

## Item D3

### **Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone, Kent ME16 0TJ - KCC/MA/0107/2019 (MA/19/503387)**

A report by Head of Planning Applications Group to Planning Applications Committee on 9<sup>th</sup> October 2019.

Application by KCC Infrastructure Division for a proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone, Kent ME16 0TJ - KCC/MA/0107/2019 (MA/19/503387)

Recommendation: Permission be granted subject to conditions.

Local Member(s): Mr Dan Daley & Mr Robert Bird

Classification: Unrestricted

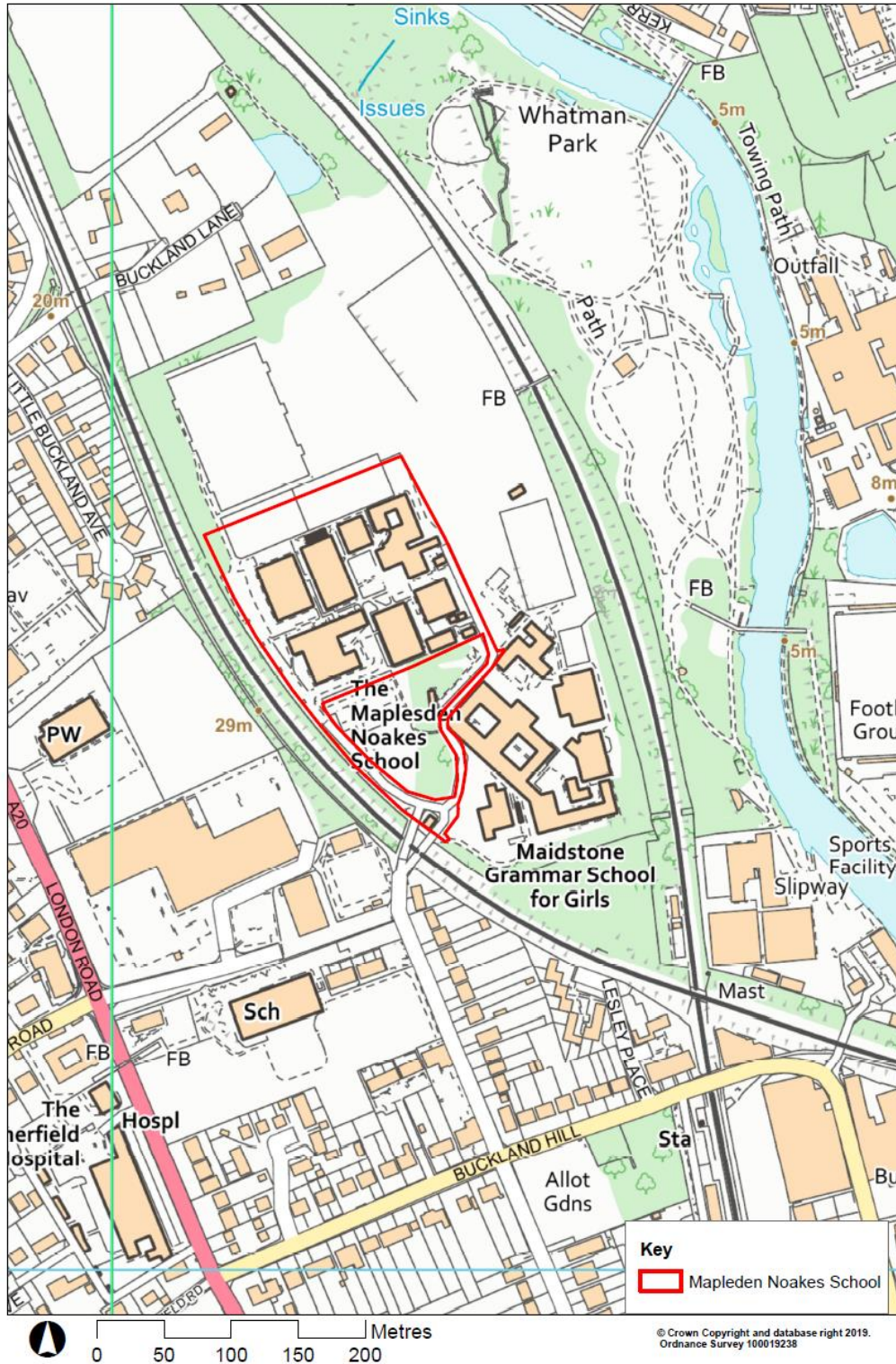
#### **Site**

1. The Maplesden Noakes School is located at the end of Buckland Road, which is a residential road. It has a shared access with Maidstone Grammar School for Girls with vehicular and pedestrian access via a bridge over the London to Ashford railway line. Brunswick House Primary School is located to the south west of the site, accessed via Leafy Lane.
2. The school is located to the north west of the Maidstone Grammar School for Girls site and there are some shared access routes within the school. There are no physical boundaries between the two school sites.
3. A footpath (restricted byway) runs to the west of the site between Buckland Lane and Buckland Road. A grade 2\* listed building is located to the north of the site in Buckland Lane and residential property is located to the south, west and north of the site, including a number of grade II listed buildings.
