

PLANNING COMMITTEE – 23 JULY 2015

PART 4

Report of the Head of Planning

PART 4

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

4.1 REFERENCE NO - 15/503584/COUNTY			
APPLICATION PROPOSAL			
Regulation 3 (KCC). Relocation of Halfway Houses Primary School including expansion from two form entry to three form entry comprising the construction of a part single, part two storey building with games court, sports pitches, car parking, drop off area and hard and soft landscaping.			
ADDRESS Land at Danley Road Minster-on-sea Kent			
RECOMMENDATION: No Objection subject to the views of Kent Highway Services			
SUMMARY OF REASONS FOR RECOMMENDATION			
The principle of the relocation of the School is considered acceptable			
REASON FOR REFERRAL TO COMMITTEE			
Parish Council Objection and Neighbour Objections			
WARD Queenborough & Halfway	PARISH/TOWN COUNCIL Minster-on-Sea	APPLICANT KCC Property And Infrastructure Support AGENT KCC	
DECISION DUE DATE 09/06/15	PUBLICITY EXPIRY DATE 09/06/15	OFFICER SITE VISIT DATE 2/7/15	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
SW/04/525	Retention of mobile classroom (existing temporary planning expired)	Granted	2004
SW/04/1522	Erection of 1no 2 bay mobile classroom	Granted	2005
SW/07/567	Replacement of 3 mobile classrooms with one larger mobile classroom	Granted	2007
SW/10/0304	Refurbishment of existing school buildings at Danley Middle School as part of the proposed Halfway Houses Primary School relocation to the site	Approved	2010

MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.01 Halfway Houses Primary School is currently located on the southern side of Queenborough Road and on the western side of Southdown Road to the rear of the dwellings fronting the street. It is proposed to relocate the school to the site of the former Danley Middle School premises ,which has been vacant and all the buildings demolished for approximately five years.
- 1.02 The application site is located on the corner of Halfway Road and Minster Road positioned behind the dwellings along these roads. The site is surrounded by residential development on its north, south and western sides. To the east is open grassland and Danley Farm. Along Minster Road to the south of the main school , the development is primarily characterised by terraced properties with long rear gardens backing onto the former school site. Along the part of Danley Road that abuts the application site there are terraced and detached dwellings – all with long rear gardens backing onto the site. The majority of the northern boundary is formed by the rear gardens of properties along William Rigby Drive and Buddle Drive. Development here is predominantly semi-detached with more moderate sized rear garden areas.
- 1.03 The application site benefits from existing two vehicular accesses, one from Halfway Road and the other Danley Road. However the proposed development site indicates that the main entrance for the new school will be from Danley Road, whilst the access from Halfway Road will be used as a secondary access to provide pedestrian and alternative emergency site access.
- 1.04 The site is located outside the built-up area boundary as set out in the adopted Local Plan and in the Important Countryside Gap as set out in Policy E7 of the Local Plan. The site adjoins the Coastal Zone.

2.0 PROPOSAL

- 2.01 This is an application to Kent County Council – Swale Borough Council has been asked for comments , and is not the determining authority – for the “ relocation of Halfway Houses Primary School including expansion from two form entry to three form entry comprising the construction of a part single, part two storey building with games court, sports pitches, car parking, drop off area and hard and soft landscaping.
- 2.02 As part of the Kent Basic needs Programme it was identified that the expansion of Halfway Houses Primary School from a two form entry primary school (60 pupils into Reception class) to a three form entry (90 pupils into Reception class) is required. Therefore, to enable this to happen, the school requires the relocation to a new site as there is considered to be inadequate room for expansion in its current location.

