

Outline Application for an Academy at Oldborough Manor Community School, Boughton Lane, Loose, Maidstone – MA/07/1007

A report by Head of Planning Applications Group to Planning Applications Committee on 11 September 2007.

Outline Application for demolition of existing school buildings; erection of new school (single academy status for Oldborough Manor Community School & Senacre pupils); erection of new six court sports hall; erection of new vocational centre; re-provision of outdoor playing pitches; new multi-use games area; 153 car-parking spaces; strategic landscaping works; and circulatory access, Oldborough Manor Community School, Boughton Lane, Loose, Maidstone - MA/07/1007

Recommendation: Subject to any further views received by the Committee Meeting, permission be granted subject to conditions.

Local Members: Mr A Chell and Mr E Hotson

Classification: Unrestricted

Members' Site Visit

1. A group of Planning Application Committee Members visited the application site on the 19 June 2007 to acquaint themselves with the proposals and the issues they raise. The Committee Secretary's notes of the visit are attached as an appendix.

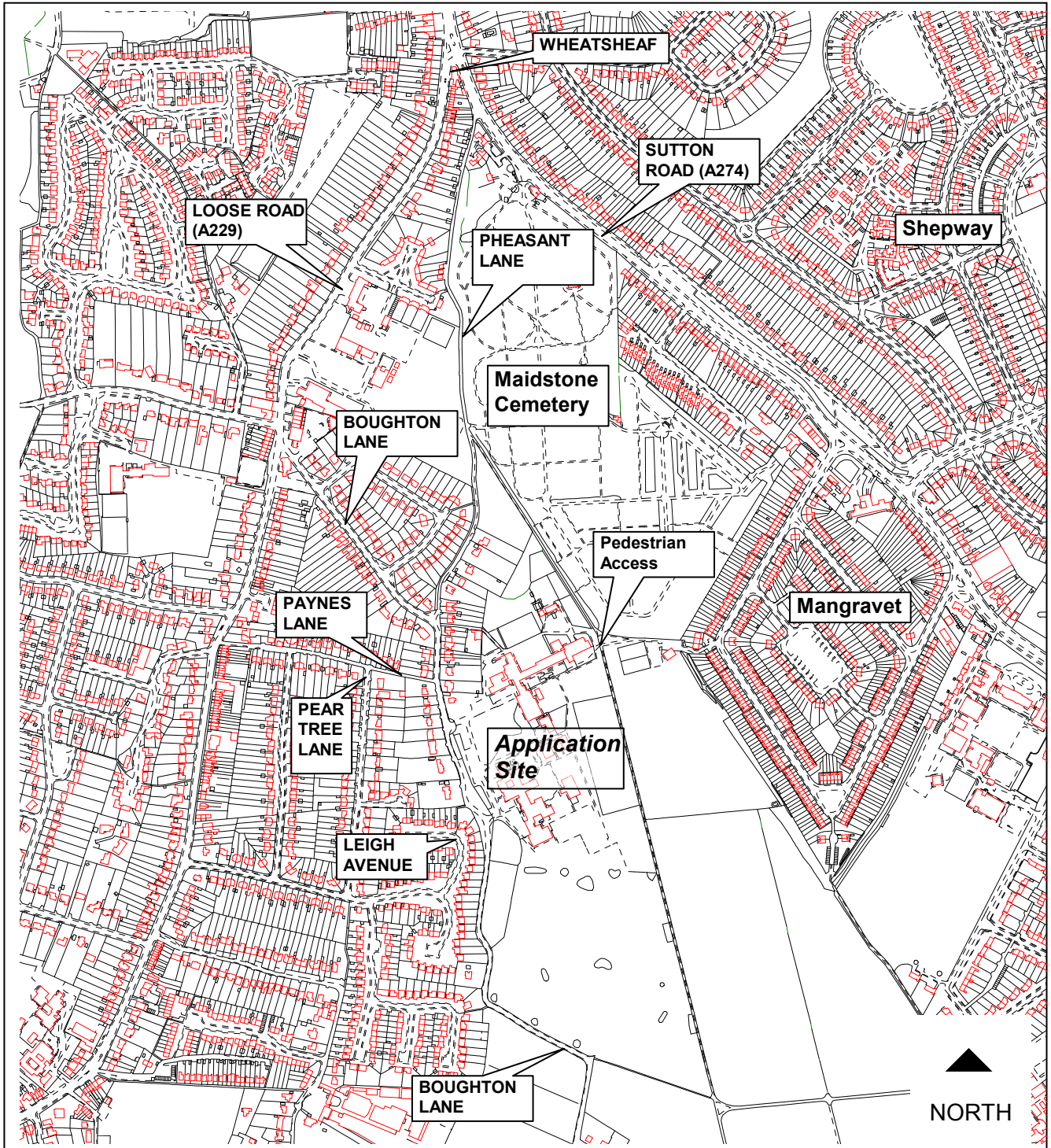
Site

2. Oldborough Manor Community School, the application site, is located to the south/south-east of Maidstone Town Centre. It is within an urban-rural fringe location. To the west is the Loose residential area comprising mainly detached houses in mature grounds. To the east are the Maidstone Cemetery, a recreation ground and fields, the latter which continue to the south. These areas form a green wedge of land within the urban area between the School and the Mangravet, Park Wood and Shepway Housing Estates, where the majority of the School's pupils live. The Maidstone-Wide Local Plan shows the whole site to be within the boundary of the urban area but also within the 'southern anti-coalescence belt,' a designation that seeks to maintain the separation of the rural settlements around Maidstone with the urban area and with each other. *A site location plan is attached.*
3. Vehicular access to the School is from Boughton Lane, which connects onto the Loose Road one of the main routes into Maidstone from the south. This access to the site is laid out with a separate entrance and exit for vehicles. There is a separate pedestrian access to a gate at the north-eastern corner of the site via the Mangravet Estate and a path across the recreation ground. A very high percentage of pupils walk to the school from the above housing estates using this route.
4. The site was developed for school use in the 1950s and 1960s with a mixture of 1 and 2 storey school buildings, the use of which has subsequently evolved with a number of other institutional uses, and some additional buildings being added as a result. The total site area is 16.6 hectares of which approximately 50% includes built development (Northern Part) and 50% playing field land/open land (Southern Part). At the northern end of the site is the School Farm and the original 1950s school building(s), with the 1960's buildings to the south of this, with some later, mainly temporary type, buildings

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SITE LOCATION PLAN



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between. Oldborough Manor Community School, with the exception of the gymnasium that is within the 1950's building and the farm, now only occupies (most but not all of) the 1960's accommodation. The buildings are otherwise occupied by a number of independent uses including Five Acre Wood Special Needs School, Asquith Nursery, Zeroth Active Zone Gym and Loose Baptist Church.

5. The southern part of the site comprises school playing fields. Along the western boundary is an extensive tree belt, including Five Acre Wood in which a number of trees are subject to Tree Preservation Orders (TPO's). Dotted around the open area are also a number of mature trees of varying ages and condition.

