



Late Observations Sheet  
**DEVELOPMENT CONTROL COMMITTEE**  
**23 May 2013 at 7.00 pm**

**Late Observations**

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DEVELOPMENT CONTROL COMMITTEE

23 May 2013

LATE OBSERVATION SHEET

Item 4.1 - SE/11/01878/FUL - Land North of Burchier Close, Sevenoaks

View from Public footpath

It has been pointed out that the development has not been assessed from the public footpath between the church car park and Oak Lane. From this path, some long range views of the site can be attained, although these are partially screened and shielded by vegetation and by existing dwellings in the area, which themselves are much more visually apparent than the application site is. As such, I do not consider that the development would cause any detriment to views from this footpath.

Archaeology

The SDC Archaeology officer has raised no objection to the proposal subject to the imposition of a condition to require a watching brief.

Staff numbers

The applicant has provided further information on likely staff numbers on site at any one time. The maximum number of staff is calculated at 30 persons in any one shift. This would include cleaners, administrative staff, and kitchen staff as well as nursing staff levels, which I have referred to in paragraph 122 of the main report.

**Recommendation**

My recommendation is as follows –

A) for Members to give delegated powers for officers to approve the application, subject to the satisfactory completion of a S106 agreement within three months from the date of this meeting, in order to secure the land as public open space, together with criteria for the management and maintenance of this space (including the play area), subject to the conditions set out in the main report and the following additional condition –

19 No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed and items of interest and finds are recorded. The watching brief shall be in accordance with a written programme and specification which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded, in accordance with Policy EN25A of the Sevenoaks District Local Plan.

Or B) in the event that a satisfactory S106 agreement is not completed within three months, that permission be refused on the grounds that the scheme fails to secure provision of the

## Supplementary Information

land as public open space, including criteria for the management and maintenance of this space.

### Item 4.2 - SE/13/00481/FUL – New Beacon School, Britains Lane, Sevenoaks TN13 2PB

#### Further information

A report by SLR Consulting Ltd, consulting highways engineers has been submitted (copy attached as **Appendix 1**), which sets out their assessment of the highway considerations associated with the new access.

The report concludes that the additional access is designed in accordance with the relevant technical standards and will provide an improvement to the existing situation by helping to accommodate the high volume of traffic accessing the school site at peak times.

#### Officers Recommendation

These conclusions support the KCC Highways Officer's comments as addressed in the report, and the Officer's Recommendation remains unchanged.

### Item 4.4 - SE/13/00119/HOUSE – Crossways, 8 Greenlands Road, Kemsing, Sevenoaks TN15 6PH

A copy of a letter has been received from the agent addressed to Members, requesting that Members consider approving this application subject to a condition which restricts alterations to the roof under Class B and C of the General Permitted Development Order.

A condition restricting alterations to the roof under Class B and C of the General Permitted Development Order has been considered and for the reason set out at paragraph 37 of the Committee report was not considered to suffice.

For information, I note that the agent also states that his clients are disappointed at the recommendation to refuse the application following receipt of pre-application advice. May I take this opportunity to inform Members that the pre-application advice given in respect of the design of the proposal was negative, and that the applicants were informed that a proposal of this nature would be viewed as unacceptable and harmful to the street scene.



21st May 2013

Michael Mamalis  
 Grayston Alan Durtneil  
 The Gatehouse  
 7 East Point  
 High Street  
 Sevenoaks  
 Kent  
 TN15 0EG

Our Ref: P418-AH  
 Your Ref: TBA

Dear Michael,

**RE: PROPOSED NEW VEHICLE CROSSOVER, THE NEW BEACON SCHOOL**

Further to our telephone conversation of 17<sup>th</sup> May 2013, I write in relation to proposals to provide a new vehicle crossover at The New Beacon School, Sevenoaks.

This response is intended to provide initial comments and is based purely on the development and location details as provided by Grayston Alan Durtneil Chartered Architects and is without the benefit of a site visit or the collation of empirical evidence.

**Proposal Site**

The proposal site, The New Beacon School, is situated on Britains Lane on the outskirts of Sevenoaks, Kent.

The school currently maintains two vehicular access points onto Britains Lane. The main access is situated approximately 40 metres north of the Britains Lane/Cross Keys Close junction and operates as a two-way vehicular access. A secondary point of access is located immediately north of the Britains Lane/Julians Way junction. This access serves as an exit only.

**Proposed Access**

The proposal to which this letter relates would see the formation of a new vehicular access onto Britains Lane approximately 45 metres north of the school's main access point.

The proposed layout indicates that the new access will be 4.5 metres wide at its junction with Britains Lane with a radii of 6 metres to each side. Visibility splays of 2.4 metres x 45 metres will be provided in both directions, with the splay to the south achievable subject to the removal of one tree from the grass verge immediately south.

The access will serve as an 'entry only' access to the existing staff car park which is located between the teaching blocks and the chapel. It is intended that both staff and parents will utilise the new access. Vehicles will be prohibited from exiting the site at this point and will be directed to exit via the existing 'exit only' point further north.