- 2.03 It is anticipated that the proposed increase in housing in the area will require additional school places. To accommodate the increased pupil roll, it is proposed to construct a new school on the site of the former Danley Middle School towards the south west corner of the site . The proposal would also incorporate new hard and soft landscaping around the new built form.
- 2.04 The proposed development also involves minor alterations to widen the existing vehicular entrance onto Danley Road. In addition, a new car park and pick up/drop off loop road is proposed to be constructed. The proposed car park would provide 81 spaces whilst an additional 10 drop off/pick up spaces would also be provided. An existing pedestrian link to the south of the site linking it to Minster Road will be retained as part of the proposals
- 2.05 The proposed new school would be two storey and arranged in an east/west direction. The design of the building has been encouraged through discussions with the Local Planning Authority, Kent County Council and the Education Funding Agency. The proposed building would be clad with sustainable materials including timber weatherboarding and, is proposed to utilise passive design features and natural ventilation/heating to reduce the building's carbon emissions.

3.0 SUMMARY INFORMATION

	Existing	Proposed	Change (+/-)
Site Area (ha)	63,027.7sq. m	63,027.7sq. m	0
No. of Storeys	0	2	2
Parking Spaces - Car	0	81	81
Parking Spaces - Cycle	0	24	24
Parking Spaces – Other e.g. Bus	0	10	10

4.0 POLICY AND OTHER CONSIDERATIONS

4.01 The relevant policies from the Local Authority's adopted Local Plan (2008) are:

- SP1 – Sustainable Development
- SP2 – Environment
- SP7 – Community Services and Facilities
- SH1 – Settlement Hierarchy
- E1 – General Development Criteria
- E6 – The Countryside
- E7 – Separation of Settlements
- E10 – Trees and Hedges
- E11 – Protecting and Enhancing the Borough's Biodiversity and Geological Interests
- E13 – Coastal Zone
- E19 – Achieving High Quality Design and Distinctiveness
- E20 – Promoting Safety and Security through Design

- E21 – Sustainable Design and Build
- T1 – Providing Safe Access to New Development
- T3 – Vehicle Parking for New Development
- T4 – Cyclists and Pedestrians
- T5 – Transport Assessment and Travel Plan
- C1 – Existing and New Community Services and Facilities

- 4.02 The emerging Local Plan (Bearing Fruits 2031) published December 2014 policies are:

- ST1 – Delivering Sustainable Development in Swale
- ST3 – The Swale Settlement Strategy
- CP4 – Promoting Healthy Communities
- CP6 – Conserving and Enhancing the Natural Environment – providing for green infrastructure
- DM6 – Managing Transport Demand and Impact
- DM7 – Vehicle Parking
- DM14 – General Development Criteria
- DM17 – Open Space, Sports and Recreation Provision
- DM19 – Sustainable Design and Construction
- DM21 – Water, Flooding and Drainage
- DM28 – Biodiversity and Geological Conservation
- DM29 – Woodlands, Trees and Hedges

- 4.03 The National Planning Policy Framework provides specific support for school related development and states that the Government attaches great importance to ensuring a sufficient choice of school places is available to meet the needs of new and existing communities.

- 4.04 Paragraph 72 directs Local Planning Authorities to *'give great weight to the need to create, expand and alter schools'*. Paragraph 74 specifically seeks to protect existing open space, sports and recreational buildings and land, including playing fields, from development. Chapter 7 of the NPPF establishes a need to ensure development is of good design, as this is seen as being a key aspect of sustainable development. It states that individual buildings should function well, add to the overall quality of their surroundings and be visually attractive. Chapter 11 reinforces the requirement to protect and enhance biodiversity and in particular protected habitats and species.

