add to traffic pollution and congestion during the existing school drop off and pick up time. However, as it does not extend the numbers of children that need to be dropped off and picked up for the school day at the existing drop off and pick up time this would not be the case.
85. Those using the breakfast and afterschool club facility would already be travelling to the school and those new to the breakfast and afterschool club would be travelling to Riverhead Infant School at a different time. This would spread the traffic movements out but there would be the same number of movements in my view.
86. Neighbour comments indicate concern that the breakfast and afterschool club extend the time of private vehicle parking beyond the site and will not offer a traffic calming effect. The applicant has confirmed that the drop off and pick up loop is in use for the breakfast and afterschool club times and given that there is no objection from highways there is no reason to conclude that it would result in an unacceptable adverse highways impact as a result of the use for the breakfast and afterschool club.
87. Neighbour objections also include concerns that the proposal would add to traffic pollution and congestion as a result of the proposed community uses. The proposed uses within the school day in school term time detailed within the application include PTA meetings, visiting school workshops, weekly coffee mornings and a potential parent and toddler group. These activities could already take place during the school day at the site, and the PTA meetings and visiting school workshops do already take place. Weekly coffee mornings and weekly parent toddler groups would be new, however, they would be linked to the existing school community and run by the school. They would not be expected to be major new traffic generating uses. In response to this concern the applicant has stated that the parent and toddler group would only be offered to school

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parents and at times that would not clash with peak drop off/pick up times ensuring that on site parking was available. The applicant has confirmed that on site parking would be available for the proposed PTA meetings, visiting school workshops, weekly coffee mornings and parent and toddler groups as the timing of the activities within the school day is/can be carefully managed.

88. The applicant has also confirmed that for the school term time afterschool clubs, the car park would be available and there is space within it for the parking and picking up and that the drop of and pick up loop would be open for this purpose. The proposed community uses, and holiday club uses outside of the school term time would use the existing on-site parking provision which would be fully available to those uses. I am satisfied that a condition could be used to require the existing car park to be used for this and that a condition also be used to require the parking loop to be available for the breakfast and afterschool club and community users of the proposed activity hall.
89. In the interest of maintaining good community and neighbour relations, I also consider that the applicant should ensure that there are adequate arrangements in place to respond to any issues arising as a result of community use outside of the school normal hours, particularly relating to complaints or concerns raised by nearby residents.
90. It is noted that Transportation Planning suggest that the use of the two relocated parking spaces at the front of the building which would be accessed off the drop off loop to the east of the proposed building be allocated so as to prevent members of staff entering the area unnecessarily and this can be dealt with by Informative.
91. Some of the neighbour comments received relate to parent/driver behaviour and inconsiderate parking and road use. Inconsiderate and antisocial behaviour from parents and drivers is not something that the Planning Authority can control and is not a material planning consideration.
92. There is a concern about traffic congestion in the vicinity of the site and extending back to Riverhead, and a request that there should be parking restrictions on the A25 to prevent parking on the road. However, the Highways Authority do not require parking restrictions to be provided to make this proposal acceptable in highways terms and I conclude that the proposal is acceptable in planning policy terms without such measures. Furthermore, where parking areas are unrestricted these are areas that are intended to be free for all to use and are not intended to be reserved for specific uses or users.
93. The proposal did not require submission of an updated School Travel Plan and I am also satisfied that the regular annual review of the School Travel Plan can be required by condition.
94. The NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The District Council has not objected to the proposal and furthermore, Transportation Planning as Highway Authority and statutory consultee, have no adverse comments in relation to the proposal and so I conclude that the proposed activities do not constitute, in the context of the NPPF, a severe impact on the highway and that refusal of the proposal on highways grounds would not be supported by planning policy or guidance.