Background and Proposal

6. KCC Children, Families and Education are seeking outline planning permission to construct a new school on the Oldborough Manor Community School site. This forms part of DfES proposals to make Oldborough Manor Community School/Senacre Technology College and Cornwallis School sites a 'double academy' post July 2007. (NB: Subject to final approval by the Secretary of State and The Academies Trust in Summer 2007). The size and location of Oldborough Manor Community School means that it is the applicant's/Academies Trust's preferred location to develop a new single site school academy within a campus setting for Oldborough Manor Community School and Senacre Technology College. The new academy proposals would replace the 1960s buildings with a new, state of the art, high technology school development within an attractively landscaped, campus style setting. In the short term, Senacre pupils and staff would need to be relocated to the Oldborough site where there is surplus capacity within existing buildings. The aim is to replace these with new buildings by 2009/2010. It is proposed that Senacre Technology College would be redeveloped for housing to help fund the new school proposals and this is subject to a separate outline planning application for approximately 350 houses being considered by the Borough Council.
7. Initially the Schools, (New Line Learning Federation), in conjunction with Maidstone Borough Council had been advancing proposals for the Oldborough Manor and Senacre School sites by means of the Supplementary Planning Document (SPD) route. That process has now been overtaken by the DfES proposals and the need for the County Council as Education Authority to undertake an urgent consultation exercise with parents of all 3 Schools involved and the submission of this planning application. As part of the SPD process the applicant's agents had carried out extensive public consultation with pupils, parents, staff, local residents, ward councillors, interest groups and Local Development Document Advisory Group of Borough Members.
8. The new school proposals comprise:
 - Demolition of 7,527 sq m (gross) of existing school buildings used by Oldborough Manor Community School (other buildings would be retained for the current uses and users);
 - A new school of 8,291 sq m (gross) on the Oldborough Manor Community School site for up to 1,050 pupils and 3 storeys in height;
 - A new vocation centre of 2,500 sq m (gross);
 - A new 6 court indoor sports hall of 1,260 sq m (gross)(Including changing rooms and stores);
 - A new 6 court Multi Use Games Area (MUGA);
 - New Senior, Medium and Junior Playing Pitch;
 - Replacement of existing YMCA playing pitches on site;

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- New car parking provision, circulatory access and pedestrian access points; Vehicular access would continue to be from Boughton Lane using the existing in and out arrangement and the main pedestrian access would be the gate to the east to allow access via Mangravet.
 - New strategic landscape provision to create a campus style setting.
9. Although this is an outline application and all the details are reserved for later consideration the application is accompanied with a proposed site layout/master plan showing how the site could be developed. Further details of the proposal are also set out in the Design Statement including a concept for design and architectural form, floor layouts and sections, and illustrations of the buildings. *Reduced copies of drawings showing existing and proposed site layout and of the design concept are attached.*
10. The application is also supported by a Landscape Report, Report on Ecology and Reptiles, A Tree Survey, Transport Assessment, and a Staff and Pupils' Travel Survey and Draft School Travel Plan. In addition there are three reports relating to the consultation exercise i.e. Consultation Report (Statement of Community Involvement) and Supplementary Consultation Report (Statement of Community Involvement) and a report on the Emergent Development Strategy – Position Statement. More recently a Safer Routes to School Strategy has been submitted and a statement relating to Secured by Design principles.
11. In order to minimise land take within the existing playing field area and the 'southern anti-coalescence belt', it is proposed to position the new school building partly on the site of the existing buildings (2 storey main school buildings and stand alone science block) within the central part of the site area. *(This means that pupils would need to be decamped into temporary classroom space during the new school's construction phase.)* The proposals are still at an evolutionary stage but at present, would have a more compact form of development comprising 2 buildings (barns) arranged on 3 levels either side of a central courtyard area. The intention is the creation of a landmark building of noteworthy merit within in an attractive landscape setting; also that the site would have the appearance of a much more open site than presently exists. The new school buildings have been oriented in order to capitalise on views across the site in a southerly direction whilst providing interesting and varied views into the main part of the site to the north. The proposed orientation of the building would also allow for maximum energy efficiency in terms of meeting solar radiation standards.
12. On the basis that the proposed new school would occupy a site on the urban fringe of Maidstone and is part urban and part landscape, it is proposed that the smaller of the 2 barns closer to the urban development has a harder, more angular envelope of metal. The larger of the 2 barns would be closer to the playing fields and the landscape beyond and would have a softer, natural timber clad form. It is proposed that the metal clad form would use a palette of smooth metal shutters, sliding doors and louvers to complement and enhance its industrial feel. The timber envelope would be more organic with an undulating texture of timber and glass.
13. Each barn has been designed to contain 5 learning plazas. Between each plaza is a shared resource area containing storage, toilets, circulation and seminar space. On the ground floor, there are additional areas given over to main reception and administration, a food court, a science court and a technology zone. The proposed courtyard area would be landscaped to provide an additional education resource so that activity within the barns can spill outside in fine weather. It would also be a gathering space for

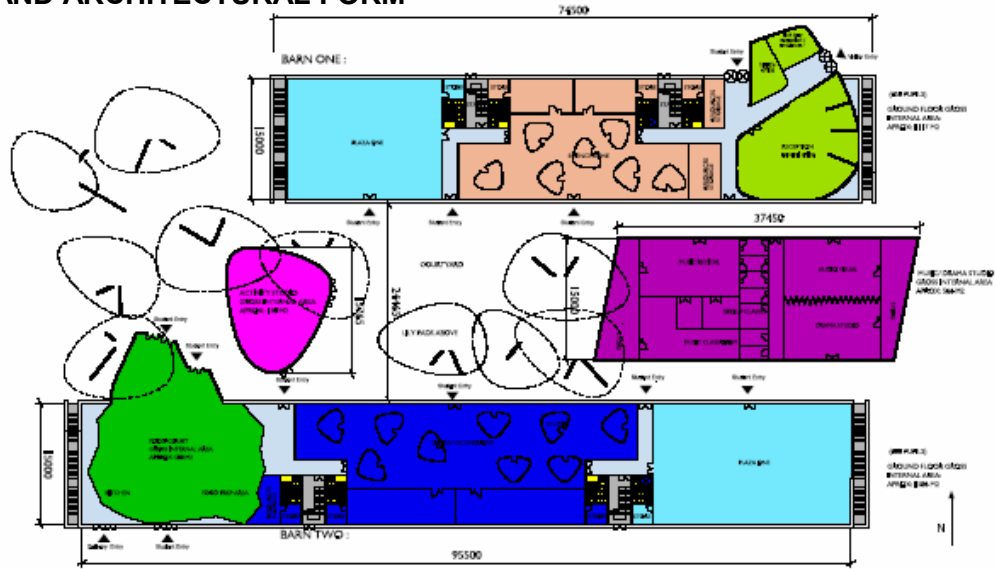
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PROPOSED MASTER PLAN/SITE LAYOUT