5.0 LOCAL REPRESENTATIONS

- 5.01 I would remind members that Swale Borough Council is a consultee to this application and not the determining authority. All comments have therefore been submitted directly to KCC and it is for their officers to undertake any further consideration.
- 5.02 Twenty four letters of objection have been received. It is noted that, many of the letters received supported the principle of the development. The comments contained therein may be summarised as follows:

- No further development on the site
- Inadequate fencing to the east boundary for security leading to potential unlawful entry into Danley Farm
- Not enough neighbouring properties consulted on application
- Not enough parking proposed for school drop-offs/pick-ups or teaching staff
- Too many children proposed to attend the new school
- Increase in traffic and congestion in locality
- Narrow access proposed onto the site
- Concern raised over the playing field being sold for housing – it would be better suited to open space for local community use
- School playing field should be reserved for potential school expansion as the community grows
- Poor design of the proposal
- Poor drainage provision
- Query over non-provision of solar/sustainable energy sources

6.0 CONSULTATIONS

- 6.01 Minster-on-Sea Parish Council state that the principle of the development is supported alongside the expansion of the school. However, objections were raised over the increase in the number of children may be compromised by not utilizing the existing playing field, which is considered contrary to government policy and against the advice of Sport England.
- 6.02 The Environment Agency raised no objections to the proposed development. They state that they are satisfied with the submitted FRA, which shows that the risk of flooding to the site will be low.
- 6.03 Sport England initially raised concerns with the proposal in an email to Kent County Council dated 15th May 2015. In summary, they state that due to a lack of justification for the loss of the playing field through the development of the car park and the proposed installation of fence which adversely affects playing fields.
- 6.04 However, Sport England have since written a further letter summarising that they raise no objections to the proposed development. This was received following a revised plan, reference: Drawing no 334_SK_012 rev A. Sport England state, '*clearly shows that the cricket pitch can be retained which deals with one of my concerns. The other is resolved through drawing no 334_SK_012 rev A which clearly shows that the playing field area which is to become the car park is not suitable to be laid out as a playing pitch which would meet our planning policy exception E3.*'
- 6.05 For reference, Sport England state that they will oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one of the 5 exceptions applies. In this case, policy exception E3 of Sport England's Policy states that

the development only affects land incapable of forming part of a playing pitch and would lead to no loss of ability to use/size of playing pitch.

- 6.06 Kent County Council Highways and Transportation raise no objection to the application subject to the applicants funding the progression of a Traffic Regulation Order and associated highway works to make Danley Road one-way only, and the imposition of conditions relating to site operatives parking on site; loading and turning on site; preventing mud being deposited on the highway; the provision of parking on site for cars and cycles prior to occupation of the school; pedestrian visibility splays; the positioning of any gates; and the need for a School Travel Plan.
- 6.07 The County Council's Landscape Officer has requested a change in the type of plants proposed for the new landscaping scheme to reflect the 'Minster Marshes' landscape character area.

7.0 BACKGROUND PAPERS AND PLANS

Application papers and drawings relating to planning reference 15/503584/COUNTY

8.0 APPRAISAL

Principle of Development

- 8.01 Kent County Council have consulted the Local Planning Authority (Regulation 3) for a formal opinion on the planning application they received for the relocation of Halfway Houses Primary School including expansion from two form entry to three form entry comprising the construction of a part single, part two storey building with games court, sports pitches, car parking, drop off area and hard and soft landscaping. It is therefore considered that the main issue for consideration by the Local Planning Authority is the principle of the proposed development, including its location and impact upon the locality.
- 8.02 It is considered that the proposed expansion will provide Swale with additional primary school places in a very popular catchment area, making a significant contribution in supporting parental choice. The existing school, in its current form, is unsuitable for such an expansion – either by extending or refurbishment.
- 8.03 In terms of the principle of the development, the application site is vacant but was last used for educational purposes as, Danley Middle School. It is located on the edge of the defined settlement boundary at Sheerness in an area of Countryside designated as local countryside gap. The site is well located in relation to residential development and so is close to its catchment population. The site is not in a conservation area and there are no Tree Preservation Orders on or near the application site. Furthermore, there are no Listed Buildings nearby or other site designations in the Local Plan preventing development on the site.

