

PLANNING COMMITTEE – 12 SEPTEMBER 2024**PART 2**

Report of the Head of Planning

PART 2Applications for which **PERMISSION** is recommended

2.1 REFERENCE NO - 24/501001/FULL		
PROPOSAL Erection of a two storey extension to the eastern side of the existing college building, including a two storey glazed link.		
SITE LOCATION Sheppey College, Bridge Road Sheerness Kent ME12 1HL		
RECOMMENDATION Delegate to the Head of Planning to grant planning permission subject to appropriate safeguarding conditions as set out in the report, with further delegation to the Head of Planning to negotiate the precise wording of conditions, including adding or amending such conditions.		
APPLICATION TYPE Major		
REASON FOR REFERRAL TO COMMITTEE Development is partially located on Council owned land		
Case Officer Megan Harris		
WARD Sheerness	PARISH/TOWN COUNCIL Sheerness	APPLICANT Mr Stewart Haywood AGENT Lee Evans Partnership LLP
DATE REGISTERED 26/03/24		TARGET DATE 25/06/24
BACKGROUND PAPERS AND INFORMATION: Documents referenced in report are as follows: - All drawings submitted. Design and Access Statement Rev P02 dated June 2024 (uploaded on 19/06/24) Heritage Statement Rev P02 dated 02/05/24 (uploaded on 02/05/24) Flood Risk Assessment and Drainage Strategy Parts 1 – 5 (uploaded on 08/07/24) Transport Statement dated April 2024 (uploaded on 30/04/24) All representations received. The full suite of documents submitted pursuant to the above application are available via the link below: - https://pa.midkent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=S9VU2STYMU900		

1. SITE LOCATION AND DESCRIPTION

- 1.1 The application site is set within the town centre of Sheerness, located to the north of Bridge Road, bounded by Tesco to the north, McDonalds to the east and Bridge Road to the south and west. There is a Council owned car park immediately east of the existing College which is to be leased to the College in order to facilitate the proposed development. Also, to the south of the site lies Sheerness Train Station.
- 1.2 The College is a two-storey building dating to the late 20th century in predominantly buff brick, blue engineering brick and substantial glazing which engages the multiple site edges.
- 1.3 The site lies within Flood Zone 3 and is located approximately midway between the Mile Town Conservation Area and the Royal Naval Dockyard and Blue Town Conservation Area, which are notably both on the 'at risk' register. The College also forms part of the immediate setting to the Grade II listed Sheerness War Memorial. Additionally, it lies within the wider setting of the scheduled Sheerness Defences, the surviving visual remnant elements of which lie to the east and north of the Garrison Road roundabout junction and the Grade II listed former military hospital to the garrison for the former royal naval dockyard, located almost due south of the aforementioned roundabout junction.

2. PLANNING HISTORY

- 2.1 **18/501121/ADV** – Advertisement consent for the installation of 1no. 3.5m high x 1.5m monolith outside of the College main entrance, 1no. 3.5m high x 1.5m monolith next to roundabout and 1no. 4m wide x 3m high banner signage system next to roundabout.
Approved Decision date: 31.05.2018.
- 2.2 **17/501132/FULL** – Erection of single storey extension.
Approved Decision date: 23.05.2017.
- 2.3 **SW/95/0758** – Erection of a two-storey detached building to provide a further education college and the provision of a car park.
Approved Decision date: 09.11.1995 for

3. PROPOSED DEVELOPMENT

- 3.1 This application seeks planning permission for the erection of a two-storey extension to the eastern side of the existing college building, including a two-storey glazed link. The development will partially be located on the Council owned car park to east of the existing College and will result in the loss of this car park.
- 3.2 The extension will measure approximately 30m x 20m in footprint and will have an overall height of approximately 12.8m. The building will feature a flat roof with asymmetric parapet features to the northern, southern and eastern elevations. A mixed palette of materials are proposed, including black, buff and terracotta masonry and solid and perforated black corrugated metal cladding.

- 3.3 Internally the development will provide circa 950sqm of additional teaching space across both floors, including 10 classrooms/labs, a student centre, staff room as well as a central common area on both floors.
- 3.4 An existing building located to the south of the existing College is to be demolished as part of the application, to provide a larger external yard area. To the east of the extension a car park is proposed to serve the College, providing 20 spaces. Indicative planting is shown on the proposed block plan, along with an outdoor seating area located immediately to the east of the extension.
- 3.5 East Kent College who run Sheppey College wish to increase the number of courses they offer, and require additional space to do this, which is to be funded by the Council's successful Levelling Up bid.

