

Report of the Head of Development Services

PART 4

Swale Borough Council’s own development; observation on County Council’s development; observation of development by Statutory Undertakers and by Government Developments; and recommendations to the County Council on ‘County Matters’ applications.

4.1 14/500739/R3REG		<u>lwade</u>	
APPLICATION PROPOSAL			
Regulation 3 (KCC) - expansion of lwade Community primary school from two form entry (2FE) three form entry (3FE), including the erection of a two storey extension to the existing school building, creation of new access via School Lane, provision of parent drop-off and pick up facilities and additional parking spaces together with new hard and soft landscaping.			
ADDRESS lwade County Primary School, School Lane, lwade, Kent, ME9 8RS.			
RECOMMENDATION No objection to be raised			
SUMMARY OF REASONS FOR RECOMMENDATION			
Proposed development is of an appropriate scale and design, and would not give rise to any serious amenity issues.			
REASON FOR REFERRAL TO COMMITTEE			
Parish Council objection.			
WARD lwade & Lower Halstow	PARISH/TOWN COUNCIL lwade	APPLICANT KCC Property And Infrastructure Support AGENT Kent County Council	
DECISION DUE DATE 12/08/14	PUBLICITY EXPIRY DATE 12/08/14	OFFICER SITE VISIT DATE 31.07.15 and 27.08.14.	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
SW/02/0481	No objection raised to application for mobile classroom.		
SW/02/0941	No objection raised to application for extension to playing field.		
SW/03/1200	No objection raised to application for temporary planning permission for re-siting mobile classrooms.		
SW/03/1234	No objection raised to application for erection of 8 classroom extension.		
SW/04/0884	No objection raised to application for mobile classroom.		

MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.01 Iwade County Primary School comprises a large building with numerous extensions and additions added on to the original brick structure. It sits to the north of School Lane, with a car park to the front, and immediately to the west of the village centre shops and car park.
- 1.02 Residential houses are located immediately adjacent to the western boundary, and the school playing fields / play areas sit to the north of the school and some of the neighbouring houses. The boundaries are defined by railings and / or fencing with clear views through from public areas into the school property.
- 1.03 The school has approximately 420 children on its roll, from the ages of 4 to 11.

2.0 PROPOSAL

- 2.01 The application proposes erection of a two storey extension to the rear of the building on land currently forming a hard surfaced play area and part of the school playing field; and the formation of a new vehicle access to the existing car park from School Lane, with associated pick up and drop off points.
- 2.02 The proposed extension would be located to the north of the existing buildings and measure approximately 17.5m wide x 27.5m deep x 8.3 metres high with a flat roof.
- 2.03 A new car parking area is to be created by closing the existing vehicle access on the eastern boundary and constructing a new parking area, and creating a new access from School Lane. Further spaces are created within the existing car parking areas by reorganising the layout of spaces and access routes. In total 46 spaces will be provided (26 existing), with disabled spaces spread through the site.
- 2.04 The proposed new vehicle access would be located to the western end of the frontage on School Lane and will be the sole point of entry / exit, thus removing traffic conflict with users of the village centre car park. The plans have been amended, from those originally submitted, setting the access gates back within the site.
- 2.05 Additional or replacement landscaping would be provided across the site as part of the development.
- 2.06 Revised versions of the Great Crested Newt Survey Report and Reptile Survey Report originally submitted have now been provided.

- 2.07 The works would enable the school to expand from two form entry (2FE) to three form entry (3FE), and to take in more children. This is particularly crucial because, as noted in the Design & Access Statement (pg.9):

“The...Kent Commissioning Plan for Education 2013-18 has identified a significant pressure on reception year places. The district of Swale is forecast to have a deficit of 87 reception year places in September 2016 and 2017. This means that urgent action is required to increase capacity, hence the purpose of this planning application.

The extension to the school will provide accommodation for an additional 210 pupils aged 4 – 11 years, and will provide a new staff room.”

3.0 SUMMARY INFORMATION

	Existing <i>[Delete if not a replacement]</i>	Proposed	Change (+/-) <i>[Delete if not a replacement]</i>
Car parking spaces (inc. disabled)	26	46	+20
Max height		3m	
Max depth		27m	
Max width		17m	

4.0 PLANNING CONSTRAINTS

- 4.01 The site sits within an area of archaeological potential. Great Crested Newts are also present at the site.