- 8.04 It is noted that planning permission has previously been granted for the relocation of Halfway Houses School to the currently proposed site – this would have involved the refurbishment of the former Danley Middle School building. However this permission has not been implemented. Members should also note that policy SP1 seeks to focus development on previously developed sites such as this.
- 8.05 Furthermore, the previous and the proposed school has acceptable pedestrian and vehicular links with the surrounding urban area and is located in a sustainable position.

Siting, Design and Appearance

- 8.06 The proposed new school is sited in the south-west corner of the site on roughly the same footprint as the former Danley Middle School. It would be of a modern design with materials comprising render and timber cladding, with roof lights running along the linear classroom block, which would provide light to the first floor and the ground floor corridor via double height voids. The flat roof design is common with many new schools and the layout (although tailored for this specific school) follows the guidelines of the Education Funding Agency for a three form entry primary school. It should be noted that there is very little opportunity now to depart from the Government imposed design templates for new schools, if Government funding is to be achieved. Therefore earlier examples of more individual or iconic Kent school building designs, including on the Isle of Sheppey, are no longer possible under the current Government's funding restrictions. The current design templates may be less striking in their visual appearance to some commentators, but they have the advantages of being functionally compact, ergonomically cost effective as well as achieving sound environmental performance standards. The main entrance to the school would be on the northern façade, and would be located in relation to the car park and the other pedestrian accesses. There would be a first floor overhang on both the north and south facades which would create visual interest to the elevations; reduce the appearance of massing; provide shelter; and form a natural place to enter the building.
- 8.07 The school would be laid out with the classrooms being separated from the halls by the main entrance to the school, which would allow access to the large and small hall both during and outside of school hours, without disturbing the teaching in the classrooms, and meeting school security issues. The key stage 1 classrooms would be located at ground floor level and key stage two at first floor. There would be two staircases (one at either end of the classroom block) and a platform lift. All of the ground floor classrooms would have direct access to the outside, with the reception classes having a secure outside play area separate to the larger playgrounds.
- 8.08 Given the site's previous use as a Middle School it is considered that the presence of a new building on this site would not be considered out of keeping with the character of development in the area. The school would be sited sufficiently far away from the neighbouring houses to the west and south so as not to cause any problems with overshadowing or it being considered

overbearing. There is a good existing amount of landscaping along these boundaries, which would continue to help screen the development, and indeed the proposals include further strengthening of the landscape screening here.

- 8.09 It is considered therefore, that the proposed new school would have no adverse visual impact upon the appearance of the site and the surrounding area due to its design and choice of materials, and that it incorporates the principles of saved Policies SP1, E1 and E19 of the Swale Local Plan. It should also be noted that the new school would be more compact and therefore more visually appealing than the previous agglomeration of buildings which occupied the site.

Access, Parking and Highway Impacts

- 8.10 The planning application was supported by the submission of a Transport Assessment that considered the impact the proposed school was likely to have on the existing highway network, and the parking demand on the surrounding streets. It also took into account the former use of the site as a middle school, the existing Halfway Houses School located on Queenborough Road and the previous planning permission to relocate the Halfway Houses School as a two form entry establishment.
- 8.11 Kent Highway Services have considered the information submitted and concluded that the analysis provided is a very robust assessment of the situation. He states that although one of the conclusions is that the Halfway Road/Queenborough Road junction would be over capacity in 2021 (when the proposed school would have a full 3 form roll), the junction would be over capacity without the development as well, and it has to be appreciated that the impact of the school is likely to be limited to a 15 minute period within the peak hour before returning to normal conditions.
- 8.12 The proposals include child drop-off and collection provision within the school grounds in addition to parent parking facilities that were not previously available for the former middle school, and are not currently available for the existing Halfway Houses Primary. This provides the ability for children to be dropped off in a safe environment, and would remove much of the parking demand that would otherwise need to be accommodated entirely on-street. The car park would cater for 81 formal parking spaces, which significantly exceeds the numbers normally expected for a 3 form entry school. With the drop-off layby within the school grounds, the general habit for parents to park up off-site and walk their children the remaining distance to school would be minimised, as they would be able to drop the children directly at the building entrance and continue on their journey. The layby can accommodate around 10 vehicles at a time, so the throughput of dropping off should be able to work fairly efficiently with a large turnover. It is also likely that parents would drop off children along the access road in advance of the layby when traffic begins queuing for it, again directly onto the footway leading to the entrance, and then pass the layby without needing to stop. This would further increase the parking capacity on site. The car park would then mainly be used by those