4. CONSULTATION

- 4.1 One round of consultation with neighbours and the Town Council has been undertaken. A site notice was also displayed at the site and the application was advertised in the press. No comments from neighbours or the Town Council have been received.

5. REPRESENTATIONS

- 5.1 **KCC Highways** – Initially requested details of pupil numbers. These details were provided and KCC confirmed that as this is a sustainable location, they accept the proposed parking allocation, however the number of cycle parking spaces needs to be provided as per the SBC Parking Standards, requiring parking for 18 cycles. Amended plans were provided including the required cycle parking, and KCC Highways confirmed they have no objection to the scheme subject to conditions securing the provision of the vehicle and cycle parking spaces and EV charging points.
- 5.2 **KCC Ecology** – Note that the site is currently composed entirely of sealed surfaces and therefore has an intrinsically low biodiversity baseline. However, there is potential for roosting bats within the building to the south of the site adjacent to Bridge Road which is to be demolished. A Preliminary Roost Assessment (PRA) is requested to be secured by condition. A 10% BNG is not required here, but note the incorporation of a green roof, raingardens and proposed native tree planting will likely deliver a measurable net gain for biodiversity.
- 5.3 **Southern Water** – No objection subject to conditions relating to the protection and/or diversion of the public water supply main and details of foul sewerage and surface water disposal.
- 5.4 **Mid Kent Environmental Health** – Recommend a condition is imposed requiring the submission of a Contaminated Land watching brief. If any external lighting is to be used, details to be secured by condition. Given the scale of the development, a Construction Environmental Management Plan is required.

- 5.5 **Environment Agency** – Initially asked for a revised Flood Risk Assessment to include details of finished floor levels. This was provided and they confirmed they had no objection based on the details provided in the amended Flood Risk Assessment and Drainage Strategy, which state that ground finished floor levels will be set at 3.88 metres above ordnance datum.
- 5.6 **Lower Medway Internal Drainage Board** – No objections, require conditions are imposed to ensure the development accords with the Flood Risk Assessment and Drainage Strategy compiled by Campbell Reith including that prior to development, a full scheme for surface water disposal based on SuDS principles is submitted for approval.
- 5.7 **KCC Flood and Water Management** – Development falls outside of their remit for comments.
- 5.8 **KCC Minerals and Waste** – No objections.
- 5.9 **Climate Change Officer** – Notes the Energy Statement sets out the development proposes to use a mix of bio-solar, air source heat pumps and rain gardens to improve sustainability, and will achieve BREEAM good. The development will achieve a 45% reduction in CO2 emissions beyond Part L 2021 of the Building Regs. A condition should be imposed to require evidence to demonstrate that the 45% reduction has been met as part of the development.
- 5.10 **Kent Police** – As the proposal is for an extension to an existing building, it falls outside their scope for comment.
- 5.11 **SBC Heritage** – Initially requested more robust Heritage and Design and Access Statements. This was provided, and support was given to the scheme, subject to conditions securing external materials, landscaping (including a landscape management plan) and heritage interpretation signage.
- 5.12 **SBC Urban Design Officer** – The proposed development is an acceptable design response relative to the site and surroundings with additional design details to be provided by condition – specifically landscaping details and materials.
- 5.13 **UK Power Networks** – Note there are Low and High Voltage cables on site running within close proximity of the proposed development. Informatives have been added to draw the attention to need to undertake relevant checks and take account of working practices.

6. DEVELOPMENT PLAN POLICIES

6.1 **Bearing Fruits 2031: The Swale Borough Council Local Plan 2017 (the Local Plan)**

ST 1 Delivering sustainable development

ST 6 The Isle of Sheppey area strategy

CP 1 Building a strong, competitive economy

CP 4 Good design

CP 8 Conserving and enhancing the historic environment

- DM 1** Maintaining and enhancing the vitality and viability of town centres and other areas
- DM 6** Managing transport demand and impact
- DM 7** Vehicle parking
- DM 14** General development criteria
- DM 16** Alterations and extensions
- DM 19** Sustainable design and construction
- DM 21** Water, flooding & drainage
- DM 28** Biodiversity and geological conservation
- DM 32** Listed buildings
- DM 33** Conservation areas

6.2 **Supplementary Planning Guidance/Documents**

Supplementary Planning Document - Swale Parking Standards

Supplementary Planning Guidance - Listed Buildings and Conservation Areas

7. ASSESSMENT

7.1 This application is reported to the planning committee because the development is located partially on land owned by Swale Borough Council. Considering the proposal that has been submitted, the committee is recommended to carefully consider the following main points:

- The Principle of Development
- Character and Appearance, including Heritage Impact
- Transport and Highways
- Flood Risk and Drainage
- Sustainability and Climate Change
- Ecology

7.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 sets out that the starting point for decision making is the development plan unless material considerations indicate otherwise.