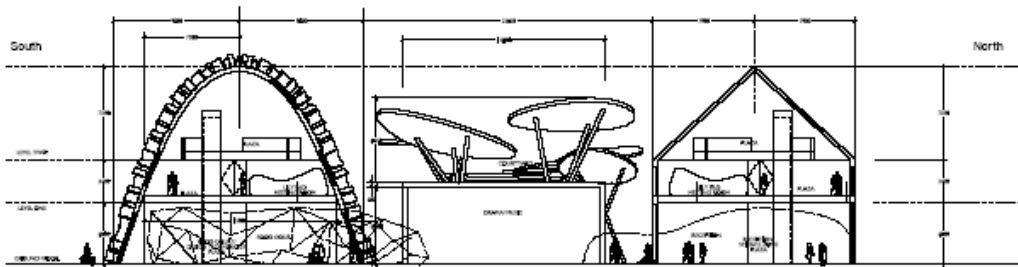


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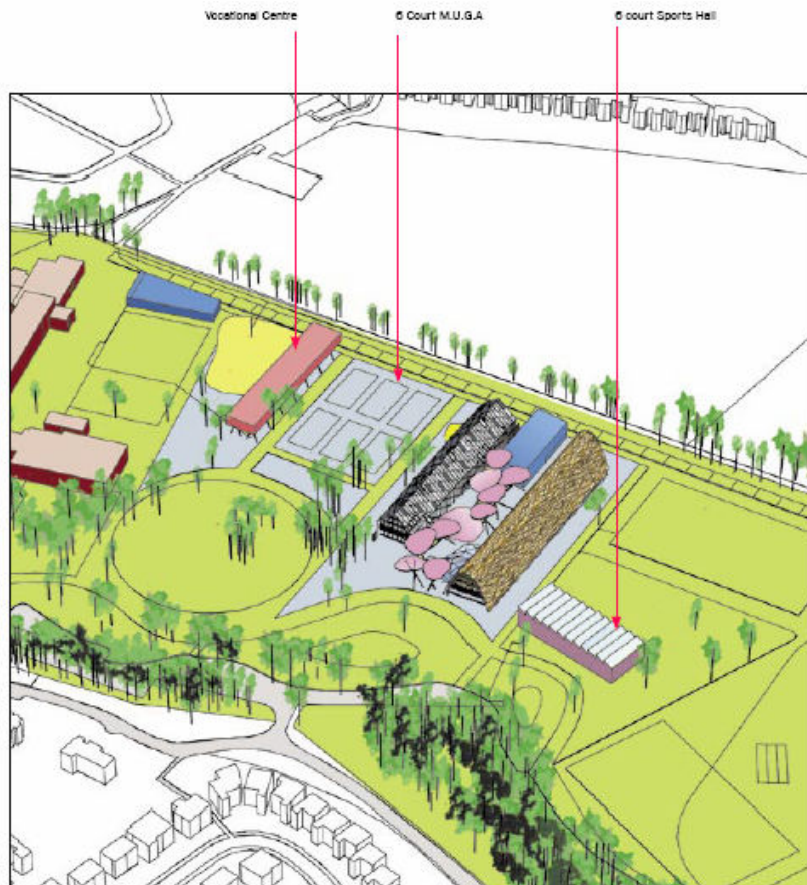
DESIGN AND ARCHITECTURAL FORM



Proposed Ground Level Plan



Proposed School Section



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events, performance and the local community. Within the courtyard area there would be a drama and a music pavilion, and an activity studio. These are strategically located so that the community can use them outside of school hours.

14. Immediately to the south of the new school building on the edge of the existing playing field area, is the site of the proposed new 6 court sports hall. This building would also serve the outdoor playing field uses in terms of changing room and shower facilities for school and outside use. The new sports hall would share a close relationship with the new school development rather than appearing as a stand alone building. Immediately to the north of the new school building is a new multi-use games area (6 court). This is abutted to the west by the site of the proposed Vocational Centre which is intended to share a strong relationship with the new school buildings and to be a building of architectural significance within its own right.
15. The open playing field area has been laid out to accommodate the School's requisite requirement for Senior, Medium and Junior playing pitch provision, including summer time track and field provision and cricket pitch provision. The layout enables a number of mature trees to be retained within the body of the open playing field site. In particular, the retention of the dense woodland belt along the site's western boundary serves to create an important buffer between the new school proposals and the existing residential areas to the west.
16. The applicant advises that the new school development and indoor and outdoor sports provision has been designed in accordance with DfES standards. This would allow for the replacement of Senacre playing pitches and indoor sports hall provision on the Oldborough Manor Community School site. The applicant also states that the proposals have been designed to allow increased usage of the indoor and outdoor sports facilities by local community groups. Furthermore that the proposals would result in a significant improvement in current sports provision and changing room facilities on the 2 sites, which are currently sub-standard.
17. At the entrance to the site it is proposed to create an attractive village green setting for the new school buildings comprising hard and soft landscape features. Within the site there will be interactive features for pupils such as a nature garden, sound garden, energy garden, courtyard area and seating areas.
18. Along the western boundary of the site, 2 parking areas are proposed for 153 cars. The proposals also allow for improved vehicle circulation to enable pupils to be dropped off and picked up during the morning and evening periods. It is proposed that these would be extensively landscaped with planting and trees
19. Around the boundary of the site, it is proposed to create a 3 metre boundary path with a 5 metre spine path along the site's eastern boundary. Along the site's eastern boundary, planting will be reinforced with new boundary trees, a mixed thorn hedge to mask steel palisade and a wild flower verge.
20. For the present time, existing buildings on the northern part of the site would need to be retained. The proposals allow for the landscaping to minimise impact of these buildings on the new school proposals. The school farm would remain in its current position at the northern end of the site in which it makes a very valuable contribution to the School's activities.

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21. The applicant's agent has highlighted the following points in relation to transport/highway issues:

- Oldborough Manor School was originally designed for a total of 1,500 pupils. The new school proposals would result in 1,050 pupils and 190 staff. However in addition to traffic generated by the School, allowance must be made for traffic generated from Five Acres Wood School (90 pupils and 60 staff); Asquith Court Nursery; Mid Kent Vocational Services; Loose Baptist Church (Evenings & Weekends) and Zeroth Gym (Evenings & Weekends). Approximately 50% of the current traffic generated by the site is associated with Oldborough Manor Community School.
- The transport analysis carried out by the applicant's transport consultants confirmed that 78.6% of pupils at the Oldborough Manor Community School walk, cycle or bus to school and that 81.6% walk, cycle or bus home at the end of the day. Similarly, the transport analysis has confirmed that 82.5% of pupils at the Senacre Technology College walk, cycle or bus to school and that 85% walk, cycle or bus home at the end of the day.
- A further analysis of where pupils live indicates that the transfer of pupils from the Senacre Technology College site to the Oldborough Manor Community School would not result in the overall number of pupils having further to travel to school. For this reason, it is reasonable to work on the basis that a large percentage of pupils would continue to walk, cycle or bus to school with a relatively small number of pupils arriving or leaving the Oldborough Manor Community School site by car.
- The survey analysis indicates that 76.6% of traffic movements from the Senacre Technology College and 90.0% from Oldborough Manor Community School are made by staff. This means that new school proposals would result in additional traffic delays at the Boughton Road/ Loose Road Junction. In accordance, however, with Government Guidance set out in ODPM Circular 05/2005, it is considered in this instance more appropriate to mitigate residual impacts through demand management and improving conditions for sustainable modes of travel, before considering major junction upgrades.
- In conjunction with Maidstone Police, various options have been considered for creating safe routes to school for pupils and staff alike. From this work, it is evident that the safest route to school is through the Mangravet Housing Estate and across the Mangravet Playing Fields to a gate at the north-east corner of the site. It is proposed that various measures should be put in place to improve this route to school such as the installation of new CCTV Cameras. For pupils wishing to cycle to school, it is proposed that 150 high quality, secure and sheltered cycle parking spaces should be provided on the site, plus 6 secure and covered motorbike parking places.
- It is proposed to retain the existing vehicle access points into the site from Boughton Lane. The exit is sited on the outside of the road bend, in which visibility in both directions is good (82 metres to the north; 100 metres to the south). Both distances are in excess of the 40 metre distance recommended in 'Manual for Streets' and the 70 metre previously advised in 'Places, Streets & Movement' for a road with a major road speed of 30 mph.