5.0 POLICY AND OTHER CONSIDERATIONS

- 5.01 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) are relevant in that they encourage developments that would provide new or enhanced community facilities, of a good design, and without giving rise to serious amenity concerns. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 5.02 Policies E1, E19, C1, T3 and T4 of the Swale Borough Local Plan 2008 are relevant, and similar in their aims to the NPPF and NPPG.

6.0 LOCAL REPRESENTATIONS

6.01 Iwade Parish Council objected to the original drawings, commenting:

- *Referring to Great Crested Newts, information given states that at the time of the survey it wasn't possible to look for newts. The Ecology Report states that a survey was carried out beyond the end of the optimum period, although the warm autumn weather of 2013 significantly extended the survey season, and the weather conditions at the time of the visit were good. Nevertheless, some faunal groups would be absent, notably reptiles and amphibians, whilst there would be no breeding birds. Some flora may also have died back and would not be showing.*

My Members are concerned that the survey was carried out in November whilst newts would be hibernating therefore a full survey should be done. They also note that the nature area was excluded from the survey and the long grass around the edges (seen on the aerial view photo) connect the ponds to the area where building work will take place making it highly likely Great Crested Newts will be present on the site. It also states in the survey about some flora and fauna may have died back – being November the long grass around the edges may have been mown. The report also states that the last records from the school ponds were in 2006 but the details on the Kent Reptile and Amphibian Group (Krag) and the Kent and Medway Biological Records Office files say 2008; and during one of Krag's surveys a Great Crested Newt was found wandering across the school playground.

- *Needs a shelter for the Bike Rack*
- *To the rear of the building steps go up on to the playground; there is no other access for anyone in a wheelchair.*
- *In the event of a fire Members would query whether adequate provision has been made relating to escape routes for wheelchair users.*
- *The new entrance on School Lane will cause traffic problems. The automatic gate means that cars will need to stop on the highway to key in a number to open the gate; this in turn will produce a queue of vehicles.*
- *There is inadequate space to allow cars to go out of the entrance. A sweep analysis shows a 7.5 tonne truck but it is very close to another vehicle; if cars are parked it will be very difficult for people to drive in/out. The School Mini Bus has a wider turning circle than the truck used; this will drive straight into another car. A Fire Engine needs an even larger turning circle and will not get on to the site.*
- *Members are not happy with the pupil drop off point as regards the safety of the children.*

- *There will be insufficient car parking spaces; the area where the 4 drop off spaces has been allocated on the plan at present provides 10 spaces for staff/visitor cars.*
- *Yellow lines will be necessary on the opposite side of School Lane to prevent congestion.*
- *Will there be adequate on-site parking for contractors' vehicles?*
- *Need to consider the use of Lorries on the highway, safety and residential amenities and there should be no lorry movements during School picking up or dropping off times.*
- *School Mews is a private road and Lorries cannot use this.*
- *Parking associated with the current two form entry is having a major effect on the businesses in the village centre and clients/shoppers have problems finding a space or accessing the car park because it is clogged with parents' cars - it is parking for the businesses not the school.*
- *School Mews residents are concerned about parking in the village centre car park and in particular the residential area car park. With the existing two form entry school there is a huge problem associated with parents using this area during picking up and dropping off times; with parking on pavements, double parking and blocking of access ways which stops residents from being able to exit to drive to work. Vehicles trying to deliver to the centre shops are unable to gain access. The Police are unable to take enforcement action because this is private land.*

Residents in School Lane, School Mews, Meadow Close, Evergreen Close, The Waterway, Woodpecker Drive and Linkway have concerns regarding the extra traffic and the added impact this will have, as they are already affected by vehicles accessing the existing School. Whilst Members have no objection to the buildings they do feel that access, sufficient parking (for staff/visitors) and drop off points need to be carefully looked at and planned, so that if the new build goes ahead Iwade Village is not left with a huge traffic problem and health and safety issues created through inadequate attention to detail."