4. A railway line runs to the east of the site leading to Maidstone Barracks Station and to the west of the site leading to Maidstone East station.
5. The proposed location of the 3 storey building is in the north east of the site. The proposed additional car parking is in the south east of the site and the proposed extension to the dining area is mid site. Details are shown in the attached plans on pages D3.3.

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**General Location Plan**



**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

Proposed Site Plan



P06	Revised Issue for Planning - Existing Trees added according to updated Tree Survey	SW	SR	02.08.2019
P05	Issued for Tender	SW	SR	03.07.2019
P04	Revised Issue for Planning	SW	SR	31.05.2019
P03	Issued for Planning	SW	SR	26.04.2019
P02	Issued for Costing	SW	AR	04.04.2019
P01	Issued for Design Approval	SW	AR	08.03.2019

MAPLESDEN NOAKES  
Kent County Council

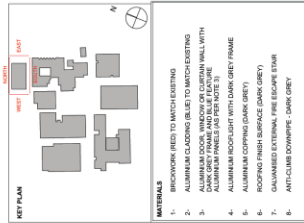
17-063 SW SR 02.08.2019 1:500@A1  
PROPOSED SITE PLAN

MPNKS - BBA - 00 - XX - DR - L - 1003 S8 P06



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**Proposed Elevations – 3 storey building**



P10 - ISSUE FOR PLANNING APPROVAL      DATE: 05.05.14  
 P10 - BUILDING NOTICE CHANGED      DATE: 05.05.14  
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**MAPLESDEN NOAKES**  
**2 FE EXPANSION**  
**CAMPUS**