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Development Plan Policies

22. The Development Plan Policies summarised below are relevant to consideration of the application:

(i) The adopted 2006 **Kent & Medway Structure Plan**:

- Policy SP1 States that the primary purpose of Kent's development and environmental strategy will be to protect and enhance the environment and achieve a sustainable pattern and form of development.
- Policy NR5 The quality of Kent's environment will be conserved and enhanced, including the visual, ecological, geological, historic and water environments, air quality, noise and levels of tranquillity and light intrusion.
Development should be planned and designed to avoid, or adequately mitigate, pollution impacts.
Development which would result in, or significantly contribute to, unacceptable levels of pollution, will not be permitted.
- Policy QL1 Requires that all development should be well designed and be of high quality. Developments, individually or taken together, should respond positively to the scale, layout, pattern and character of their local surroundings. Development which would be detrimental to the built environment, amenity, functioning and character of settlements or the countryside will not be permitted.
- Policy QL11 Provision will be made for the development and improvement of local services in existing residential areas and in town and district centres, particularly where services are deficient. Flexibility in the use of buildings for mixed community uses, and the concentration of sports facilities at schools, will be encouraged.
- Policy E9 Seeks to maintain tree cover and the hedgerow network. Additionally, states they should be enhanced where this would improve the landscape, biodiversity, or link existing woodland habitats. Ancient and semi-natural woodland will be protected and, where possible, enhanced.
- Policy TP15 States that development which generates significant increases in traffic, especially heavy goods vehicles, will not be permitted if it is not well related to the primary and secondary road network, or if it would result in a significant increased risk of crashes or traffic delays unless appropriate measures to mitigate the effect of the development have been secured.
- Policy TP19 States that development proposals should comply with vehicle parking policies and maximum standards adopted by the County Council.

(ii) The adopted **Maidstone Borough Wide Local Plan 2000**:

- Policy ENV2 Planning permission will not be granted for development in the defined urban area and village settlements unless:
- (1) Proposals relate sympathetically to the context provided by their setting and by adjoining buildings with regard to scale, height, proportion, detailing and materials, street and plot patterns,

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- building frontages, topography, public views, landmark buildings, existing landscape features, highways and car parking; and
- (2) Due regard is given to the reasonable enjoyment of their Properties by neighbouring occupiers.
- Policy ENV5 Protection of trees and woodland.
- Policy ENV22 In dealing with applications to develop existing open areas within the urban areas and village settlements, the borough council will have regard to:
- (1) The visual contribution which the existing site and the proposed development will make to the urban or village landscape; and
- (2) The need to uphold and improve the appearance of the locality, with particular emphasis in more densely developed areas; and
- (3) The need to conserve wildlife habitats.
- Policy ENV32 Within the southern anti-coalescence belt as defined on the proposals map, development which significantly extends the defined urban area or the built up extent of any settlement, or which, as a result of infilling, consolidates existing areas of development, will not be permitted.
- Policy CF9 The Borough Council will seek to ensure, where appropriate, the providers of educational facilities to make provision for dual use of facilities in the design of new schools and will encourage the dual use of educational facilities (new and existing) for recreation and other purposes. Development proposals which incorporate dual use will be permitted except where the increased level or duration of activities is incompatible with local residential amenity.
- Policy T8 Provision for cyclists.
- Policy T9 Provision for pedestrians
- Policy T13 Car parking provision.

Consultations

23. **Maidstone Borough Council's** Planning Committee will be considering the application at its meeting on the 6 September 2007. Its views will be reported at the Committee Meeting.

Boughton Monchelsea Parish Council has made the following comments:

“General

The principle of the development is generally acceptable. There can be no real objection to a new educational establishment on an education site.

This once busy and thriving school site has declined and the number of pupils has reduced. The proposed development would lead to a welcome regeneration.

The parallel proposal to redevelop the Senacre Technology College site with housing there should ideally include the provision of some amenities for the wider community.

Concerns

The main concern would be traffic generation on an inadequate highway infrastructure. The overall pupil numbers may become similar to the 1970's but travel patterns and demographics have changed significantly in the last 40 years.

Highway improvements, especially at the Loose Road / Boughton Lane junction are long overdue and their provision should be a condition on any planning consent.

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The traffic routes to school via Sutton Road, the Wheatsheaf junction and Loose Road must be made more commodious than rat-running through Boughton Lane from the south.

Safe and convenient drop-off points should be considered in the final travel plan.

Safe pedestrian and cycle routes to school via Mangravet should be provided. Enhancement of the surface, lighting and signing of these routes should be a condition on any planning consent.

The existing public footpath network from Pested Bars and from Queen Elizabeth Square could be enhanced to provide an alternative pedestrian and cycle route to Oldborough Manor.

The Long Term Future

If the proposed development is as successful as hoped and if provision is made in the future for increasing pupil numbers, improvements to the infrastructure must keep pace.”

The South East England Development Agency supports the application and welcomes the investment in education that would result in the state of the art facilities which would be an asset to the local community. Further comments that “this involvement by the local community in these proposals meets the RES objective to support communities to participate in and shape urban renaissance (14.1 of the Regional Economic Strategy).”

The South East Regional Assembly makes the following observations:

“The County Council should address the following through appropriately worded conditions and/or legal agreements to secure:-

- An appropriate package of transport infrastructure and other measures to promote alternatives to the car and an agreed travel plan in accordance with Policies T1, T10 and T13 of RPG9 and Policies T1, T5 and T8 of the Draft South East Plan and to satisfy Policy CC5 of the Draft South East Plan:
- An appropriate level of car and cycle parking to comply with Policy T12 of RPG9 and Policy T7 of the Draft South East Plan;
- A high quality environment in accordance with Policy Q2 of RPG9 and Policies CC12 and BE1 of the Draft South East Plan;
- The incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction in accordance with Policies INF2 and INF4 of RPG9 (as altered) and Policies CC2, CC3, CC4, NRM1, EN1, EN2, W2 and M1 of the Draft South East Plan;
- Mitigation measures necessary to protect and enhance the nature conservation and biodiversity of the site including woodland in accordance with Policies E2 and E5 of RPG9 and Policies NRM4 and NRM5 of the Draft South East Plan.”

The Commission for Architecture and the Built Environment has no comment on this application.

The Divisional Transportation Manager does not object to this proposal, subject to the following:-

1. Traffic signals are required at the junction of the A229 Loose Road/Boughton Lane/Cripple Street whether completely funded by the Oldborough developer or partly funded by the developer of the YMCA site. The traffic signals are required

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prior to the commencement of the development. The scheme is subject to a satisfactory safety and technical audit.

2. Improvements are required to pedestrian/cycle facilities along the A274 Sutton Road and Mangravet Avenue as shown in principle on WSP drawing Figure 3 and being subject to detailed design, safety and technical audit. This should include: a pedestrian cycleway between St. Saviours Road and Grove Road; a pedestrian phase to the existing traffic lights at the A274/St. Saviours Road junction; alterations to the radius of Queen Elizabeth Square and a raised pedestrian crossing on Mangravet Avenue.
3. A footway is required on the grass verge fronting the site on Boughton Lane to link into the school site as shown in principle on WSP drawing Figure 1, this being subject to a detailed design, safety and technical audit.
4. The existing 30 mph speed limit along Boughton Lane should be extended passed the egress from the Oldborough site as shown in principle on WSP drawing Figure 1. This being subject to consultation.
5. Pedestrian crossing facilities are required in Wallis Avenue, Parkwood as shown in principle on WSP drawing Figure 2.
6. Further work and consultation is required on the School Travel Plan.

In addition, the Divisional Transportation Manager has requested conditions covering the following matters:

1. Provision to accommodate construction vehicles loading, off-loading, or turning on the site.
2. Parking provision on site for site personnel / operatives / visitors for the duration of construction of the development.
3. Provision made within the site for the disposal of surface water so as to prevent its discharge onto the highway.
4. Precautions taken to prevent the deposit of mud and similar substances on the public highway
5. The provision and safeguarding of the car parking areas.
6. The provision and safeguarding of the areas for the loading, off-loading and turning of vehicles within the site.
7. Provision of a properly consolidated and surfaced access.