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Sustainability and Air quality

95. The proposal is located adjacent to the Riverhead Air Quality Management Area. Sevenoaks Local Plan policy SP2 concerning sustainable development seeks to take account of the need to improve air quality in accordance with the District's Air Quality Action Plan.
96. The policy requirement is that development in areas of poor air quality or development that may have an adverse impact on air quality will be required to incorporate mitigation measures to reduce impact to an acceptable level. New development in areas of poor air quality will be required to incorporate measures in the design and orientation that demonstrate an acceptable environment will be created for future occupiers. Permission will be refused where unacceptable impacts cannot be overcome by mitigation.
97. Planning Practice Guidance states that Local Planning Authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis. A Transport Assessment or revised School Travel Plan is not normally required for minor development proposals such as this and in this case the application did not need to be accompanied by a Transport Assessment or a revised School Travel Plan. It was however accompanied by sufficient information to assess the highway impacts of the development. Furthermore, Transportation Planning has not requested that a Transport Assessment be provided to go with the application. Notwithstanding this, the applicant was asked to provide further information to clarify their proposal in relation to the level of community use expected.
98. The applicant has not submitted an air quality impact assessment for the proposal. However, as the proposal is not regarded as a significant traffic generating proposal and as it has not attracted objection from Sevenoaks District Council, on air quality grounds, I consider that the proposal is not likely to give rise to additional negative air quality impacts sufficient to require mitigation measures to be incorporated into the design. Controls over dust during temporary construction activity can be controlled by condition.
99. The design of the proposed extension has been undertaken to include various sustainable measures so that the scheme would accord with the principle of BREEAM Very Good. These would include compliance with building regulation requirements. The proposal would be heated by air source heat pumps. There would be local mechanical ventilation units fitted with local mechanical heat recovery units in kitchen and toilet areas. All areas would be naturally ventilated. Hot water supply would be by means of local instantaneous units. The design avoids large areas of south or west facing glazing and the general principles of minimising carbon dioxide emissions and avoiding internal overheating; efficient use of natural resources and materials used in construction are followed.
100. An area for photovoltaic panels has been identified on the roof slope of the building, hidden by the parapet and this would provide between 25% and 80% reductions in carbon emissions.
101. Although the County's education developments are not officially promoted through the BREEAM process, it is considered that this scheme would accord with the aims of Policy SP2 of the Core Strategy, where institutional development is required to meet the 'very good' rating.

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Accuracy / misleading information within the application

102. The proposal has given rise to some concern and/or confusion regarding the nature of the development and its use. This particularly relates to the proposed hours; the use by Amherst School; the use of the drop off loop; the proposed community uses and whether it is for the school core function or for additional income generation by lettings for the community and extension of the breakfast and afterschool club.
103. The applicant's state that the proposal would enable existing lettings to be arranged without disruption to the main school building facilities with greater security and without raising possible safeguarding issues. The applicants state that they have no plans to significantly increase overall community usage and clarification has been sought on this.
104. It is noted that where the application contains inconsistencies or items that need to be clarified where necessary I have sought additional information and/or clarification from the applicant. These matters are discussed elsewhere in this report, in relation to proposed hours, Amherst School, greater detail on community uses and the use of the drop off / pick up loop, walking buses and parking provision.
105. In addition, the applicant has clarified the purpose and the times that photos of the A25 were taken in the design and access statement as being to demonstrate the limited visual impact of the building rather than the parking. They say the photos were taken between 1030 am and 1115am on Thursday 19<sup>th</sup> September 2019 and not on a Sunday.
106. In particular, there has been concern about the extent of the proposed hours of use and concern that the proposed hours detailed in the application might be extended or were inaccurate. The applicant has clarified the proposed hours of use in relation to the proposed activity hall as detailed in paragraph 18 above. I am satisfied that the proposed hours, including the occasional periods of longer opening hours could be controlled using a condition and that the number of occasions in the school year when extended opening could take place within the activity hall can be limited.
107. It should also be noted that this proposal does allow some control over the hours of operation in connection with the use of the proposed activity hall but it does not provide any control over the hours of use of the existing buildings at the site. Should the School wish to amend hours of use of the new activity hall beyond those set out in the application, they would need to make a fresh planning application to do so despite the fact that the main school site hours are not limited by condition in this way. Any such application would be considered on its own merits.