The Parish Council has also commented on amended information, and maintains their objection (although on a reduced number of points):

"In our letter of the 10th July, we originally objected to the following; these objections still stand as they have not been remedied in the latest additional information and still give cause for concern:

- *Needs a shelter for the Bike Rack*
- *To the rear of the building steps go up on to the playground; there is no other access for anyone in a wheelchair.*

- *In the event of a fire Members would query whether adequate provision has been made relating to escape routes for wheelchair users.*
- *The new entrance on School Lane will cause traffic problems. The automatic gate means that cars will need to stop on the highway to key in a number to open the gate; this in turn will produce a queue of vehicles.*
- *There is inadequate space to allow cars to go out of the entrance. A sweep analysis shows a 7.5 tonne truck but it is very close to another vehicle; if cars are parked it will be very difficult for people to drive in/out. The School Mini Bus has a wider turning circle than the truck used; this will drive straight into another car. A Fire Engine needs an even larger turning circle and will not get on to the site.*
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- *Residents in School Lane, School Mews, Meadow Close, Evergreen Close, The Waterway, Woodpecker Drive and Linkway have concerns regarding the extra traffic and the added impact this will have, as they are already affected by vehicles accessing the existing School. Whilst Members have no objection to the buildings they do feel that access need to be carefully looked at and planned, so that if the new build goes ahead Iwade Village is not left with a huge traffic problem and health and safety issues created through inadequate attention to detail.*

The Parish Council acknowledges the following changes and wishes to comment as below:

- *We are pleased to see the submission of the Ecology Report. However, having consulted Dr Lee Brady, who is the Kent Herpetofauna Recorder for the Kent Reptiles and Amphibian Group (KRAG) he has commented that he notes that they have not undertaken a Great Crested Newt survey*

(only a terrestrial reptile survey). He also notes that despite this they have confirmed the presence of Great Crested Newts (and slow-worm) in their terrestrial survey area and are proposing installation of fences and potentially destructive searches. The latter activities will be subject to a Natural England EPS Licence and Dr Brady cannot see any reference to this in the report; we therefore wish to lodge an objection and have copied in the local Natural England team so that they are aware of the situation.

- *Referring to the Travel Plan, item 3.1.5, it mentions white lining to stop cars parking in front of resident's drives. The Parish Council requests that this is put in as a condition that it is done and not stand as a recommendation.*
- *We welcome the comments in the report, under 3.5, regarding construction traffic."*

Finally, the Parish Council has commented on the amended plan relocating the access gates:

With regards to the latest documents submitted for planning application KCC/SW/0189/2014 the parish council would like to make the following comments.

We note that a new site plan has been submitted (21812A 10 Rev D) which addresses the concerns raised by both KCC highways and the Parish Council and now welcome the fact that there is space for vehicles to move off of the highway whilst they wait for the entrance to open. We are unsure how the gate would work though as we had been told that it wasn't possible to move the gate back from the road as it would block of the car park when open. If there are two gates with each gate being around 5m in length there would not be enough room for the gates to open and for vehicles to enter the site. They can't open outwards as doing so would cause the same issues as if the gate was in its original position. Members of the Council have spoken to staff at the school who say they were not aware of this change and agree it wouldn't work. Can clarification be given on how the entrance/exit would work?

With reference to the email submitted by the architects we are concerned that the Ecologists that have surveyed the site for Great Crested Newts have misidentified a smooth newt for a palmate newt. How many others have been identified incorrectly and if they are making those sort of mistakes can any of their reports be trusted? If reptile fencing is being installed, which we feel should be done as has been with all developments in Iwade, then under Natural England guidelines a license will be required - A fence obstructs movement, causes disturbance and could potentially result in an offence. If a license is applied for then Natural England will query the results for many of the reasons the parish council have previously given which will only cause further delay.