7.3 The National Planning Policy Framework provides the national policy context for the proposed development and is a material consideration of considerable weight in the determination of the application. The NPPF states that any proposed development that accords with an up-to-date local plan should be approved without delay. At the heart of the NPPF is a presumption in favour of sustainable development and for decision-taking this means approving development that accords with the development plan.

Principle of Development

7.4 Policy ST 3 of the Local Plan supports the principle of development within the built-up area boundary of established towns and villages within the borough.

7.5 The proposed extension at Sheppey College will support the expansion of the number of courses provided by the College. On a national level, paragraph 99 of the NPPF sets out that it is important 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:

- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

7.6 Whilst the above paragraph refers to schools, it is considered that further education colleges are also relevant, especially when taking into account children are now required to stay in education until they are 18. Policy CP 5 of the Local Plan supports the provision and retention of community facilities. Taking into account the above, the proposed extension will support the expansion of the College, which is in line with local and national policy and in principle, is supported.

Character and Appearance, including Heritage Impact

7.7 The National Planning Policy Framework attaches great importance to the design of the built environment and that design should contribute positively to making places better for people. The Local Plan reinforces this requirement.

7.8 Policies CP 4, DM 14 and DM 16 of the Local Plan require development proposals to be of high-quality design and to be in keeping with the character of the area. They state that particular regard should be paid to the scale, height, materials, detailing, mass, bulk, articulation and site coverage of any proposals.

7.9 The National Planning Policy Framework states that local planning authorities should identify and assess the particular significance of any heritage asset and consider the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits that may arise and this is endorsed by the Local Plan under Policies DM 32 and DM 33.

7.10 As set out in the description of the site above, the College is surrounded by heritage assets to both the east and west. Given the location of the site and its prominence, it is imperative that the proposed extension to the College sits comfortably not only in relation to the existing building but is also designed such that it would integrate well into the wider townscape.

7.11 The information provided as part of the application (following additions to the Heritage and Design and Access Statements) demonstrates a reasonably good understanding of the area's local heritage and more general townscape context for the proposed scheme. The scale and massing of the proposed extension are considered appropriate. At two storeys the proposed extension would be responsive to the current college building and wider area. Being joined by simple glazed link facilitates an appropriate transition and provide visual separation the two masses and this allows for a contemporary architectural design to come forward as part of this application.

- 7.12 The facades of the extension are appropriately articulated through the arrangement and interplay of punched openings, materials and use of colour which together provide depth and visual interest. A condition is suggested to secure the external materials. Internally, the building provides a rational arrangement with good connectivity to the existing building. A generous common area is bounded by educational spaces which is an appropriate approach and will make best use of the floorspace created by the scheme.
- 7.13 In terms of landscaping, a range of hard and soft landscaping is provided that would help reinforce character and support biodiversity. Given the position of the site close to the desire path from the town centre the open space proposed to the east is an appropriate response that activates the frontage and helps with natural surveillance. Trees and planting, in general, would help to soften a relatively urban environment and is therefore acceptable. Conditions are suggested below to secure the submission of a detailed landscape scheme and management plan.
- 7.14 The development will result in additional built form in closer proximity to the Grade II listed war memorial, which sits to the south-east of the site. The extension will lie approximately 23m from this heritage asset at its closest point and as such is within its setting. It is not considered that the proposal will detract or harm the setting of this listed feature, given the high-quality design of the proposal.
- 7.15 The development site is also adjacent to the Mile Town, and Royal Naval Dockyard and Blue Town Conservation Areas. It is considered that the scheme will create an innovative and attractive focal building within the town centre and on this basis, the scheme will not cause harm to these neighbouring conservation areas.
- 7.16 A condition is suggested below requiring the provision of a heritage interpretation board, which will highlight the historic significance of the town. This will contribute positively to the wider education of the towns history and is appropriate.
- 7.17 Taking the above into account, in respect of the character and appearance of the proposal the scheme and heritage impact is considered to comply with Policies CP 4, DM 14, DM 32 and DM 33 of the Local Plan and the NPPF and will not give rise to harm to the character and appearance of the site or wider streetscene.