Noise

108. Concerns have been raised by local residents about additional noise impacts arising from the proposal. These relate to noise from traffic and congestion, and from children on their journey to school as well as from use of the proposed hall late at night from community uses.
109. The proposal is approximately 50m from the nearest housing which is beyond Cold Arbour Road to the west and approximately 50m to the nearest housing to the north and north west which is separated by the A25. To the south the nearest housing is approx. 280m away. I am satisfied that the proposal would not give rise to significant late-night noise from music given the limited evening use of the proposal and that the activities

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during school term time would not significantly add to the existing noise environment locally given that the activities already take place at the school. During the school holiday time the uses are limited during weekday hours and, whilst noise survey information has not been submitted, I do not consider it likely that it would be so significant as to adversely impact on the locality.

110. Furthermore, the proposal has not attracted objection from the District Council in relation to noise impacts given its location near to the existing school building and the uses proposed.

Residential amenity

111. There have been concerns raised from residents that the proposal would result in a loss of privacy and amenity as a result of congestion and parking impacts at school collection and pick up time.
112. Given that the proposed site is well screened from the nearest residential properties and that this is a single storey building, I do not consider that there would be any overlooking impacts to neighbours in relation to privacy as a direct result of the proposal. I do not consider that the indirect impacts to privacy as a result of car users using the A25 and local roads and parking outside residential property would be sufficient to warrant refusal of the proposal given that use of the highway network and parking within unrestricted areas could take place in any event at any time and it is unrealistic to expect that there would be no use of the surrounding highway in connection with a School.

Effect of neighbouring conservation area and heritage matters

113. Concern has been raised regarding potential impacts from congestion and parking on the Riverhead Conservation Area. The school entrance is located 285m to the west of Riverhead Conservation Area. Given that the District Council and the County Council Conservation Officer have not raised any concerns relating to the impact of the proposal on the Conservation Area or to any of the nearest listed buildings (at the Old Meeting House some 120m away from the proposed development site); I do not consider that the proposal would have a direct adverse impact to the setting of the Conservation Area at Riverhead, nor the other Conservation Areas at Chipstead Green and Bessels Green.
114. I also do not consider that the proposal gives rise to significant additional traffic generation given the absence of adverse comments from the Transportation Planning and therefore do not consider that the impact to the Conservation Area in Riverhead as a result of the proposal would be sufficient to refuse the proposal in relation to the impacts to heritage assets.
115. The proposal is located in an area where there is potential to contain remains associated with early Prehistoric activity, including Palaeolithic flint artefacts and bone and, in view of this potential, I consider a prior to the commencement of development condition on any forthcoming consent could address the requirement for archaeological field evaluation works to ensure that any features of archaeological interest are properly examined and recorded.

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Loss of trees and biodiversity matters

116. The application includes a preliminary ecological appraisal and Arboricultural Impact Assessment and Tree Protection Specification.
117. I have consulted the County Council Ecological Advice Service who advise that the ecological information submitted shows that there is unlikely to be significant ecological impacts from the works as the area consists of mostly hardstanding and suitable habitat for protected species is not prominent on-site. They advise that as habitats are present on and around the site that provide opportunities for breeding birds, any work to vegetation that may provide suitable nesting habitats should be carried out outside of the bird breeding season (March to August) to avoid destroying or damaging bird nests in use or being built. If vegetation needs to be removed during the breeding season, mitigation measures need to be implemented during construction in order to protect breeding birds and I am satisfied that these measures can be required by Informative, as requested by the Ecological Advice Service, should permission be granted. I am also satisfied that the proposed ecological enhancements (bat and bird boxes) can be required by condition along with the submission of further details of how the development will enhance biodiversity.
118. The proposal does require the removal of three individual trees and six groups of trees and part of one group. These are specified in the information within the application and none are considered to be of high value. The applicant proposed that their loss be mitigated through provision of a landscape scheme that would serve to provide a greater visual amenity and ecological value than the trees that would need to be lost. Tree protection measures are proposed in relation to other trees within the application area.
119. The removal of trees has attracted neighbour objection. However, given the educational need for the proposal and that Sevenoaks District Council response includes their views in relation to the removal of the trees, and does not result in objection to the proposal, I am satisfied that the development is acceptable in this regard. I consider that replacement tree planting and the future management of the remaining trees on site can be required by condition.