County Landscape Adviser's views are awaited.

The County Archaeologist has requested that a condition be imposed to secure archaeological field evaluation works before the development takes place and following evaluation any necessary safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording.

Environment Agency has no objections to the application but has made comments and requested conditions be imposed covering foul and surface water drainage contamination of previously developed land. In addition seeks further information from the applicant about reference in the application to provide a sustainable drainage system pond on the site.

Sport England does not wish to raise an objection to the proposed development but would expect the development of a community use agreement to which the School and the Local Educational Authority are committed to undertaking. Such an agreement should be submitted to and approved in writing by the Local Planning Authority and

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should address the hours of availability, management, pricing structures, access to changing accommodation and should also include a mechanism for review.

With regard to any future reserved matter applications, Sport England would welcome involvement in pre-application discussions to ensure that the proposed sporting facilities are designed to satisfactory technical standards. Sport England has asked that the following Guidance Notes providing technical advice on the appropriate standards for such facilities be drawn to the applicant's attention:

- Sports Halls: Sizes and Layouts,
- Sports Halls: Design
- Sports Halls: Lighting
- Educational Facilities – Design for Community Use; and
- Educational Facilities – Management of Community Use

Kent Police Architectural Liaison Officer raises no objection to the proposal now that the applicant has confirmed that they would adhere to Secured by Design requirements and would fully consult with Kent Police in the detailed design and planning stages of the proposed development.

Public Rights of Way Officer has no objection to the proposals.

Local Member

24. The local County Members, Mr Chell and Mr Hotson, have been notified of the application.

Publicity

25. The application was publicised by the posting of site notices and the individual notification of 55 neighbouring properties.

Representations

26. I have received 7 individual letters of representation from local residents. A summary of the main issues raised/points made is set out below:

- The increase in traffic in Boughton Lane and surrounding roads as a result of 600 additional pupils is unacceptable on residential roads and on the basis of the increased pollution.
- At peak times Boughton Lane is extremely busy with Oldborough Manor School traffic, HGV transporters for the local pack house and taxis/mini-buses for the specialist school on site. In addition Boughton Lane is heavily used by traffic avoiding congestion on Loose Road.
- An increase in pupil numbers would cause havoc in the vicinity, to the extreme detriment of the environment, as traffic movement in Boughton Lane is at full capacity with the present school. For a residential area the traffic levels are already dangerously high and unsafe given that Boughton Lane is narrow and winding.
- Suggests that larger 30mph signs, traffic calming measures and speed cameras be implemented in Boughton Lane.
- Suggests that a separate vehicular access via Mangravet would be beneficial as the majority of the students from the school come from that side.

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- At the very least access to the site should be shared between two entrances, front and back. Comments that if Sutton Road is deemed unsuitable to take the extra traffic then finds it difficult to reconcile that Boughton Lane would be more suitable.
- Traffic queues at the junction of Boughton Lane with Loose Road due to high levels of traffic to and from Maidstone making it difficult to exit. There is no proposal to properly manage traffic levels on the Loose Road and the traffic from the new school would lead to an ever-increasing level of backlogged traffic to unacceptable levels. This is likely to put pressure on alternative routes of Paynes Lane and Pheasant Lane, which are single-width. Part of the corner of Paynes Lane and Pear Tree Lane is un-adopted increased use would make a poor maintained road even more dangerous. Congestion already occurs at the junction of Paynes Lane and Boughton Lane where visibility is poor and it would be even more dangerous for vehicles and pedestrians.
- Considers that serious consideration needs to be given to the traffic assessment submitted with the application.
- Traffic lights need to be installed at the junction of Boughton Lane and Loose Road to alleviate what will become a serious traffic problem.
- Pheasant lane is already used as a short cut and will grind to a halt with the extra two-way traffic, it therefore needs to be made one-way.
- The pavements along Boughton Lane between Paynes Lane and the school entrance are limited and pedestrians often walk in the road, which is an added hazard that would get worse.
- HGV traffic accessing the distribution centre in Boughton Lane already creates problems with current traffic levels.
- Concerned to ensure the perimeter trees are retained, particularly Five Acre Wood and others along Boughton Lane.
- Hope serious consideration will be given to maintaining the open and green nature of the site and ensuring the built footprint is not increased.
- If permission is granted would wish to see a condition that states that the final design layout should be substantially in accordance with the outline layout. Any significant changes should be publicised and consulted upon further or require a new planning application.
- Concerns about noise, pollution and large vehicles using Boughton Lane during the construction period. Hope that stringent conditions would be imposed with regards to hours of construction, levels of noise and dust suppression and compensation for local residents for any negative impacts that can not be mitigated regarding noise levels, etc.
- Would like to see conditions imposed covering the times of use of the sports pitches to take into account that noise generated impacts upon local residents. Although they would expect these to be used for football matches at some points during weekdays and weekends consider that no floodlighting should be provided as this would significantly impact upon local residents through light pollution as well as noise pollution.
- Are happy to see that the Five Acre Wood School, the school farm and the nursery are to be retained on the site. There should be no attempt to remove these facilities which serve an important role in the community especially the farm, as it improves the quality of life of children attending Five Acre Wood School and the day nursery.
- The design of the two buildings is far too futuristic, and is totally out of keeping with this location. Considers that the site lends itself more to a “country barn” style of building with timber cladding or similar.
- The increase in litter and vandalism that would result from 600 additional pupils.

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- The whole application and academy status has not been thought through. It is not wanted by anybody except Oldborough and KCC. Unlike pupils, staff and KCC the residents would have to live with it for years to come. It must be rejected.
- Concerned about parking in Leigh Avenue/Norrington Road and pupils walking through the alleyway from Leigh Avenue into Boughton Lane passed their houses dropping litter, etc.

27. In addition, I have received 115 standard letters signed by local residents, which object to the application for the following reasons:

If approved, they believe it would lead to significantly increased level of traffic in Boughton Lane and all connecting routes (which they consider to be at saturation point). They are especially concerned that no consideration has been made to the request for an alternative vehicular entrance on the Mangravet side of the development, and fear that this development would bring about:

- An increase in the levels of congestion at peak times;
- Severance, i.e. the perceived division that can occur within a community when it becomes separated by a major traffic route;
- An increase in noise and pollution levels; and
- A reduction in safety for residents, pedestrians and current road users.

Furthermore, they have concerns relating to increased levels of school foot traffic that would lead to:

- Increased levels of undesirable behaviour in the area; and
- Increased levels of litter in the area.

They consider that the proposal is wholly unacceptable.

Some further comments are included with a few of the standard responses and include the following points:

- Objects to the 'asset stripping' that would occur by selling the Senacre site. Considers that the site could have been used as a means of bringing investment into the school system and used to assist students after leaving school by developing an industry/college/school development site on the grounds. This would allow closer integration with industry, money from a potential periodic lease and a bridge between industry and secondary school.
- Draw's attention to the Council's duties under the Crime and Disorder Act 1998. Considers that by using Boughton Lane entrance more anti-social behaviour would be encouraged contrary to the Council's duty to reduce crime and disorder and suggests consulting the County Solicitor, as the Council would be liable to prosecution. As things are now, has often been ill at ease encountering groups of youths making their way to Oldborough and allowing increased use of the access would increase his own fear of crime and anti-social behaviour.
- States that students from Oldborough have jumped in front of their car.
- It is of great concern that Rights of Way should not be affected by this development.
- Their children aged 5&8 are unable to walk along Boughton Lane as large lorries already ride up the pavement.
- Landscaping is not enough for loss of freedom to walk in areas.

