



Delegated Report

KCC Consultation

Planning Application No: 20220375

Location: Mayfield Grammar School Pelham Road Gravesend Kent

Description: KCC Consultation Reference KCC/GR/0064/2022 - Laying of hardstanding and provision for parking.

Applicant: Kent County Council Planning Applications Group

Site Visit Date: 30 November 2021

Introduction

Kent County Council (KCC), as the determining Planning Authority, has consulted Gravesham Borough Council (GBC) for its views on the proposed laying of a hardstanding and provision for parking at Mayfield Grammar School.

Submitted Documents/Plans

The planning application documents are available via the following link;

<https://www.kentplanningapplications.co.uk/Planning/Display/KCC/GR/0064/2022?cuuid=B5F1A17A-E413-483F-8D9E-9DB75243D571>

Relevant Planning History

Reference	Description	Decision	Decision Date
20220404	KCC Consultation KCC/GR/0068/2022 - Relocation of the existing caretaker's workshop and erection of associated caretaker's office (amendment to application ref GR/21/1368).	Pending	
20211390	KCC Consultation -KCC/GR/0226/2021 - Construction of a double minibus garage and bin store.	Observations sent	16.12.2021
20211368	KCC Consultation - KCC/GR/0225/2021 - Relocation of existing caretaker's workshop and erection of associated caretaker's office.	No objection	07.12.2021
20200156	KCC Consultation KCC/GR/0019/2020 Application under Regulation 3 of the Town & Country Planning General Regulations 1992 - Demolition of existing single storey teaching block and erection of detached two storey teaching block with single storey activity studio, car park extension and associated landscaping works	No objection	26.03.2020

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS10 – Physical and Social Infrastructure
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network
- TC3 – Development Affecting Conservation Areas
- TC7 – Other Archaeological Sites

Paragraph 33 of the NPPF (2021) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places
- 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- SPG 4 - KCC Parking Standards (2006);
- Pelham Road and The Avenue Conservation Area Character Appraisal (2009)

Consultations, Publicity and Representations

As the determining authority, KCC have the responsibility to undertake relevant statutory consultations and publicity. In addition, the following consultations have been undertaken by GBC.

GBC Highways Officer

Given the applicant is Kent County Council, I'm somewhat surprised they are not conforming to their own design guidance. The Kent Design Guide suggests that the maximum reversing distance for a car should not exceed 25 metres, here that distance is considerably extended and it would reflect poorly on the Kent Design Guide if the county ignore their own guidance.

2.3.4 VEHICLE TURNING

The need for turning facilities should generally be avoided by designing layouts with through routes.

Where this is not possible, turning facilities should be provided wherever:

- vehicles would otherwise have to reverse for long distances
- vehicles might turn in places that could be unsafe or cause damage to verges.

Vehicle Turning Considerations

- large service vehicles should not be expected to reverse more than 40m
- refuse vehicles should not be expected to reverse more than 20m
- pantechnicons should not be expected to reverse more than 60m
- cars and smaller service vehicles should not be expected to reverse more than 25m.
- designers should note that poor provision for parking of large vehicles will affect accesses.

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It is suggested that the applicant should convert some of the car parking that is perpendicular to the aisle to a turning area, so those vehicles using the parallel bays can access and egress the parking area in forward gear.

GBC Conservation Officer

No response received.

Officer's Analysis

This proposal seeks to amend part of the approved car parking layout for the school. As part of planning permission reference 20200156 (for the demolition of an existing single storey teaching block and the erection of detached two storey teaching block) a specific car parking layout was approved, some of which was located on the southern side of the school (in the area exposed by the demolition of the original teaching area).

Under planning permission reference 20211390, permission was granted for the construction of a double minibus garage and bin store at the far southern end of the approved car parking area. Between the site of the approved garage and the end of the approved car parking area, there is an area of land which does not have an approved use. The proposed use of this land would be for car parking on a new hardstanding and this is the development for which planning permission is now sought. As part of the submission, it is noted that the layout of the wider car parking area is proposed to be altered. However the submitted Planning Statement states that the total number of car parking spaces at the overall school will remain at 86.

Principle of the development

The proposed development would not reduce the amount of car parking spaces at the application site, which would be beneficial to the operation of the school. Therefore in principle, the proposal would be acceptable and in line with Policy CS10 of the Gravesham Local Plan Core Strategy (September 2014).

Design, Character and Appearance

Mayfield School is located within an Area of Archaeological Potential and parts of the school site are located within and adjacent to the Pelham Road and The Avenue Conservation Area. The proposed development would be located to the south east of the conservation area boundary and would involve the laying out an area of hardstanding for car parking.

As the proposed development would be relatively small in size, involve very little groundworks, be screened from wider view and be located some distance from the conservation area, there would be no adverse impacts to the conservation area or any archaeological features.

Overall it is considered that the proposed development would not be out of character with the existing application site and would be in line with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

Neighbouring Amenity

The closest residential properties to the proposed development are nos. 100 to 136 Pelham Road (which adjoin the application site to the west) and nos. 162 to 170 Old Road West (which adjoin to the south).

Due to the screening provided by existing boundary treatments and the fact that the proposed development would be located within an existing school site, the proposed development would cause no adverse noise/disturbance or lighting impacts to any of the surrounding residential occupiers.

Overall it is considered that the proposal would cause no adverse residential amenity impacts and as such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy September 2014.

Parking and Highways

The proposed development would alter the approved car parking layout for the school. The GBC Highways Officer has raised some concerns regarding the accessibility of the proposed car parking spaces (particularly with reference to the need for extensive reversing, which would be dangerous). Without these issues being addressed, the proposed development would be detrimental to highway safety and be contrary to Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and to Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located close to the Nine Elms and Campbell Road Pit historic landfill sites. Therefore any planning permission granted should include a watching brief condition to ensure that any contamination issues encountered during construction can be adequately resolved. This should be brought to the attention of KCC.

Conclusion & Recommendation

No objection to the proposed development in principle. KCC be requested to seek an amendment to the proposal to improve access to the proposed car parking spaces, to consider a watching brief contamination condition and to take account of the comments of the GBC Highways Officer when making their determination.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	26th May 2022	Dated:	26 May 2022