Design

120. A neighbour comment objects to the proposed design in terms of its location in front of the building line and the harmony with the existing building at the site. Given that the existing building was of an award-winning design and located within the Green Belt I have consulted the County Council Heritage Conservation Service on the proposal and at the time of pre-application advice on other design options.
121. The existing building design incorporates a low ridge height, curved lines and a 'living' roof – features which together enabled the new building to gain planning approval in 1999, whereas this proposal is for a freestanding building modular construction.
122. In relation to the proposal, the Heritage Conservation Service consider that the design incorporates the comments arising from pre-application advice in relation to the proposed colour palette and colour panel sizes and that no objection is raised. There is also no objection from the District Council in relation to the proposed design, who in their report state that the building fits well with the existing development on the site, and

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given its positioning (and screening on the north and west boundaries), it is not widely visible from the public realm. It is considered that the design of the building is acceptable and would not harm the character and appearance of the area.

123. I consider that overall the proposed building is considered to be of a form appropriate to its setting and I do not consider that the proposal detracts from the design of the existing building. Whilst the building sits slightly forward of the front of the existing building, its location has been designed to fit in with the existing on-site screening within the car park and I do not consider that this would warrant refusal of the proposal.
124. Furthermore, I consider that the proposal does not result in any loss of green space at the site and does not impact on playing field land. I therefore conclude that the design is acceptable in planning policy terms.

Other matters

125. I consider that disruption to education during construction is capable of being managed by the applicant by the timing of works during school holiday time and the risk of injury during the construction process is a health and safety matter that would need to be addressed by the school during the construction period. Temporary impacts as a result of construction such as construction noise, dust, hours of construction work can, in my view, be controlled by planning condition.
126. I also consider that a condition can be used as requested by the Environment Agency, to address any risks associated with past contamination of the site which is located above a historic landfill and in relation to the restriction of drainage systems for infiltration of surface water to the ground and piling or any other foundation design using penetrative methods.
127. Neighbours have expressed concern about the extent of publicity that has been given to this application indicating the publicity carried out by Kent County Council as Planning Authority is insufficient and less than that carried out for the original proposal for relocation of the school to the current location.
128. As detailed in paragraph 26 above, the application was publicised by site notice, newspaper notice, publicity via the Kent County Council website and by Sevenoaks District Council on their own website as well as individual neighbour notification to all properties located within 90m of the school site. This meets the legal requirements for publicity of a planning application and the requirements set out in the Kent County Council Statement of Community Involvement for publicity of a planning application and is in my view appropriate for a minor development proposal at an existing school site.
129. Publicity carried out in 1999 and 2000 was to a greater number of properties, given that the proposal for a new school site at Riverhead at that time and was a major development proposal.
130. The location of the posting of the Site Notice has also been queried, as one resident considers that it should have been posted at the most used pedestrian crossing. The Site Notice was posted in an appropriate location near to the school entrance and between the two pedestrian crossings. This meets the legislative requirements.

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131. In keeping with planning practice guidance, the applicants have undertaken pre-application engagement and that is detailed in the planning application. However, the extent of pre-application engagement with the local community is a matter for the applicant given that pre-application engagement with the community is encouraged but is not mandatory for this type of proposal.
132. It has also been suggested that the consultation period should be extended. The publicity carried out by the County Council meets the statutory requirements for publicity of a planning application. It should be noted that planning decisions should be made without delay where they accord with the development plan unless material considerations indicate otherwise.
133. Furthermore, the planning application is not flawed because it contains the use of the hall for existing pupils as well as for the wider community use. Whilst it may be possible to deal with both issues separately, there are no policy grounds for refusing the proposal on this basis.
134. In addition, Chevening Parish Council, who did not object to our original consultation about the proposal, did comment on the purpose of our consultation with them in relation to the additional information submitted by the applicant (ie the supplementary statement), if there was no impact on the overall amount of parking and to the drop off loop. Additional consultation was carried out with the statutory consultees as a result of the additional information being submitted. The comments of both Chevening and Riverhead Parish Council have been taken account of in the discussion above concerning highways impacts.