Living Conditions

- 7.18 The Local Plan requires that new development has sufficient regard for the living conditions of neighbouring occupiers.
- 7.19 Due to the proposed location of the extension, roughly 80m from the closest residential property, it is not envisaged there will be harmful impacts to residential amenities from the extension itself. To protect amenity during the construction phase, conditions are suggested below to limit construction hours and to require the submission of a construction management plan, to limit noise and dust during the construction of the development.

- 7.20 Taking the above into account, the scheme is considered acceptable and would not cause any substantial harm to the living conditions of neighbours. As such the proposal accords with Policy DM 14 of the Local Plan.

Transport and Highways

- 7.21 The NPPF promotes sustainable patterns of development and expects land use and transport planning to work in parallel in order to deliver such. A core principle of the NPPF is that development should:

“Actively manage patterns of growth to make the fullest use of public transport, walking and cycling and to focus development in locations which are sustainable.”

- 7.22 The NPPF also states that:

“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.”

- 7.23 Local Plan policy promotes sustainable transport through utilising good design principles. It sets out that where highway capacity is exceeded and/ or safety standards are compromised proposals will need to mitigate harm. SBC Vehicle Parking Standards Supplementary Planning Document (SPD) which is pursuant to Policy DM 7 of Local Plan was adopted by the Council in June 2020 and is a material consideration in the determination of planning applications.

- 7.24 The extension to the College will expand its educational provision, and as such will lead to an increase in staff and pupil numbers. A Transport Assessment accompanies the application and notes that the College currently has 160 students and 20 staff, and as a result of the development, this will rise to 250 students and 25 staff. These figures are calculated on the basis of occupancy of the College at any one time and allow for 50% attendance due to the majority of students being part-time. The Transport Statement notes the site has good public transport links in terms of railway and bus links, and there are several public car parks within a short walk of the site. The associated additional car journeys created by the development is not considered to have an impact on the surrounding road network and no concern has been raised by KCC Highways in this regard.

- 7.25 The existing access onto the site from, the internal access road shared with Tesco and McDonalds will be used by the development. This access arrangement is currently acceptable and no changes are proposed to the access to the site. As such, no concerns are raised in this respect.

- 7.26 The proposed block plan shows that 20 parking spaces will be provided to the east of the extension to be utilised by the College, which includes two electric vehicle charging points and two disabled parking spaces. Following the receipt of comments from KCC Highways, 18 cycle spaces will also be provided at the development, which is in line with the SBC Parking Standards SPD which require a minimum of 1 cycle space per 7 students. With regards to car parking, the SPD sets out 1 space per staff member is required, and 1 space per 7 students.

The proposed extension to the College will result in 90 additional students and 5 additional staff, meaning 18 parking spaces are required for the new extension. The car park to be created therefore complies with the SPD in terms of parking for the new extension.

- 7.27 It is noted that the proposed car park does not cater for the number of students and staff that currently use the College, however there are currently no dedicated on-site car parking spaces available for the College. Therefore, the 20 spaces created as part of the extension to the college represents an improvement on the current situation. KCC Highways raise no objections on this matter, and as such the parking provision is considered to be acceptable. Conditions are suggested below to secure the provision and retention of the spaces and charging points.
- 7.28 The proposal would also result in the loss of a public car park, which will be leased to the College from the Council to facilitate the development. Colleagues in the parking team have confirmed there is limited demand in this car park from visitors to the town centre. With a number of other car parks located around the town and the nearby Beach Street car park, it is not considered that the proposed development will have an adverse effect on public parking in the area.
- 7.29 On the basis of the above, the development is considered to comply with Policy DM 7 of the Local Plan and is acceptable from a highways perspective.

Flood Risk and Drainage

- 7.30 Policy DM 21 of the Local Plan relates to water, flooding and drainage. The policy states that when considering the water-related, flooding and drainage implications of development, development proposals should accord with national planning policy and planning practice guidance, and inappropriate development in areas at risk of flooding and in areas where development would increase flood risk elsewhere should be avoided. The policy states that site specific flood risk assessments should be carried out to the satisfaction of the Environment Agency and, where relevant, the Internal Drainage Board.
- 7.31 The site lies in Flood Zone 3 and is at high risk from tidal and fluvial flooding. It is pertinent to consider whether the proposal would be appropriately located in relation to this identified flood risk. A Flood Risk Assessment (FRA) has been provided and the Environment Agency (the EA) have reviewed this and, following amendments to the document to include details of finished floor levels, the EA advise that they have no objections to the proposal from a flood risk perspective.
- 7.32 Both national and local policy sets out that new development will only be permitted if it can be demonstrated that it satisfies the requirements of the sequential test, and where required, the exception test. The NPPF sets out at paragraph 174 that applications for some minor development and changes of use should not be subject to the sequential or exception tests. In this case, the development does not meet the definition of minor development set out in footnote 60 and as such, a sequential test is required.
- 7.33 In respect of the sequential test, significant weight is given to paragraph 027 reference ID: 7-27-20220825 of the NPPG on Flood Risk which sets out that the area to apply the test will be defined by local circumstances relating to the catchment area for the type of development