Kent County Council

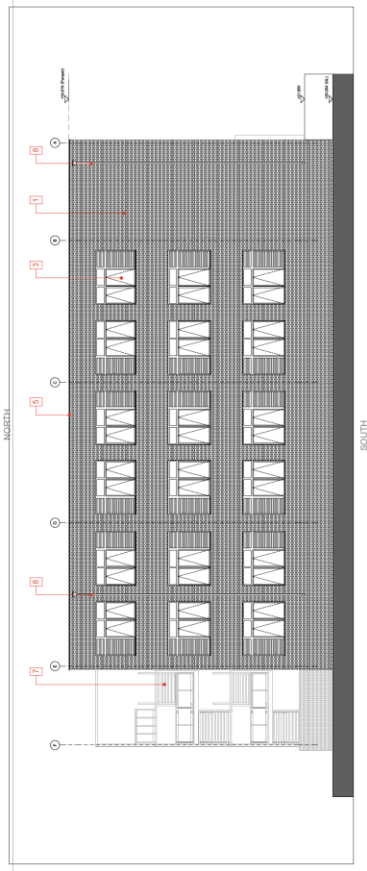
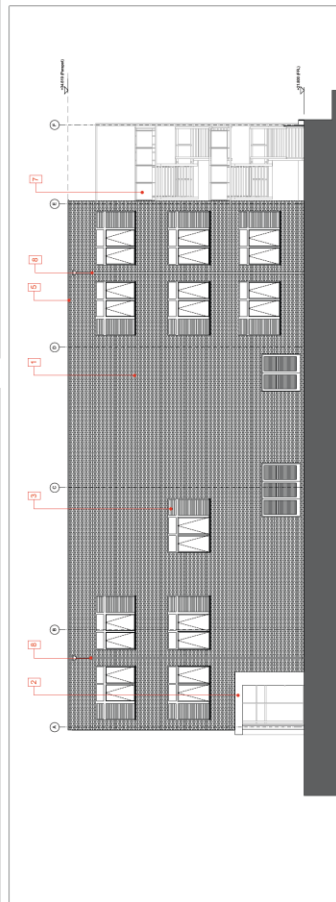
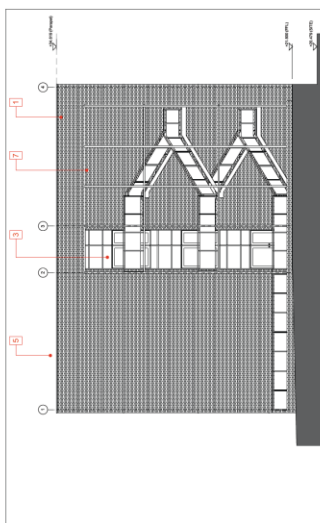
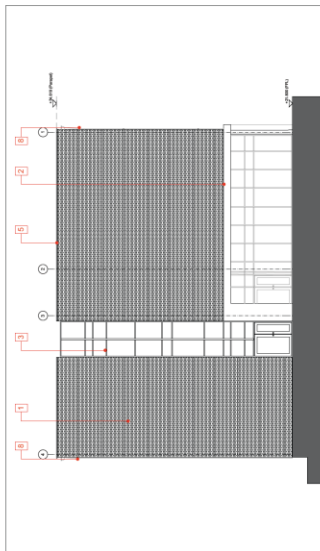
**NEW BUILD ELEVATIONS**

DRAWING NO: 1000  
 DATE: 15.05.14  
 PROJECT: 1000

**MPNKS - BBA - 00 - ZZ - DR - A - 3001**  
 DRAWING NO: 1000  
 DATE: 15.05.14  
 PROJECT: 1000

**SB**      MATERIALS FOR PLANNING APPROVAL  
**P104**      PRELIMINARY

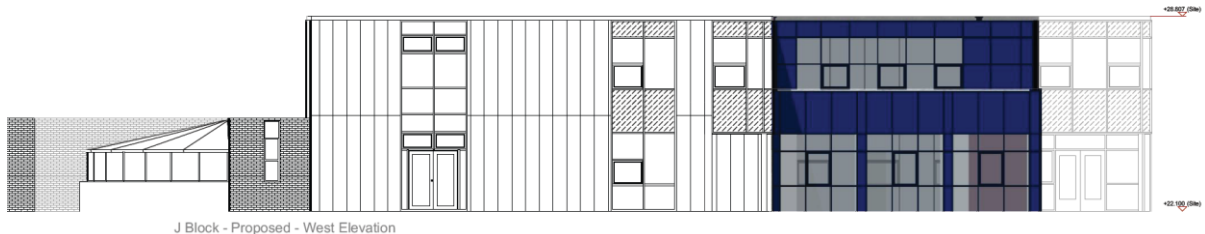
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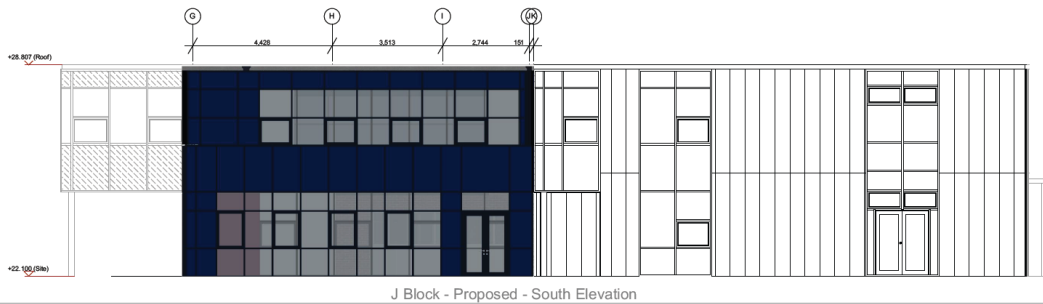
**Item D3**