parents needing to accompany younger children, or those who need to interact with the School itself.

- 8.13 As with most schools, the parking situation associated with the end of the school day operates in a different fashion to that of the start, as parents have to wait for the children to be let out of school, and therefore park over a longer period. The parking demand would be greater during that period than it would be during the AM drop-off, so there is likely to be more on-street parking as a result. Once the school car park has been filled, additional parking could take place in the drop-off layby, providing for around 10 vehicles, and it is likely that parents would continue to park along the length of the access road leading to it, and informally within the other internal routes around the car park. The roads immediately outside the school are also expected to provide much of the parking too, and the study shows that around 60 to 70 vehicle spaces are typically available at the start and end of the school day along Danley Road, Filer Road and St. Katherine's Road.
- 8.14 However, it should also be remembered that up until 2009, these roads were already serving the parking needs for Danley Middle School, which did not have any on-site parking provision for parent's vehicles, and so residents arguably have experienced a respite from school traffic over the last 6 years. In this location, as with many schools, on street parking within residential streets is mainly an amenity/nuisance issue, as opposed to a matter of highway safety, but it is expected these roads would have been used to capacity previously. Generally, at the end of the school day, the traffic activity and parking demand within residential areas is largely only associated with schools, as this does not overlap with the highway network peak period or when most of the residents are at home.
- 8.15 Consideration should also be given to the consequences of removing the Halfway Houses Primary School from its current site, as this would transfer away much of the parking demand that occurs around that site, and the traffic issues that are associated with it. This would generally be seen as a benefit to those residents that live close to the existing school who would no longer experience the difficulties with parking and congestion there. As noted earlier, there are no drop-off and collection facilities with that existing school, and they would be moving to a site that until recently was also a school without those facilities either. The new school on this site would now include parking and drop-off/pick-up provision, and for the reasons given above, is considered to be an acceptable and adequate solution to serve the proposed development.
- 8.16 Given that Danley Road is narrow and two-way traffic is likely to become congested when any parked vehicles are present, the School intends to promote the use of a voluntary one-way system from St Katherine's Road and Filer Road to access the school, with vehicles departing via Danley Road. However, whilst this may in theory operate reasonably successfully, as evidenced at several other school sites across the county, there is concern that some people might ignore the one-way system and turn into Danley Road from Halfway Road, unless the one-way system is to be formalised. The applicant has suggested the use of advisory/information signs to encourage

the operation of the one-way system, but such signage is not currently sanctioned in Kent.