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As per the two existing school access points, it is proposed that the new access will be gated. The gates will be electronically timed to remain open during the morning and afternoon peak times i.e. prior to school start and finish times when staff are arriving for work and parents are dropping off/collecting children. At all other times, the gates will remain closed to traffic.

### **Proposed Access Usage**

At present, all traffic entering the school site must do so via the main school access which is located south of the proposed access. This access is subject to intense use during the peak times and its two-way operation can result in congestion as vehicles entering the site are held up by traffic waiting to exit onto Brittain Lane.

The proposed access, which will be an 'entry-only' access will offer an additional means of entrance for traffic into the school grounds, thereby helping to relieve some of the existing pressure on Brittain Lane.

As stated, the gates at the proposed new access will be timed to remain open during the peak times to facilitate unhindered entry into the site without causing unnecessary disruption to through traffic on Brittain Lane.

Outside of these peak times, the gates will be closed. To ensure that traffic entering the site does not stack back onto the highway, the gates will be positioned an appropriate distance from the edge of the carriageway to provide sufficient space to allow vehicles to stand off the highway whilst the gates are being operated.

### **Proposed Access Design**

The proposed access will be 'entry only' and therefore no vehicles will be exiting the site at this location. Notwithstanding this, the access has been designed in accordance with the required visibility standards as set out in 'Manual for Streets' (MfS) (2007).

'Manual for Streets' states that it 'provides guidance on stopping sight distances (SSDs) for streets where 85<sup>th</sup> percentile speeds are up to 60km/h. At speeds above this, the recommended SSDs in the Design Manual for Roads and Bridges (DMRB) may be more appropriate'.

For an observed speed of 30mph, 'Manual for Streets' states that visibility splays of 2.4 metres ('x' distance) X 43 metres ('y' distance) are required in either direction. The 'x' distance is the 'set-back' distance from the edge of the carriageway/give way line with the 'y' distance being the available visibility along the major road, in this case Brittain Lane.

The proposed access junction will provide visibility splays of 2.4 metres ('x' distance) X 45 metres ('y' distance). The access therefore satisfies the standards prescribed by 'Manual for Streets' and should vehicular traffic be required to exit the site at this location, the level of visibility is appropriate to facilitate safe manoeuvring onto Brittain lane.

The access has been designed to incorporate corner radii of 6 metres which is in accordance with the standards for new junctions in urban areas as set out in TD 42/95 'Geometry Design of Major/Minor Junction'. This ensures vehicles travelling on Brittain Lane are required to slow sufficiently to negotiate entry into the site.

### **Highway Safety Conditions**

The new access will also be located at an intermediate point between the school's existing access points. It is therefore situated well within the section of Brittain Lane which already

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Michael Mamalis, Grayston Alan Durnell  
The New Beacon School, Sevenoaks

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benefits from advance 'School' warning signage and 'School Slow' road markings. Consequently drivers on approach to the new access are already aware of the school's presence and should have reduced their speeds accordingly.

Under the existing arrangement, the distance between the school's existing access points is 110 metres. MfS acknowledges that '*Street dimensions – can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective*'. The creation of the new access will therefore serve to break up this straight and uninterrupted section of Brittain's Lane and therefore have a natural traffic-calming effect.

As the proposed access will be used by staff and parents, it will be at its busiest in the morning just before school start when staff arrive and parents drop off children. Although busy at the end of the school day, after-school activities help stagger parents arriving to collect children, with staff also more likely to leave school some time after school finish.

Whilst these peaks inevitably cause localised congestion at the start and end of the school day, in safety terms, higher volumes of traffic on Brittain's Lane serve to reduce vehicle speeds. This is apparent in the safety record for this section of Brittain's Lane which indicates that no personal injury accidents have occurred in the past 10 years. It is apparent that there is no evidence of a historical accident problem at the proposed access location which will be exacerbated by the proposals or vehicle activity associated with it.

#### **Conclusion**

The proposed access does not seek to increase the number of movements associated with the school, merely improve the existing access arrangements by providing an additional point of entry into the site. It therefore provides improvement to the existing situation by helping to accommodate the high volume of traffic accessing the school site in peak times.

Although the new access will form an 'entry-only', it has been designed in accordance with the relevant design guidance and therefore offers suitable visibility splays in both directions allowing vehicles to exit the site without giving rise to any safety issues.

The safety record for Brittain's Lane shows that there is no underlying evidence of an accident problem which the proposed access could exacerbate. Furthermore, the access is located at a point already within the existing 'School' warning zone and therefore vehicles are already approaching at appropriate speeds.

In view of the aforementioned it is considered that there is no reason in highway safety terms why the proposed access should not be granted approval.

We trust that this letter provides all the information you require. Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely  
**SLR Consulting Limited**

**Alan Hatton**  
Principal Transport Consultant

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