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**Proposed west Elevation – dining area**



**Proposed south elevation – dining area**



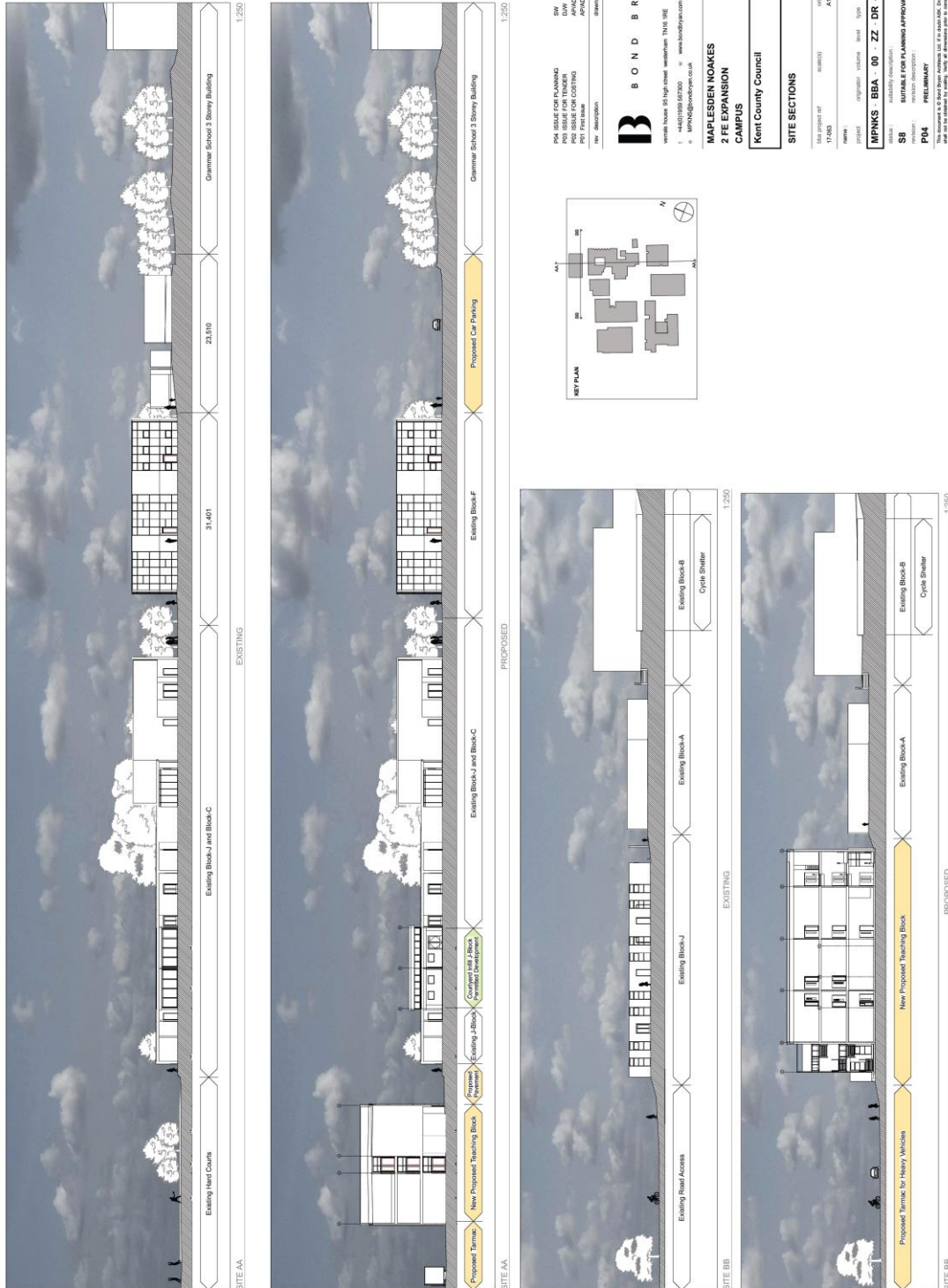
**Visual – proposed dining area extension**