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28. I have also received a representation from The North Loose Residents' Association, which wishes to object to the proposal for the following reasons:

Although the NLRA were consulted as stakeholders, they do not feel that the comments and concerns raised about the impact on the local residents with regard to increased traffic, noise, pollution, litter and vandalism have been acknowledged or dealt with in a satisfactory way.

The only one of these concerns that has been even acknowledged is the traffic increase, and they do not consider that the measures outlined in the Consultation Report begin to meet these in any way. The designation of someone as a "Travel Plan Co-ordinator" would have no impact whatsoever on the anticipated increase in traffic. This increase would be occasioned by extra staff traveling to the school and extra supplies being delivered in addition to parents taking children to school by car. The schools on the Heath Road have a high level of parents taking children by car, despite attempts by the school to encourage more students to walk or bike, and the reason given is the amount of traffic being unsafe for children. This is a self-perpetuating situation that would also occur at Oldborough Manor and would not be improved by the measures outlined in the Consultation Report. It is also worth noting that many parents of Senacre children have clearly stated that they would not allow their children to walk to school through the Mangravet estate.

The original Area Development Brief for Senacre and Oldborough Manor school sites states:

"While the projected pupil roll for the new school is around 800 pupils, KCC and NLL wish to build in some flexibilitya new school building will be designed with capacity for 1,000 pupilswhilst a pupil roll higher than 1,000 is not forecast in the long term, it could most appropriately be accommodated by extending the proposed new school building...."

They have now seen information, produced by New Line Learning, that anticipates a pupil roll of 1,050. With the amount of housing development that South Ward has experienced over the past few years, together with expected further developments, this figure could rise considerably. When this point was put to a "consultant" at the Senacre "information session", we were told that the proposed housing units would be suitable for "professional couples who wished to live near the motorway and would not be having families". An interesting assumption – and a questionable comment that Senacre is near to a motorway.

This total lack of reality by the developers, along with other considerations, leads us to question the accuracy of information provided, and we are concerned that considerably more building will be required on the Oldborough site in the not too distant future.

It is almost impossible to move in the Loose Road and Boughton Lane at present during the rush hour, due to traffic congestion. If more traffic is to be brought into the area by this development the situation would become even worse. Pheasant Lane and Paynes Lane (both very narrow country roads with no pavements) are used by drivers in an attempt to avoid the congestion in the Loose Road and this causes danger to pedestrians.

The North Loose Residents Association therefore objects to the proposals because the development would cause:

- An increase in the levels of congestion at peak times

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- An increase in noise and pollution levels
- A reduction in safety for residents, pedestrians and current road users

The increased levels of school foot traffic would cause:

- Increased levels of undesirable behaviour in the area
- Increased levels of litter in the area.

They have seen nothing in the proposals from New Line Learning to give them confidence that the above problems will be addressed.

29. In addition to the above I have received a representation from the **Kent Branch of the Campaign to Protect Rural England (CPRE Kent)**. Comments, include the following:

- Does not oppose the decision to amalgamate the two schools or to locate the new school on the Oldborough site. However note that the two main barns, which are to form the main teaching and learning areas still refer to the original concept of two schools on the one site with shared facilities. Consider that the proposals should be updated to show one consolidated school to provide integration rather than emphasising separateness
- The design is very radical and the large barn theme may not be the most appropriate for encouraging learning, personal development and self worth. Also some of the intervening court yard features do not seem very practical bearing in mind inclement weather. It would seem important that quality and practicality is not superseded by innovation which may be more costly and not suitable for formal teaching and learning that must be the school's priority, and for standards to rise. There will be the need for a number of well-equipped areas suitable for acquiring skills and knowledge as well as the new vocational centre. Additionally all areas must be accessible to students with physical disabilities.
- The main concerns are:
 - retention of green areas, to meet Local Plan Policy ENV23,
 - the requirement for the new facilities, particularly for sporting activities to be available for the surrounding community, to meet the terms of the relevant development plan policies, and
 - the problems of accessing the school from Shepway and Parkwood Esates now served by Senacre Technology School as there is no direct vehicular route between Sutton Road and the Loose Road except via the congested "Wheatsheaf" junction.
- Commends the decision to retain the existing green sports field land and to relocate the YMCA funded pitches. Welcomes the proposals for the new informal landscaped green spaces. Seeks clarification on external lighting for the sports pitches and comments that should any be considered it should be limited to a few pitches and to a specification that limits light pollution in accordance with the relevant development plan policy.
- Welcomes the retention of the school farm.
- Welcomes the provision of the sports hall and the multi-use games area.
- Management of the sports facilities would need to be efficient and outgoing so that people are encouraged to use them.
- Considers that the question of access is problematic particularly for transfer at the age of 11 when parents would be cautious about allowing them to walk or cycle to school along the direct track way. Work would be needed to ensure the way from Shepway and Parkwood is improved and seen to be safe, and in the early days of the new school, supervisors along the route. Appropriate cycle facilities would

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also need to be provided at the school. All these costs should be factored in to the total costs of the new school and they should form part of the Travel Plan. Whilst the Travel Plan has many suggestions to reduce vehicular traffic some may not be practical, particularly for staff who often live quite a distance from their school.

- The parking situation would need to be carefully monitored, as the school is not properly served by public transport.
- The provision of a new academy seems an exciting project that could enhance the educational provision within Maidstone not only for school-aged students but also for adults in the community providing the facilities are well designed and well constructed and well managed and maintained once in place.

DiscussionIntroduction

30. This application seeks outline planning permission for building a new academy as described above. The full details of the development are reserved for later consideration, although as indicated in paragraph (9) above some illustrative plans have been submitted to demonstrate the principles of the proposed site layout and the scale of the proposed buildings. Transport and access has also been considered with appropriate reports accompanying the application. Although as an existing education site, its use has in principle already been established, the applicant is looking for some certainty in order to secure funding before committing to working up the full details of the proposal. There are nevertheless a number of issues arising from the proposal, mainly related to siting, and transport and access, which have to be considered in the context of the Development Plan policies, as referred to in paragraph (22) above, and other material planning considerations arising from consultation and publicity.

Siting and design issues

31. The site has extensive playing fields and also generous green spaces around and between the main areas of built development, some landscaped areas and/or informal recreation space, and others used by the school farm. These areas all make a significant contribution to the setting of the school and to the local area, including the southern anti-coalescence belt, as well as their use for education, recreation and sport. The protection afforded to the southern anti-coalescence belt by Local Plan Policy ENV32, Development Plan Policies that seek to protect, conserve and enhance the environment, and the protection afforded to playing fields, have been major influences in the master plan that has evolved now forming a basis for this application. It follows extensive consultation with, amongst others, the Borough Council and Sport England, including with regard to the impact of the development on the anti-coalescence belt and the playing fields, respectively.
32. In simple terms, the proposal would involve the re-arrangement of the buildings, hard surfaces and green spaces within the central part of the site. Whilst the gross floor space of buildings would increase, the area of land take would be minimised with buildings of up to 3 storeys in height compared to the existing two storey buildings. The main buildings and a multi-use games area would be located on the eastern half of this part of the site, an area that at present is occupied by two playing pitches used by the YMCA and the school science block. Once demolished the current buildings would be replaced in part by a new parking area and a landscaped approach to the new buildings. The new sports hall is shown on the edge of the playing field midway across

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the site in part currently occupied by hard surfacing and part edge of playing field. That encroachment is off set by reclaiming the adjoining area of existing tennis courts in part for playing field use. The balance between built development and green spaces is broadly similar although in this part of the site there would be loss of land for playing field use, i.e. the eastern strip of land with the two YMCA playing pitches. The main playing field area to the south would be similar in area overall but there would be a reordering in the way it is laid out so that the space is used more effectively. This would allow for relocation of the two YMCA pitches and meet the summer and winter sport requirements for the new academy.