7.0 CONSULTATIONS

7.01 Kent Highway Services raise no objection, commenting as follows:

The proposals have now abandoned the on-site pupil drop-off and collection provision, and vehicular access onto the site will be restricted to staff, servicing and visitors. I consider that this is the correct solution in this instance, as it will not encourage more parents to drive to the school, which would have increased the level of traffic on School Lane and introduced a very active point of conflicting traffic movements as vehicles tried to enter and exit the school. It is also likely that the facility would have been even less effective for the afternoon collection, with cars parked up waiting within the circulation route and backing up out onto the highway. It is felt more appropriate to disperse any increased parking demand from this expansion across the surrounding streets, and the removal of the existing accesses onto School Mews, particularly the one located close to the junction with School Lane, will reduce the conflicting and restricted movements that occur here. The expansion could be expected to generate a further 45 trips in the peak periods, but given the sustainable location of the school with good pedestrian routes and within easy walking distance of anywhere in the village, this number could well be significantly less, particularly with the help of an effective travel plan.

Whilst parking in School Mews is currently cited as an area of concern, it must be noted that this is privately managed, and the owners of this would need to introduce measures to enforce control over its use. However, the proposed scheme does remove the current accesses onto it that will remove some of the conflicting movements that occur at the busy junction, and the finite space available in School Mews will restrict the amount of cars likely to enter anyway. It is unlikely that School Mews will experience any noticeable increase in activity, as parents that do drive tend to settle into routines and will park in the same general location each time. Vehicles do not need to travel far from the school to find on-street parking available, so additional demand should be able to be absorbed over a wider area fairly comfortably.

I am satisfied that an appropriate level of car parking is provided within the school to accommodate the general staff and visitor demand likely during a typical day, and this should remove the likelihood of staff vehicles parking on-street, which would impact upon the amenity of residents and reducing the availability of parking for parents. Although any additional parking demand generated by parents from the proposed increase in pupil numbers will put further pressure on the surrounding roads, this is generally considered to be a short term amenity issue at the start and end of the school day, in common with many similar schools within residential estates. Ensuring the School Travel Plan is updated to evolve with the increasing school population, which could review whether any local parking restrictions may be necessary to assist traffic movement during these times, can be secured by condition to encourage sustainable travel and responsible parking behaviour by parents. In this respect it may also be appropriate to consider a Memorandum of Agreement, as has been used on other school developments, to fund the

processing of additional Waiting Restrictions if it is later considered necessary.

Concerning the proposed access onto School Lane, I would have no objection to the creation of this to serve the staff and servicing vehicle needs, and appreciate that the movements associated with this should occur outside of the busy periods, and should not conflict with traffic generated by parents at the start and end of the school day. The swept path analysis demonstrates that the typical size of vehicle expected to access the school should be able to manoeuvre in and out of the site, as well as within it to turn around. I am content that the size of the vehicles shown are appropriate for the assessment, and whilst a vehicle parked opposite the access may restrict the turning movement of the largest vehicle emerging and turning left from it, cars appear to only occasionally park there. It is likely that the exit would rarely be restricted, but in these instances vehicles could still proceed right.

However, I am concerned that the gates are located directly behind the footway, allowing no room for vehicles to wait clear of the highway while they are opened. Although it has been suggested that the gates will be left open when staff arrive and leave the school, this would be difficult to enforce, and vehicles would still need to wait on the footway outside of these times.

In particular, I have witnessed numerous cars entering and exiting the current access during the collection period, and there is the potential for this to continue in the future and obstruct the highway. Therefore, I still require the gates to be set back to accommodate this.

Provided the issue with the gates can be resolved, I would have no objections to the proposals in respect of highway matters subject to the following conditions being attached to any permission granted:-

1 As an initial operation on site, adequate precautions shall be taken during the progress of the works to guard against the deposit of mud and similar substances on the public highway.

Grounds: In the interests of amenity and road safety.

2 During construction provision shall be made on the site, to the satisfaction of the Local Planning Authority, to accommodate operatives' and construction vehicles loading, off-loading or turning on the site.

Grounds: To ensure that vehicles can be parked or manoeuvred off the highway in the interests of highway safety.

3 Prior to the works commencing on site details of parking for site personnel / operatives / visitors shall be submitted to and approved by the Local Planning Authority and thereafter shall be provided and retained throughout the construction of the development. The approved parking shall be provided prior to the commencement of the development.

Grounds: To ensure provision of adequate off-street parking for vehicles in the interests of highway safety and to protect the amenities of local residents.