PROPOSED DINING HALL EXTENSION

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Elevations



P16 ISSUE FOR PLANNING 26.04.19  
 P17 ISSUE FOR PLANNING 05.04.19  
 P18 ISSUE FOR PLANNING 05.04.19  
 P19 ISSUE FOR PLANNING 05.04.19  
 P20 ISSUE FOR PLANNING 21.01.19  
 P21 PFI Issue 21.01.19  
 REV: description drawn: 26/04/19

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**MAPLESDEN NOAKES**  
**2 FE EXPANSION**  
**CAMPUS**  
 Kent County Council

**SITE SECTIONS**  
 title: MAPLESDEN NOAKES CAMPUS  
 author: BOND BRYAN  
 date: 26.04.19  
 scale: 1:1000  
 sheet: 1 of 1  
 status: FOR PLANNING APPROVAL

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**Visual – looking toward north east corner**



PROPOSED SITE

MAPLEDSEN NOAKES  
Kent County Council

site project of drawn checked date scale  
13-03-19 DJW AR 01.05.19 NPS

description  
VISUALS - SKETCH

project	originator	volume	sheet	type	date	number	scale	revision
MPNKS - BBA - 00 - 00 - SK - A - 0015								S8 P02

**B** BOND SYMAN

**Visual – looking toward west elevation of proposed building**



PROPOSED NEW TEACHING BLOCK

MAPLEDSEN NOAKES  
Kent County Council

site project of drawn checked date scale  
13-03-19 DJW AR 01.05.19 NPS

description  
VISUALS - SKETCH

project	originator	volume	sheet	type	date	number	scale	revision
MPNKS - BBA - 00 - 00 - SK - A - 0015								S8 P02

**B** BOND SYMAN

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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**Background**

6. Kent County Council as Education Authority has asked Maplesden Noakes School to provide additional places at the school by expanding the school from 6 to 8 forms of entry (from 180 to 240 Year 7 places each year) to meet the needs of the local school population. The Governing Body, in conjunction with Education Authority has consulted on expansion of the Maplesden Noakes School and Kent County Council has decided to proceed with an expansion of the school. Expansion is conditional upon planning permission being granted. The planning application is therefore made by Kent County Council Infrastructure Division to support the proposed expansion of the school roll as part of the statutory duty to ensure that there are sufficient school places available for years 7 to 11.
7. The school currently has 248 sixth form students although the current planned admission arrangement allows 150 in year 12 and 150 in year 13 and so there is capacity for 300 in the planned admission numbers for the sixth form. The proposal is for a basic needs expansion for years 7 to 11 and not sixth form expansion.