33. Some trees in the central part of the site would have to be removed as a result of the proposed development and about three very mature trees would be lost as a result of re-ordering the pitches on the playing field. However the intention is to retain trees within the site as far as possible, including the woodland to the west of the playing field and perimeter trees. Furthermore the landscape strategy put forward aims to reinforce the surrounding landscape pattern with new areas of planting, including shelter belts between pitches on the playing field, as well as to strengthen the existing boundary planting where that is necessary, to create a campus style setting. The new planting would be of significant benefit to the site and locality, as well as helping to absorb the new development into its surroundings. If permission were granted, landscaping would be one of the reserved matters.
34. The comparisons described above about the existing and proposed layout will also be noted from drawings on pages (D.5) and (D.6). In my view the master plan/site layout proposed establishes an acceptable pattern of development within the site so that there is no conflict with objectives of the anti-coalescence belt designation subject of Local Plan Policy ENV32. Indeed the proposal would not result in a significant change to the extent of the built development within the site, retains an appropriate balance of green spaces, provides for enhanced landscaping of the site and maintains the integrity of the main playing field to the south. In these respects, I also consider that it would accord with the other Development Plan Policies that seek to protect, conserve and enhance the environment, and ensure that developments respect their setting and relate sympathetically to their site context. The site as a whole would therefore continue to contribute to the visual character and quality of the area, as well as to the physical separation of the built up areas of Loose and Mangravel. If permission is granted it would be important that the reserved matters are submitted for approval on the basis of the areas shown on the master plan/site layout, as an alternative layout might not meet these important policy considerations. An appropriate condition could be included.
35. With regard to the protection of the playing field land and its use for sport and recreation, an acceptable layout and provision of pitches and other areas on the playing field for summer and winter use has been achieved. On the basis of this, and the provision of a new sports hall and multi-use games area, Sport England is not raising an objection to the proposals subject to a requirement for a community use agreement. That could be covered by condition. It will also be noted that Sport England want to make sure that the sporting facilities are designed to satisfactory technical standards and therefore it would be appropriate to ask the applicants to liaise with them as part of the detailed design process. Sport England could also be consulted on any application for approval of reserved matters. It would also be important to ensure that in any detailed submission of reserved matters that the playing field provision was in accordance with the master plan/site layout as proposed and that there was no diminution of facilities or encroachment of development onto the playing fields. This could also be covered by an appropriate condition.

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36. Although the scale and appearance of the buildings would be submitted for approval as reserved matters, the Design Statement accompanying the application includes a concept for design and architectural form, floor layouts and sections, and illustrations of the buildings, as referred to in paragraph (9) above. Further design work would be needed to develop the concept indicated. On the other hand it is possible a different approach might be adopted. It is not therefore appropriate to consider detailed concerns about the design concept. Nevertheless, the application does seek to establish the principle of buildings of the scale and size shown of up to 3 storeys in height. The sections do however show that the roof spaces could be made use of to keep the overall height as low as possible. Furthermore they would be set within a large site and landscaped areas could provide an appropriate setting to the buildings of the scale and height proposed. The buildings in the location shown would be set back from the housing to the west side of Boughton Lane, would be screened by existing trees and proposed planting. The buildings would also be separated from the housing to the east in Mangravet by the adjacent recreation ground. Proposed planting along the boundary would soften views of the buildings across and from the recreation ground and from the public right of way adjoining the boundary. The new buildings would also sit comfortably within the site between the existing buildings to the north and the playing fields to the south.
37. Taking account of the above factors I would not object to the size and scale of the buildings being up to 3 storeys in height as indicated, and consider that there are benefits to keeping the footprint of the buildings as compact as possible and to reducing the land take. However, a high quality of design and detailing would be essential. The form, massing and nature of the buildings, elevational treatment, window fenestration and materials would be key considerations, as well as the landscaping referred in paragraph (33) above.
38. Landscaping would also be important to mitigate the visual impact of hard surfaces such as the car parking and circulation areas, and the multi-use games area with its ball-stop fencing and any floodlighting. I am satisfied that landscaping on the basis of that put forward in the landscape strategy could achieve this.
39. Although I understand that it is intended to floodlight the multi-use games area no such details have been provided at this stage. In addition to day-time impact of the columns and lighting units there would inevitably be a night-time impact from the light itself. Whilst it is likely that the multi-use games area could be floodlit in an acceptable manner to minimise the potential light pollution in the location shown, that could only be properly assessed by consideration of the full details of a particular lighting scheme. Therefore I consider that, in order to determine whether or not the flood lighting of the multi-use games area is acceptable in principle, it should be subject to a separate full planning application. If outline planning permission is granted, a condition could be included stating that no floodlighting shall be erected without the written permission of the County Planning Authority.

Transport and access issues

40. The proposal raises a number of issues relating to transport and access because it involves combining the Senacre and Oldborough School's on the application site. This would obviously result in additional traffic and pedestrian movements over current levels. Representations have been received in this respect, particularly about increases in traffic along Boughton Lane and nearby roads and at the junction of Boughton Lane with Loose Road, as set out in paragraph (26) to (29) above.

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41. It will be noted that a Transport Assessment was submitted with the application and that the applicant has highlighted a number of points arising from that, as referred to in paragraph (21) above. Although it is considered that most of the transferring pupils would arrive and leave via the cycle/pedestrian access to the east from Mangravet, it is anticipated that a significant number of staff transferring would travel by car via Loose Road/Boughton Lane. As a result there would likely be traffic delays at that junction.
42. Having considered the Transport Assessment, the Divisional Transportation Manager requested that a number of off site highway improvements and measures be carried out to address increased traffic generation and highway safety, and to cater for walking and cycling. Following discussions, the applicant has agreed to undertake certain works as part of the development and has provided a plan identifying them, all of which are within the limits of highway land and are feasible. They would however need to be subject to technical approvals and safety audits in due course. They include:
- (i) A £60,000 contribution towards provision of traffic signals at the junction of Boughton Lane/Loose Road on the basis that they would be part funded by another developer (for the YMCA site in Loose),
 - (ii) The existing 30 mph speed limit along Boughton Lane to be extended past the egress from the Oldborough site subject to consultation,
 - (iii) A footway on the grass verge fronting the site on Boughton Lane to link into the school site,
 - (iv) Widening the footway to the south of the Boughton Lane entrance,
 - (v) Improvements to pedestrian/cycle facilities along the A274 Sutton Road and Mangravet Avenue, including a pedestrian cycleway between St. Saviours Road and Grove Road; a pedestrian phase to the existing traffic lights at the A274/St.Saviours Road junction; alterations to the radius of Queen Elizabeth Square and a raised pedestrian crossing on Mangravet Avenue, and
 - (vi) Two pedestrian crossing facilities in Wallis Avenue, Parkwood.
43. The Divisional Transportation Manager is not raising an objection to the application on the basis of these improvements and measures, and subject to conditions relating to a number of on site issues as listed in paragraph (23) above and to further work and consultation on the School Travel Plan. If planning permission is granted they could be secured by an appropriate planning condition and full details required to be submitted with the application for reserved matters.
44. With regard to the traffic signals, at this stage funding from the developer of the YMCA site is not certain. Therefore as the Divisional Transportation Manager considers that they are required for the Academy development, the applicant would have to agree to fund the full cost if part funding by another developer is not otherwise secured within the necessary time scale.