**Conclusion**

135. This proposal seeks to provide additional flexible space to meet the needs of the curriculum and the associated space requirements for the number of pupils at the school. It seeks to provide better facilities for the existing breakfast and afterschool clubs and to improve the facilities available for existing community lettings at the school and to provide opportunities for more holiday club and community use activities outside of school term time. The proposal does not seek to increase the school roll and there is no change to the number of parking spaces at the site. It has given rise to a variety of issues, including the need to demonstrate 'very special circumstances' to justify inappropriate development in the Green Belt, the impact of the proposed development on the openness of the Green Belt, and the impact of the development on the highway network, along with a need to ensure that there is a sufficient educational facility to meet community needs in respect of the number of children at the school whilst also seeking to accommodate shared use of the proposed facilities linked to the provision of extended services.
136. I consider that very special circumstances have been demonstrated in this particular case for overriding Green Belt policy considerations. I also consider that the development has been designed to minimise the impact of the development on this part of the Green Belt, and its functioning. In addition, subject to the imposition of the conditions outlined throughout this report, I consider that the proposed development would not have a significantly detrimental impact on the local highway network, or the amenity of local residents, and would accord with the principles of sustainable development as set out in Development Plan Policies and the NPPF. In addition, strong



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support for the provision of school places is heavily embedded within the NPPF and local planning policy, and this development would satisfy a required need for hall, dining and PE space. Therefore, subject to the imposition of conditions, I am of the opinion that the proposed development would not give rise to any material harm and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained in the NPPF.

**Recommendation**

I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

- The standard 3 year time limit;
- The development be carried out in accordance with the permitted details;
- Submission of details of external materials;
- Measures to protect existing trees during construction, including as set out in the Arboricultural method and impact statement;
- Condition concerning preliminary risk assessment; site investigation; options appraisal and remediation strategy and verification plan and report to meet Environment Agency requirements concerning the potential for historic land contamination and the protection of controlled waters;
- Concerning unforeseen contamination found during development; restriction of infiltration of surface water drainage into the ground and restriction of piling or any other foundation designs using penetrative methods to address comments raised by the Environment Agency;
- Submission of a Construction Management Plan;
- Limiting construction hours to between 0800 and 1800 Monday to Friday and 0900 to 1300 Saturday with no work on Sunday or Bank Holidays;
- Measures to control dust during construction;
- Provision prior to occupation and then permanent retention of relocated vehicle car parking spaces;
- Annual review of the School Travel Plan with submission via Jambusters;
- Submission of external lighting details;
- Submission of details of ecological enhancements within 6 months of works commencing;
- Submission of details of proposed landscape planting to include native species and suitability for bee pollination where appropriate;
- Submission of details of archaeological field evaluation works specification and timetable prior to the commencement of the development;
- Controls over the hours of use for the proposed hall during School term time as follows:

Monday to Friday:	07:50 to 18:15 hours;
Saturday:	09:00 to 14:00 hours;
Sunday/Bank Holiday:	no use;

With the exception of the following:

- access for cleaners and staff between 0630 and 2000 hours on Monday to Friday;

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- on no more than 12 occasions per year during School term time:  
Monday to Friday: 07:50 to 21:00 hours;
- on no more than 1 occasion per year during School term time:  
Saturday: 07:00 to 18:00 hours;  
Sunday/Bank Holiday: 07:00 to 16:00 hours;
- on no more than 2 occasions per year during School term time:  
Sunday/Bank Holiday: 09:00 to 14:00 hours.
- Controls over the hours of use for the proposed hall outside of School term time as follows:  
Monday to Friday: 09:00 -16:00 hours;  
Saturday: No use;  
Sunday/Bank Holiday: No use.
- Requirement for the drop off/pick up loop and all of the 43 parking spaces within the site to be used in connection with the use of the activity hall including the breakfast and afterschool club during school term time and for the community use of the activity hall during School Term time and outside of School Term time.

I FURTHER RECOMMEND THAT THE Applicant BE ADVISED of the following Informatives relating to:

- nesting birds and timing of works;
- developer consultation with the relevant water companies;
- allocation of the two spaces accessed off the drop off loop.

Case Officer: Mrs Hazel Mallett
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Tel. no: 03000 413411
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Background Documents: see section heading
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