proposed. This can be clear for certain developments, such as the catchment area for a school. It goes on to state that a pragmatic approach needs to be taken where proposals involve comparatively small extensions to existing premises (relative to their existing size), where it may be impractical to accommodate the additional space in an alternative location.

- 7.34 The submitted FRA notes that paragraph 027 reference ID: 7-27-20220825 refers specifically to the catchment of schools as a significant factor in the application of the sequential test. The operational requirement is that the extension be as close to the existing college as possible to ensure short journeys for pupils and staff, and to effectively enhance the existing college assets. Additionally, paragraph 027 reference ID: 7-27-20220825 states that in large areas of Flood Zones 2 and 3, where development is necessary to sustain the existing community, sites outside these zones are unlikely to offer reasonable alternatives.
- 7.35 The FRA contends that following the sequential test in its most literal sense would imply that all new developments need to be positioned outside of this area of Flood Zone 3. The site is 2.3 km away from the nearest edge of Flood Zone 3 as shown on the Environment Agency mapping. This mapping indicates that there are no alternative locations within Sheerness outside the Flood Zone 3 (undefended) extents that would be considered reasonable alternatives for the college or any other vulnerable development. Given the scale of the potential Flood Zone 3 extents and the high standard of protection provided, this approach is neither practicable nor appropriate in the view of the applicant.
- 7.36 The approach to the sequential test taken by the applicant as set out above is considered reasonable when taking into account the use of the development and the scale of the extension in relation to the existing college. It is reasonable to take the view that the location of the development outside of the Flood Zone (which would be a minimum of 2.3km from the site) is impractical as the extension is proposed to support the existing educational offerings at the College. On this basis, whilst a full sequential test has not been undertaken, taking into account paragraph 027 reference ID: 7-27-20220825 of the NPPG: Flood Risk and Coastal Change, the location of the site is considered to be acceptable in flood risk terms.
- 7.37 The submitted FRA also covers the proposed surface water drainage strategy for the development. This has been reviewed by the Lower Medway Internal Drainage Board, who raise no objections to the scheme, but require conditions to be imposed. The conditions will ensure the development accords with the FRA, requires the submission a full scheme for surface water disposal based on SuDS principles and the scheme is verified on site once constructed by a competent engineer. A maintenance schedule for the SuDS features is also conditioned. These conditions will ensure the surface water drainage at the site is adequately designed and maintained.
- 7.38 On the basis of the above, the scheme is considered to comply with Policy DM 21 of the Local Plan.

Sustainability and Climate Change

- 7.39 Policy DM 19 of the Local Plan sets out a range of sustainable design and construction measures that development proposals should, where appropriate, incorporate them into their

scheme. Along with the relevant parts of the NPPF, there is a clear requirement within local policy for proposals to demonstrate how this will be achieved.

- 7.40 Policy DM 19 of the Local Plan sets out that all new non-residential developments must aim to achieve BREEAM 'Good' standard or equivalent as a minimum, whilst all new non-residential developments over 1,000 sq m gross floor area should aim to achieve the BREEAM "Very Good" standard or equivalent as a minimum. Given the floorspace proposed, the development should meet the 'Good' standard. The Climate Change Officer has reviewed the submitted Energy Statement and is satisfied the development will improve sustainability at the site, by incorporating a mix of bio-solar, air source heat pumps and rain gardens. She considers the development will achieve BREEAM 'Good', and requested formal certification through BREEAM to demonstrate that this has been met is required.
- 7.41 The agent advised that applying for official BREEAM certification will be costly and cause delays, and asked if an alternative condition could be imposed. The amended Energy Statement sets out the development will achieve a 45% reduction in CO2 emissions beyond Part L 2021 of the Building Regs, and if this is compared to BREEAM, this reduction is equivalent to 'Excellent'. The Climate Change Officer confirmed this comparison is acceptable and a condition can be used to require evidence to be submitted to the Council to demonstrate that the 45% reduction has been met as part of the development. The suggested condition is included below and with this in place, the building will be sustainably built in compliance with Policy DM 19 of the Local Plan.