**Recent Site History**

8. The recent site history from 2003 is listed below

MA/13/0727	Granted 19/06/2013 by Maidstone Borough Council for the erection of two storey modern languages and business teaching block and installation of partially glazed roof over courtyard dining/social area. The permission was not implemented.
MA/13/0528	Granted by Maidstone Borough Council for the temporary siting of mobile classroom(s).
MA/06/118	Granted by KCC for the construction of an all-weather football pitch with associated fencing and floodlighting.
MA/06/42	Granted by KCC for the erection of a single storey sports hall with associated changing, storage, fitness suite and classroom.
MA/04/1169	Granted by KCC for replacement store for KCC use, retention of mobile classrooms (2 no. units) and minor relocation of groundsman store.
MA/04/102	Granted by KCC for new single storey technology block and disabled access and delivery; two storey link block between existing science/art hall extension. Final removal of mobiles and erection of groundsman's store.
MA/03/706	Refusal by KCC for a hard surface access route to the playing fields.



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**Proposal**

9. The proposal seeks permission for a new free standing 3 storey teaching block in the north east corner of the site; a single storey extension to the dining area; the provision of additional 22 car parking spaces and associated landscaping. This would facilitate a 2 form entry (FE) expansion to the school.
10. The existing school is 6FE with 30 students per form and 180 students admitted per year. There are 5 years between year 7 and 11 and with an existing committed “bulge” year in 2019 the total number of students is currently 960. The proposal would result in a gradual increase to the school roll by 240 places from 960 to 1200. There would be an incremental increase from September 2021 with 60 additional year 7 places each year so that over a 5 year period there would be 1200 year 7 to 11 places.
11. There is also a sixth form at the school which had 248 students in 2018/19. The current admission arrangements allow up to 300 sixth form students. The County Council in its role of Education Authority does not commission sixth form places and the proposal does not include growth in sixth form places, although the Transport Statement does allow for growth up to the current admission number of 300.
12. The proposed 3 storey teaching block is located in an area that is currently hardstanding, tennis courts and car parking and on disused playing field.
13. The proposed 3 storey extension would measure 29m long by 18m wide by 13.5m high. The building includes a galvanised external staircase to the east of the building. The proposed materials are red brickwork; blue metal cladding for feature colours; powder coated aluminium glazing with side aluminium louvres; curtain walling; aluminium powder coated glazed doors; dark grey aluminium coping’ roofing finish, downpipes. The proposed building has a flat roof and an area is allocated for the future provision of PV panels.
14. The proposed building would accommodate 4 x IT suites; 9 classrooms 1 learning resource centre, storage areas toilets and staff areas.
15. The proposal also includes a 100sqm single storey extension of the dining area at the south of Block J and west of block C. The height of the proposed dining extension is 4.35m whereas the existing building is 6.82m high.
16. No changes are proposed to the existing vehicle access arrangement which provides access from Buckland Road. There is no drop off and pick up area within the site. Additional car parking is proposed to be spread across the site and in the south east corner of the site. 40 new spaces are proposed and as the proposed building would displace 18 car parking spaces there would be a net increase of 22 spaces, 2 of which would be disabled bays. The overall on site parking would increase from 89 to 111 spaces. 34 Additional cycle parking spaces are proposed to the west of the existing cycle shelters at the site, on an area that is currently grass.

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17. The proposal includes new fencing; planting and regrading works and would result in the removal of 1 category B Ash (T12). Works to prune selected trees would also be required to allow crane access to the construction site or tree protection fencing installation.

**Planning Policy**

18. The most relevant Government Guidance and Development Plan Policies are summarised below are relevant to the consideration of this application:

(i) **National Planning Policy Framework (NPPF) February 2019** and the **National Planning Policy Guidance** (first published in March 2014), sets out the Government's planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance along with the national policy practice guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However, the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications, the NPPF states that local planning authorities should approach decisions in a positive and creative way, and decision takers at every level should seek to approve applications for sustainable development where possible.