- 8.17 The Highway Authority considers that it would be more favourable if a permanent one-way system were formally introduced, whereby only Danley Road would be covered by the restriction to prevent vehicles from entering it directly off Halfway Road. That would ensure that vehicles do not overrun the footways to pass one another, and still maintains St Katherine's Road and Filer Road as two-way, so that traffic leaving the school can still disperse onto Halfway Road over 2 junctions, if required. It is therefore recommended that the development should fund the progression of a permanent Traffic Regulation Order and its associated physical works to introduce a one-way system to Danley Road. Kent Highways consider that build-outs would be required at its junction with Halfway Road to restrict the entry width into Danley Road and accommodate the signage, and a contribution would need to be secured from the applicant to fund this in an appropriate manner. Note that the introduction of traffic management via a Traffic Regulation Order is a separate process to the planning consent process, with its own publicity and consultation mechanism, and it would have to be pursued separately in the event that planning consent is obtained.
- 8.18 One of the representations received from residents adjoining the site was that the school should have an access in from Danley Road but exit elsewhere within the site, so as to create an 'internal' one way loop. The only possible other access point for cars to enter and leave the site is the point currently proposed as the emergency access along the western boundary, via the unmade road between 22 and 26 Halfway Road. However Kent Highways consider that the intense use of this junction so close to the traffic signals at Minster Road/Queenborough Road would cause highway safety problems, particularly with the likelihood of opposing traffic flows from other parent's vehicles entering that short section of road in order to park. It would be much safer for the vehicles leaving the site to do so further away from the traffic signal controlled junction, where activity is less concentrated. It should be noted that the notion of using this side road access was investigated through the previous planning application on this site, and it was strongly opposed by the occupiers of properties reliant on that road for parking and rear access.
- 8.19 It is therefore considered that the on-site parking provision for vehicles and cycles is acceptable for a three form entry school, in conjunction with the introduction of a School Travel Plan and would accord with saved Policies T3, T4 and T5 of the Swale Local Plan. Subject to the introduction of a formal one-way only system for Danley Road it is also considered that the proposed access and exit for the school would be acceptable in relation to highway safety and would therefore accord with Policies SP6 and T1 of the Local Plan.

Ecology and Biodiversity

- 8.20 The application was supported by the submission of an Extended Phase 1 Habitat Survey; a Reptile Population Size Class Assessment; a Reptile Mitigation Strategy; and a Great Crested Newt Scoping Survey and Impact

Assessment. The Phase 1 Habitat Survey had highlighted the need for additional survey work due to the presence on site of features that could potentially support reptiles and also be used by great crested newts.

- 8.21 In terms of the great crested newts, the additional survey work, carried out in September 2014, assessed the suitability of the three individual ponds located within 500m of the site against the habitat suitability index and concluded that no mitigation work was required in relation to great crested newts.
- 8.22 The reptile assessment concluded that the site supports a low population of slow worms, common lizard and grass snake. The development of the site would involve the loss of an area of reptile habitat to the west of the site, therefore a 'Translocation Scheme and Habitat Creation and Management Plan' has been produced. There is no space within the proposed school boundary to create a new habitat for reptiles, therefore the area to the north of the school boundary line would be used as the receptor site, and this land will remain within the ownership and responsibility of Kent County Council.
- 8.23 An initial concern was raised that the land used for the receptor site (the land outside the school boundary but within the red line) would itself come forward for development in the future and that the reptiles would need to be relocated again. As stated above there are no current proposals for any development on this remaining land. Should a development proposal be submitted at a future date it is considered that the ecology could be reassessed at that time, and mitigated with any appropriate measures at the appropriate time.
- 8.24 In terms of this application it is considered that the relevant ecological issues have been dealt with by the applicant, and the necessary mitigation measures put in place. Provided the development is carried out in accordance with the recommendations set out in the ecological assessments, the application would accord with the aims of saved Policy E11 of the adopted Swale Local Plan.

Landscape

- 8.25 In landscape terms the site falls within the 'Minster Marshes' landscape character area and land designated as open countryside. The existing mature woodland edge along the western, southern and eastern perimeters of the site would be retained and is due to be developed into Forest School facilities for the new school. The scheme would require the removal of seven trees along the eastern edge of the access road, adjacent to the boundary of 17 Danley Road, to allow the access road to be widened allowing two cars to pass and provide a footpath link to the school. There would be insufficient room for any new trees to be replanted along this part of the access road (within the site) once the development was completed. The removal of the trees would result in the adjoining property being more open and therefore more likely to hear vehicles entering and leaving the site at the start and end of the school days. However, it is considered that this potential disturbance would not be sufficiently harmful to the occupiers here to object to the removal of the trees,

especially given the traffic is limited to two short periods during the day and only during term times.