Ecology

- 7.42 The NPPF and Local Plan Policy DM 28 requires that development proposals will conserve, enhance and extend biodiversity, provide for net gains in biodiversity where possible, minimise any adverse impacts and compensate where impacts cannot be mitigated.
- 7.43 No ecological information has been submitted with the application. The site is currently composed entirely of sealed surfaces and therefore has an intrinsically low biodiversity baseline. KCC Ecology have been consulted on the application and note that the demolition of a building to the south of the site adjacent to Bridge Road is proposed as part of this application. The building predates the existing college, has a tiled roof and may contain other features suitable for roosting bats (e.g. gaps in weatherboarding and cracks in fascia's, bricks and stone work). As such it is requested that a Preliminary Roost Assessment (PRA) is conducted to ascertain whether this development will impact roosting bats.
- 7.44 The agent was informed of the need for a PRA, and enquired as to whether it could be secured via condition. The building to be demolished is a standalone registry building in the corner of the yard, rather than connected to the proposed extension, and they wish to remove the building to enlarge the yard area behind the new building, so it is not a critical path activity that is required to be undertaken ahead of the construction of the extension beginning. KCC Ecology have agreed this can be secured via condition in this instance. Subject to this condition, it is considered the proposal has no harmful impact to protected species.
- 7.45 From February 2024, major developments are required to provide at least 10% Biodiversity Net Gain (BNG). There are exemptions to this, including the de minimis exemption. This only

applies when the following two conditions are met. Firstly, the development must not impact on any onsite priority habitat and secondly, if there is an impact on other onsite habitat, that impact must be on less than 25 square metres (e.g. less than a 5m by 5m square) of onsite habitat with a biodiversity value greater than zero and on less than 5 metres of onsite linear habitat (such as a hedgerow).

- 7.46 In this case, there are no priority habitats on site. The development will be located on existing hardstanding, which would be classified as developed land: sealed surface which has a biodiversity value of zero under the statutory biodiversity metric. There are no further habitats within the red line edge shown on the site location plan, and on this basis, the development would be exempted from biodiversity net gain by the de minimis exemption. In consideration of the current composition of the site and proposed enhancements (including incorporation of a green roof, raingardens and proposed native tree planting), it is noted that the development will likely deliver a measurable net gain for biodiversity. A condition is imposed below to require landscaping details to be submitted and approved.

Other Matters

- 7.47 Environmental Health have reviewed the application and have raised no concerns about the development, subject to conditions. They note the site, as with much of Sheerness, is listed under Military Land in the Council's mapping records. Taking this into account, a condition is required to ensure that any contamination found during the construction phase is adequately dealt with. They also request conditions relating to a lighting plan and construction management plan, which are included accordingly.

Conclusion

- 7.48 The development will support the on-going function of the College by enhancing and enlarging its educational provision. The extension represents an acceptable design response relative to the site and surroundings, including heritage features. On the basis of the above, it is recommended that planning permission be approved.

RECOMMENDATION – Grant subject to the following conditions:

CONDITIONS

1. The development to which this permission relates must be begun no later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 9239-LEP-SC-00-DR-A-00200 Rev P01, 9239-LEP-SC-01-DR-A-00201 Rev P02, 9239-LEP-SC-02-DR-A-00202 Rev P02, 9239-LEP-SC-ZZ-DR-A-00300 Rev P01, 9239-LEP-SC-ZZ-DR-A-00301 Rev P01, 9239-LEP-SC-ZZ-DR-A-00400 Rev P01, 9239-LEP-SC-ZZ-DR-A-00450 Rev P01, 9239-LEP-SC-ZZ-DR-A-01002 Rev P05, 9239-LEP-SC-ZZ-DR-A-01020 Rev P01 and 9239-LEP-SC-00-DR-A-01200 Rev P02, 9239-LEP-SC-ZZ-DR-A-80300 P01.

Reason: In the interests of proper planning and for the avoidance of doubt.

3. Prior to the commencement of the development a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The document shall be produced in accordance with the Code of Construction Practice and BS5228 Noise Vibration and Control on Construction and Open Sites, the Control of Dust from Construction Sites (BRE DTi Feb 2003) and the Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction'. The construction of the development shall then be carried out in accordance with the approved methodology.

Reason: To protect the amenity of the surrounding area.