In terms of delivering sustainable development in relation to this development proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

Promoting healthy and safe communities, including promoting social interaction and enabling and supporting healthy lifestyles and providing social and recreational facilities to meet community needs. In addition, Paragraph 94 states that: The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools;

Promoting sustainable transport, including the requirement for developments that generate significant amounts of movement to provide a travel plan and for the application to be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed;

Taking a positive approach to applications that make more effective use of sites that provide community services such as schools, provided this maintains or improves the quality of service provision and access to open space and making decisions that promote an effective use of land while safeguarding and improving the environment and ensuring safe and healthy living conditions;

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Achieving the requirement for well-designed places including high quality design and a good standard of amenity for all existing and future occupants of land and buildings;

Meeting the challenge of climate change, flooding and coastal change;

Conserving and enhancing the natural environment in relation to habitats and biodiversity, ground conditions and pollution including ensuring that new development is appropriate for the location;

Conserving and enhancing the historic environment;

Facilitating the sustainable use of minerals.

(ii) **Policy Statement – Planning for Schools Development (15 August 2011)** which sets out the Government’s commitment to support the development of state-funded schools and their delivery through the planning system. In particular, the Policy states that the Government wants to enable new schools to open, good schools to expand and all schools to adapt to improve their facilities. This will allow for more provision and greater diversity of provision in the state funded school sector, to meet both demographic needs, provide increased choice and create higher standards.

(iii) **Maidstone Borough Council Local Plan (adopted October 2017)**

- Policy SP 1 **Maidstone urban area.** Defines the focus for new development seeking to achieve a good place to live and work by seeking to achieve development in a way that contributes positively to the locality's distinctive character. (The policy includes support for additional secondary school capacity including one form entry expansions of the Maplesden Noakes School).
- Policy SP 17 **The Countryside.** Relates to all those parts of the plan area outside the settlement boundaries of the Maidstone urban area and seeks to achieve development proposals that will not result in harm to the character and appearance of the area and the retention of the separation of individual settlements.
- Policy SP 18 **The Historic Environment.** Seeks to protect and where possible enhance the characteristics, distinctiveness, diversity and quality of heritage assets including through the development management process, by securing the sensitive management and design of development which impacts on heritage assets and their settings.
- Policy SP 23 **Sustainable transport.** Seeks to mitigate the impact of development, where appropriate, on the local road networks and protect and enhance public rights of way; ensure the transport network provides inclusive access for all users; and address the air quality impact of transport.

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- Policy ID 1 **Infrastructure Delivery.** Seeks to encourage and support infrastructure schemes that are brought forward by service providers where they are in accordance with other policies in the local plan.
- Policy DM 1 **Principles of good design.** Covers the principles of good design which proposed development should accord with, including reference to permeable layouts; responding to local natural or historic character and incorporating a high quality, modern design approach; high quality public realm; respecting the amenities of occupiers of neighbouring properties; respecting natural features such as trees and hedges; high quality design which responds to surrounding areas; maximising opportunities for sustainable development; protecting on-site biodiversity; safely accommodating vehicle and pedestrian movements; incorporating security measures to design out crime; avoiding areas at risk of flooding; incorporating adequate storage of waste and recycling; and providing adequate vehicle and cycle parking; and being flexible towards future adaptation in response to changing life needs.
- Policy DM 2 **Sustainable design.** Where technically feasible and viable, non-residential developments should meet BREEAM very good standards addressing maximum water efficiencies under the mandatory water credits and energy credits.
- Policy DM 3 **Natural environment** The policy seeks to protect and enhance the natural environment through measures to protect landscape character, avoid inappropriate development, control pollution, enhance biodiversity, maintain and manage natural assets, mitigate for climate changes, and positively contribute to the improvement of accessibility to natural green spaces. It seeks to ensure that where appropriate an ecological evaluation of development sites is made to take full account of biodiversity present, as well as arboricultural assessments and landscape/visual impact assessments.
- Policy DM 4 **Development affecting designated and non-designated heritage assets.** Seeks to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and, where appropriate, its setting. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of: any heritage assets, and their settings, which could reasonably be impacted by the proposals; the significance of the assets; and the scale of the impact of development on the identified significance. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- Policy DM 6 **Air Quality.** Seeks to ensure that the impacts to air quality in Air Quality Management Areas and identified exceedance areas are appropriately considered and that the air quality impacts of the development will be

### Item D3

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mitigated to acceptable levels, and that the air quality impacts of the development will be minimised.