4 The area shown on the approved plans as vehicle parking and turning space shall be paved and drained to the satisfaction of the Local Planning Authority before the use is commenced or the premises occupied and shall be retained for the use of the occupiers of, and visitors to, the premises, and no permanent development, whether or not permitted by Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), shall be carried out on that area of land or in such a position as to preclude its use.

Grounds: Development without provision of adequate accommodation for the loading, off-loading and turning of vehicles is likely to lead to such activities inconvenient to other road users and detrimental to highway safety and amenity.

5 No building hereby approved shall be occupied or the approved use commenced until space has been laid out within the site in accordance with the details shown on the application plans for cycles to be parked.

Grounds: To ensure the provision and retention of adequate off-street parking facilities for cycles in the interests of sustainable development and promoting cycle visits.

6 Any entrance gates erected shall be hung to open away from the highway only and shall be set back a minimum distance of 5.5m from the carriageway edge.

Grounds: In the interests of highway safety and convenience.

7 Pedestrian visibility splays 2m x 2m with no obstruction over 0.6 m above the access footway level shall be provided prior to the commencement of any other development in this application and shall be subsequently maintained.

Grounds: In the interests of highway safety.

8 Prior to the development being brought into use, a Travel Plan (including an implementation programme and parking review strategy) shall be prepared and submitted to and approved in writing by the County Planning Authority. The Travel Plan shall then be implemented in accordance with the approved framework and shall remain in force for the duration of the approved use. There shall be an annual review of the Travel Plan (for a minimum of 5 years) from the date of approval of the plan to monitor progress in meeting the targets for reducing car journeys.

Grounds: To ensure the development accords with the measures set out in the travel plan, and in the interests of sustainable development and promoting public transport, walking and cycle visits.

7.02 The KCC Ecologist does not raise objection, commenting as follows:

Revised versions of the Great Crested Newt Survey Report and Reptile Survey Report have now been submitted. It is confirmed that there is potential for impacts to reptiles and great crested newts as a result of the proposed development. As the area of suitable habitat that will be directly affected is limited, mitigation is proposed in the form of avoidance measures:

- Works will be carried out during the hibernation period (November to February);*
- No features suitable for hibernation will be affected;*
- Works will take place during daylight hours;*
- Works will be supervised by a suitably experienced ecologist;*
- Trenches will be covered overnight;*
- Materials will be stored on pallets rather than directly on the ground;*
- Contractors will be made aware of the potential for protected species presence.*

In addition to the above, we advise that the following are incorporated into the method:

- The areas of ruderal vegetation that require removal will be clearly marked and adjacent retained habitat protected from damage;*
- The ruderal vegetation will be cut by hand / strimmer in stages – initially to 10cm, then 1 or 2 days later to ground level, following a fingertip search by a suitably experienced and great crested newt licensed ecologist;*
- Top soil removal will be carried out under a watching brief by a suitably experienced and great crested newt licensed ecologist;*
- Features with potential to support hibernating reptiles or amphibians (brash pile, grass clipping pile, area of disturbed ground in south-east corner of playing field, south of proposed footpath) will be protected from damage during construction using Heras-type fencing;*

We are satisfied that with the implementation of the above mitigation (avoidance) measures, the works can be carried out without a European protected species mitigation licence. We advise that the implementation of the mitigation measures is secured by condition, if planning permission is granted:

Suggested condition wording – Biodiversity Method Statement

No development shall take place (including any demolition, ground works, vegetation clearance) until a method statement for avoidance of impacts to reptiles and amphibians has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the following:

- a) *Purpose and objectives for the proposed works;*
- b) *Extent and location of proposed works shown on appropriate scale maps and plans;*
- c) *Identification of “biodiversity protection zones”;*
- d) *Use of protective fences, exclusion barriers and warning signs;*
- e) *Practical measures (physical measures and sensitive working practices including timing of works) to avoid or reduce impacts during construction;*
- f) *The times during construction when specialist ecologists need to be present on site to oversee works.*
- g) *The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*

The approved Biodiversity Method Statement shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

The proposed green roof and native species planting will provide ecological enhancements for the site and we advise that the brash pile and grass clipping pile situated to the east of the proposed car park area should be retained as additional wildlife features within the site.