Secured by Design

45. In response to discussions with the Kent Police Architectural Liaison Officer following receipt of his initial comments the applicants have agreed that they would adhere to Secured by Design requirements and would fully consult with Kent Police. Some of these matters are briefly outlined below and would need careful consideration to ensure they were applied in a balanced way so that, for example, the visual appearance of the site was not compromised by inappropriate fencing. They would otherwise accord with Structure Plan Policy QL1 in respect of a safe and secure environment. If

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planning permission is granted these matters would properly be dealt with as part of the application for reserved matters.

46. The applicant has agreed that in principle a number of basic requirements of the new school proposals should include the following:
- (i) Natural surveillance to be encouraged wherever possible, with planting that remains at a low level of one metre and trees having a canopy above two metres.
 - (ii) Dusk to dawn lighting fitted at regular intervals around the perimeter of the buildings.
 - (iii) Access control to restrict unauthorised access into certain areas and defined boundary/defensible space around properties.
 - (iv) Windows and doors to the appropriate standards.
 - (v) Perimeter security fencing to the whole of the school site to meet relevant security standards, subject to complying with other relevant design considerations.
 - (vi) Site management measures to be put in place for the purpose of good site management, such as immediately dealing with repairs and refuse/rubbish issues. This would help to ensure that the area remains crime free and aesthetically pleasing for both the occupants and neighbouring residents.
47. The applicant acknowledges that the new school proposals would also lead to 'secured by design' issues within the local area as a result of increased pupil numbers on the site and has agreed to address the following:
- (i) Safe Routes to School.
 - (ii) Introduction of 2 additional CCTV Cameras on the Mangravet side.
 - (iii) To strengthen the safe routes to school proposals by the appointment of a Police Surveillance Officer to be based at the new school.
 - (iv) To consider further security measures within the locality where there are potential problems, for example, in terms of protecting the interests of tenants within the old people's homes at the entrance to the Mangravet playing fields.

Sustainable construction

48. The applicant has indicated that in developing the detailed design it would have regard to the principles of sustainable construction. In this respect, the project would be assessed under the Building Research Establishment's Environmental Assessment Method (BREEAM). If outline planning permission were granted, further information would be provided with the application for approval of reserved matters.

Community use

49. It is proposed that there would be community use including the sports facilities, which is supported by Structure Plan Policy QL11. Therefore, in principle I see no objection to this use, subject to hours relating to community use outside of normal school hours being controlled, in order to protect the amenity of nearby residential properties. If planning permission is granted this could be reserved for approval by an appropriate condition.

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External lighting

50. No details have been provided on external lighting for the development at this stage in respect of convenience and safety of site users and site security. This can often be a cause for concern raised by neighbouring residents. If permission is granted, it would therefore be appropriate to reserve details by condition so that the type and position of external lighting can be controlled to ensure nuisance from light pollution can be minimised and to accord with Structure Plan Policy NR5. Floodlighting of the multi-use games area has already been commented on above.

Drainage and protection of water resources

51. No details of drainage for the new development has been provide at this stage. If planning permission is granted the conditions requested by the Environment Agency in respect of foul and surface water drainage and contamination of previously developed land could be imposed. Its advice on these matters, and relating to storage of fuel, oil & chemicals, could be covered by an informative.

Ecology

52. An ecology report has been submitted with the application and indicates that some survey work for protected species has been carried out, in particular for bats, badgers and reptiles. The need for further survey work has been identified. Our ecological adviser considers that the requirement for these surveys should be covered by condition together with submission for approval of any necessary mitigation, monitoring and management.
53. Biodiversity enhancement has been taken into account as part of the landscape strategy. This could also be covered by an appropriate condition so that the full details are submitted as part of the application for reserved matters. Such details could also include proposals for monitoring and management to ensure the objectives of the proposals for biodiversity are achieved.

Archaeology

54. The County Archaeologist has asked that if planning permission is granted that a condition be imposed requiring evaluation works before development takes place. Otherwise there are no archaeology issues at this stage.

Construction

55. Given that there are nearby residential properties, if planning permission is granted it would, in my view, be appropriate in order to protect their amenities to impose a condition restricting hours of construction and demolition. I would suggest that this should be between the hours of 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays. It is also normal on school sites for contractors to be required under the terms of their contract to manage construction traffic/deliveries to minimise conflict with traffic and pedestrians at the beginning and end of the school day.

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Conclusion

56. In principle, I see no overriding objection to the proposed development. In particular, the application proposes new academy buildings on a well-established education site. Whilst it proposes combining of two schools on the one site, with an increase in the student roll over the current Oldborough roll, the proposed master plan/site layout provided with the application demonstrates that this can be adequately achieved as discussed above. The increased use of the vehicular access to and from the site is also considered to be acceptable subject to the off site highway requirements discussed in paragraph (42) to (44) above. Detailed matters relating to layout, scale, appearance, access and landscaping of the site are reserved for later consideration. Nevertheless, from information provided with the application, I consider that it is possible for these matters to be satisfactorily addressed and that the proposal is in accordance with the general aims and objectives of the relevant Development Plan Policies. Subject to any further views received by the Committee Meeting, I recommend that outline planning permission be granted subject to conditions.

Recommendation

57. SUBJECT TO any further views received by the Committee Meeting, I RECOMMEND that OUTLINE PERMISSION BE GRANTED SUBJECT TO conditions, including conditions covering:

- the standard time limits for outline permissions,
- the submission of details relating to the reserved matters of layout, scale, appearance, access and landscaping of the site,
- the layout of the site to accord with the areas shown on the proposed site plan submitted with the application,
- Secured by Design principles to be adopted,
- the playing field provided and marked out as shown on the proposed site plan,
- a community use agreement relating to use of the sports facilities,
- tree protection measures to be implemented,
- implementation of offsite highway improvements and measures before the new building is occupied or brought into use, including the provision of traffic signals at Boughton Lane, Loose Road junction,
- details of vehicular circulation, drop off/pickup area (including for coaches) and parking within the site, and its subsequent provision and safeguarding,
- details of parking for motor cycles and cycles,
- details of pedestrian access points and subsequent provision and safeguarding,
- preparation, submission for approval, implementation and ongoing review of a revised School Travel Plan,
- details of foul and surface water drainage,
- ground contamination measures to be incorporated,
- external lighting specifications to be agreed,
- no flood lighting shall be erected on the multi-use games area without the written permission of the County Planning Authority.
- details of the hours of use relating to community use outside of normal school hours to be submitted for approval,
- hours of working during construction and demolition to be restricted to between 0800 and 1800 Monday to Friday and between the hours of 0900 and 1300 on Saturdays, with no operations on Sundays and Bank Holidays,
- access, parking and circulation within the site for contractor's and other vehicles related to construction and demolition operations,

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- measures to prevent mud and debris being taken onto the public highway, ecological surveys, mitigation, monitoring and management,
- biodiversity enhancement, monitoring and management, and
- archaeology provisions to be incorporated.

58. I FURTHER RECOMMEND that the applicants BE ADVISED of the following informatives:

- It is recommended that Sport England be consulted as it wishes to ensure that the proposed sporting facilities are designed to satisfactory technical standards. Attention is also drawn to the relevant Sport England Guidance Notes providing technical advice on the appropriate standards for the sports facilities.
- Account should be taken of the comments made by the Environment Agency relating to drainage, contamination, and storage of fuel, oil & chemicals.

Case officer - Paul Hopkins

01622 221051

Background documents - See section heading
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