4. Prior to the commencement of the development a full scheme for surface water disposal based on SuDS principles and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. The construction of the development shall then be carried out in accordance with the approved scheme and verified on site once constructed by a competent engineer.

Reason: In order to prevent pollution of water supplies and the natural environment.

5. No development beyond the construction of foundations shall take place until a maintenance schedule for the SuDS features constructed on site has been submitted to and approved in writing by the Local Planning Authority. The schedule should specify ownership, a timetable for implementation, and provide a management and maintenance plan for the lifetime of the development. All SuDS should be located in accessible areas, and a plan should be included addressing the frequency of maintenance for each SuDS feature based on guidance in the CIRIA SuDS Manual 2015 as well as detailing who will carry out the maintenance.

Reason: In order to prevent pollution of water supplies and the natural environment.

6. No works to the registry building to be demolished as part of the application shall take place until either:
 - (a) Ecological surveys have been submitted to and approved in writing by the Local Planning Authority which confirm the building does not contain any roosting bats; or
 - (b) An A13 bat mitigation licence has been obtained from Natural England and mitigation measures are in place.

Reason: In order to ensure protected species are not harmfully impacted by the development.

7. If during construction/demolition works evidence of potential contamination is encountered, works shall cease and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not re-commence until an appropriate remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The remediation shall thereafter be completed in accordance with the approved plan.

Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to and approved in writing by the Local Planning Authority. The closure report shall include details of:

- a) Any sampling and remediation works conducted and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology.
- b) Any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.
- c) If no contamination has been discovered during construction, then evidence (e.g. photos or letters from site manager) to show that no contamination was discovered should be included.

Reason: To ensure any contaminated land is adequately dealt with.

8. No development beyond the construction of foundations shall take place until details of the facing and roofing materials (including the relevant colour finish) to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure a high standard of design and associated appearance, in particular referencing the location of the site within the setting of various designated heritage assets, including the grade II listed War Memorial.

9. No development beyond the construction of foundations 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.

Reason: To ensure a high standard of design and associated appearance, in particular referencing the location of the site within the setting of various designated heritage assets, including the grade II listed War Memorial.

10. Prior to the first use of the development hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the development has achieved a 45% reduction in CO₂ emissions compared to the Target Emission Rates as required under Part L 2021 of the Building Regulations (as amended).

Reason: In the interest of promoting energy efficiency and sustainable development.

11. Prior to the first use of the development hereby permitted, a landscaping management plan shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

Reason: To ensure that the high standard of design and appearance achieved in the approved development is maintained in perpetuity, in part to maintain an appropriate setting to the various designated heritage assets adjacent the application site, including the grade II listed War Memorial.

12. Prior to first use of the development hereby permitted, details of the heritage interpretation signage shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be placed on the exterior face of the extension

and/or within the landscaped car parking area. The details to be submitted to include the size and type of signage to be used for the interpretation information, the exact location where it is to be sited, and specific details of the heritage interpretation text and images to be used. The interpretation signage shall be provided in accordance with the approved details prior to the first use of the development and shall be retained thereafter.

Reason: To appropriately maximise the place making element of the approved development taking into account its location in a heritage rich built environment and the need to promote better understanding of the historic environment where development opportunities allow, in accordance with the NPPF and the adopted Swale Borough Heritage Strategy 2020 – 2032.

13. Prior to the first use of the development hereby permitted, the electric vehicle charging points shown on approved drawing 9239-LEP-SC-ZZ-DR-A-01002 Rev P05 shall be provided and shall be retained permanently.

Reason: To ensure the provision and retention of electric vehicle charging facilities in the interest of reducing greenhouse gas emissions.

14. The vehicle parking spaces and cycle parking spaces shown on approved drawing 9239-LEP-SC-ZZ-DR-A-01002 Rev P05 shall be provided prior to the first use of the development herein approved and 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) (England) Order 2015 (as amended) (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.

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

15. No construction work in connection with the development shall take place on any Sunday or Public Holiday, nor on any other day except between the following times:- Monday to Friday 0730 - 1800 hours, Saturdays 0800 - 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interest of residential amenity.

16. No external lighting shall be installed until a detailed scheme of lighting has been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. This scheme shall take note of and refer to the Institute of ILP Guidance Note 01/21 The Reduction Of Obtrusive Light (and any subsequent revisions) and shall include a layout plan with beam orientation and a schedule of light equipment proposed (luminaire type; mounting height; aiming angles and luminaire profiles) and an ISO lux plan showing light spill. The scheme of lighting shall be installed, maintained and operated in accordance with the approved details.