If removal of the piles is required we advise that there is potential for protected species to be present and that the advice of a suitably experienced and great crested newt licensed ecologist must be sought to ensure that the removal does not result in offences against protected species. We advise that this should be included as an informative if planning permission is granted.

- 7.03 Sport England object to the application. Their objection is made on the basis that the proposal would result in the loss of a multi-use games area – the hard surfaced play area. They have requested that consideration is given to provision of a replacement play area.

8.0 BACKGROUND PAPERS AND PLANS

- 8.01 The application is accompanied by full drawings (amended drawings received 30 July 2014); Design & Access Statement; planning statement; statement of community involvement; transport statement; draft travel plan; landscape statement; and great crested newt and reptile surveys.

9.0 APPRAISAL

Principle of Development

- 9.01 The application site is an existing community facility sitting within the defined built up area of Iwade. Expansion of the school is urgently necessary to cater for demand in the near future (as referred to at 2.06 above) and I therefore consider the proposal to be acceptable in principle.

Visual Impact

- 9.02 The proposed extension would be substantial in scale, albeit that it would be located to the rear of the site. It would be visible from School Lane, from the parking area for the village centre development to the east, and from the dwellings to the north (from some distance across the school playing field). However – the design of the development is in my view acceptable, and whilst it would undoubtedly be large, it would not be likely to give rise to harm to the visual amenities of the area.
- 9.03 I have no serious concerns in regards to the proposed car park alterations or new access upon the visual amenity or character of the area. A robust landscaping scheme to the front of the site would ensure that the works are softened in views from the highway.

Residential Amenity

- 9.04 The proposed extension will be set away from nearby dwellings, and will not be overly prominent in views from within them. I have no serious concerns in this regard.
- 9.05 The proposed vehicle access will be to the front of dwellings on School Lane, but I do not have serious concerns in regards to amenity impacts arising from this, as the Lane is busy at peak school times in any instance. The position of the access or increased vehicle movements associated with additional pupils is unlikely, in my opinion, to cause harm.

Highways

- 9.06 Members will note that Kent Highway Services raise no objection to the proposal, subject to conditions. I concur that the proposed development is acceptable in highway terms.

Other Matters

- 9.07 Members will note that the KCC Ecologist does not raise objection, subject to conditions. In my view, the scheme would be acceptable in regards its impact on protected species.
- 9.08 I note the objection from Sport England. Whilst the loss of the hard surfaced play area is regrettable, the school still retains a large playground, which is hard surfaced, together with a substantial playing field. In my view, the loss of the play area is unlikely to impact significantly on the provision of recreational facilities at the school.
- 9.09 A balance has to be struck between providing sufficient capacity to educate children in the area, and provision of facilities to enable outside sport and recreation for those children. In my view, this proposal strikes such a balance – the extension proposed is of an appropriate scale such that it would not harm the amenities of the area. A single storey building would have a less

pronounced visual impact, but would occupy a larger footprint and would almost certainly involve the loss of part of the playing field as well as the hard surfaced play area. A taller building with a smaller footprint *could* be provided, and this might avoid the loss of the play area. However – it would appear out of character with its surroundings and would harm the visual amenities of the area and would potentially be unacceptable in planning terms. The location of the extension is appropriate (notwithstanding the fact that it would result in the loss of the play area) and as I set out above, the school would retain substantial areas for outdoor sport and recreation. Any additional hard surfaced play area would result in the loss of part of the playing field, and it is in my view a question for the school as to whether they consider a replacement hard surfaced play area is of more value to the children than an area of playing field, bearing in mind that, as I set out above, the school already has a large playground.

- 9.10 Nonetheless, it may be appropriate for serious consideration to be given to the provision of a replacement play area, and I have therefore included this in my recommendation.

10.0 CONCLUSION

- 10.01 Taking the above into account I recommend that no objection is raised to this proposal.

11.0 RECOMMENDATION

NO OBJECTION RAISED subject to consideration being given to the provision of a replacement hard surfaced play area, and the following conditions:

- 1) Use of high quality finishing materials;
- 2) Landscaping to the southern and eastern boundaries of the site;
and
- 3) All conditions recommended by Kent Highway Services and the KCC Ecologist

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.