- 8.26 Due to the change in levels across the site the proposal would require some cut and fill to be undertaken to create a level terrace upon which the building could be located. Where existing site levels are to be retained the former playing field grassland would be renovated to provide the new playing fields, and where levels are altered the reinstated playing field areas would be reseeded.
- 8.27 Kent County Council's Landscape Officer has assessed the information submitted and given the fact the landscape character is grassland/marshland, they have suggested that appropriate grassland species be used within the scheme rather than the wildflower seeds which would bear no relation to the local area. This amendment could be secured through an appropriately worded landscape condition.
- 8.28 The location of the school building close to the existing built development would ensure that the open landscape character of the remainder of the site would be retained and this would therefore be in keeping with the aspirations of the Minster Marshes character area. It is considered that subject to the imposition of conditions covering a landscape scheme to be submitted and the ongoing maintenance of such planting, that the proposals would accord with saved Policies E9 and E10 of the Swale Local Plan.
- 8.29 Therefore, it is considered that the principle of the proposed development to relocate and expand Halfway Houses Primary School to three form entry, would be acceptable by the Local Planning Authority and would comply with policies as set out in the adopted and emerging Local Plans.

9.0 RECOMMENDATION:

Raise No Objection to the proposed development, subject to the following conditions:

1. Prior to the commencement of development hereby approved, details of the external finishing materials to be used on the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

2. Prior to the commencement of development hereby approved, details in the form of samples of external finishing materials to be used in the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity and in pursuance of policies E1 and E19 of the Swale Borough Local Plan 2008.

3. No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:-
Monday to Friday 0730 – 1900 hours, Saturdays 0730 – 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity

4. During construction of the development adequate space shall be provided on site, in a position previously agreed by the Local Planning Authority to enable all employees and contractors vehicles to park, load and off load and turn within the site.

Reason: In the interests of highway safety and convenience in accordance with policy T1 of the Swale Borough Local Plan 2008.

5. Adequate precautions to be previously agreed in writing by the Local Planning Authority, shall be taken during the period of demolition and construction to prevent the deposit of mud and/or other debris on the public highway.

Reason: In the interests of highway safety and convenience.

6. Wheel washing facilities by which vehicles will have their wheels, chassis and bodywork effectively cleaned and washed free of mud and similar substances shall be installed prior to, and during construction of the development hereby approved, details of which must first be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that vehicles can be parked or manoeuvred off the highway in the interests of highway safety and in pursuance of Policies E1 and T1 of the Swale Borough Local Plan 2008.

7. The area shown on the submitted plan as car parking and turning space shall be kept available for such use at all times and no permanent development, whether permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order) or not, shall be carried out on the land so shown or in such a position as to preclude vehicular access thereto; such land and access thereto shall be provided prior to the occupation of the school hereby permitted.

Reason: Development without adequate provision for the parking of cars is likely to lead to car parking inconvenient to other road users and detrimental to amenity.

8. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local

Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity,) plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.

Reasons: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

9. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reasons: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

10. Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reasons: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

11. The scheme of tree planting and landscaping shown on the submitted plans shall be carried out within 12 months of the completion of the development. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority.

Reasons: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

12. No floodlighting, security lighting or other external lighting shall be installed or operated at the site, other than in accordance with details that have first been submitted to and agreed in writing by the Local Planning Authority. These details shall include:

- A statement of why lighting is required, the proposed frequency of the use and the hours of illumination.
- A site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features.
- Details of the number, location and height of the lighting columns or other fixtures.
- The type, number, mounting height and alignment of the luminaries.

- The beam angles and upwards waste light ratio for each light.
- An isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties.

Reason: In the interests of visual amenity and the residential amenities of occupiers of nearby dwellings, in pursuance of policy E1 of the Swale Borough Local Plan 2008.

Case Officer: Artemis Christophi-Turner

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.