Reason: In the interests of the amenity of the area.

17. 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 first use of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

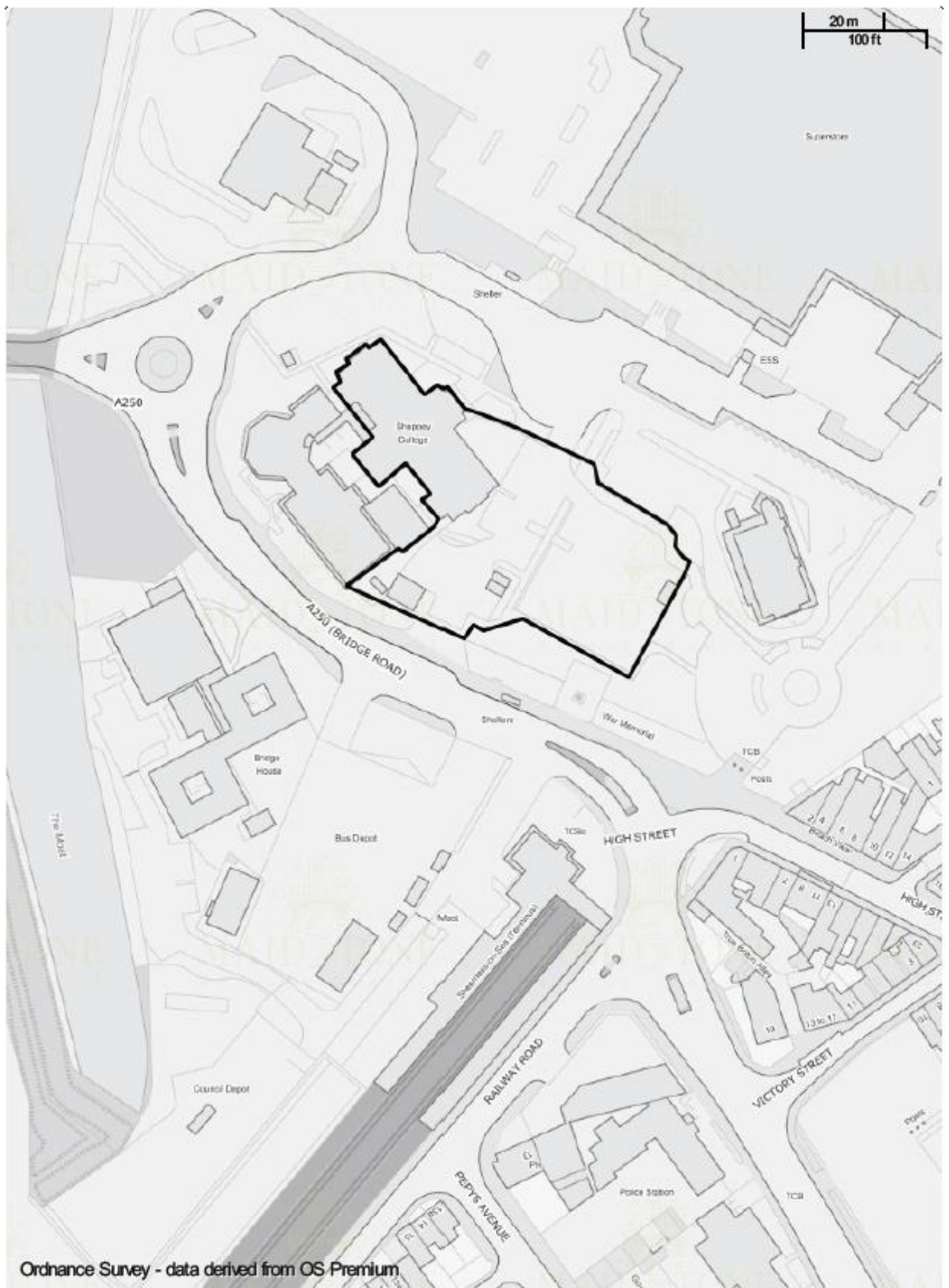
Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

18. 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.

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

19. The ground finished floor level shall be a minimum of 3.88m AOD in accordance with the conclusion of the Flood Risk Assessment and Drainage Strategy project reference 14090, revision F01 and dated Jul 2024.

Reason: In the interests of minimising risk from flooding.



Ordnance Survey - data derived from OS Premium

24/501001/FULL - Sheppey College Bridge Road Sheerness ME12 1HL
Scale: 1:1250