Policy DM 8 **External lighting.** Seeks to ensure that proposals for external lighting use the minimum amount of lighting necessary to achieve the proposed purpose and that the design and specification of the lighting would minimise glare and light spillage and would not dazzle or distract drivers or pedestrians using nearby highways; and the lighting scheme would not be visually detrimental to its immediate or wider setting, particularly intrinsically dark landscapes.

Policy DM 20 **Community facilities.** The adequate provision of community facilities, including social, education and other facilities is an essential component of residential development. Where appropriate the dual use of education facilities (new and existing) should be encouraged for recreation and other purposes.

Policy DM 21 **Assessing the transport impacts of development.** Proposals must demonstrate that the impacts of trips generated to and from the development are accommodated, remedied or mitigated to prevent severe residual impacts; provide a satisfactory Transport Assessment and a satisfactory Travel Plan; and comply with the requirements for the policy for air quality.

Policy DM 23 **Parking standards.** Vehicle parking for non-residential uses will need to take into account the accessibility of the development and the availability of public transport; the type, mix and use of the development proposed; whether development proposals exacerbate on street car parking to an unacceptable degree; and the appropriate design and provision of cycle parking facilities.

Policy DM 30 **Design principles in the countryside.** Outside the settlement boundaries proposals which would create high quality design will be permitted if they meet criteria relating to materials, siting, mass and scale; impact on appearance and character of the landscape; would not result in unacceptable traffic levels; be of a scale which relates sympathetically to the existing building and rural area.

#### (iv) Kent Minerals and Waste Local Plan 2013-30 (2016)

Policy DM7 **Safeguarding mineral resources.** Seeks to safeguard mineral resources from non-mineral development.

In addition, the Kent Minerals and Waste Local Plan Safeguarding Supplementary Planning Document (2017); Kent Design Guide (2005); Kent & Medway Structure Plan 2006: SPG4 Vehicle Parking Standards and Maidstone Borough Landscape Character SPD are material planning considerations.

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(v) Sport England Guidance

Sport England's Planning for Sport Guidance (June 2019) which sets out Sport England's support of the NPPF and the importance of promoting healthy communities and achieving sustainable development.

**Consultations**

19. The consultees have the following comments to make on the planning application.

**Maidstone Borough Council:** Raises no objection to the proposal

**Transportation Planning:** Raise no objection to the proposal subject to conditions concerning submission of a construction management plan; provision and permanent retention of the vehicle parking spaces; provision and permanent retention of the vehicle loading/unloading and turning facilities; provision and permanent retention of secure covered cycle parking facilities and annual revision of the School Travel Plan with reporting on the School's web site.

**Sustainable Drainage:** Raise no objection to the proposal and comment that the existing drainage on site is to be retained and continue to be used after development and that there are no objections to the continued use of the drainage system. They advise that the existing soakaways on site are assessed and if needed are cleansed to ensure they continue operating as intended into the future. They recommend conditions are attached requiring submission of a detailed surface water drainage scheme prior to commencement and submission of a Verification Report, pertaining to the surface water drainage system before any building on site.

**Environment Agency (Kent Area):** Raise no objection subject to planning conditions are imposed to address the possibility of finding contamination during development works at the site; consent to be sought for drainage systems for the infiltration of surface water drainage into the ground; piling or any other foundation designs using penetrative methods.

**Sport England:** Raise no objection to the proposal and states that Sport England is satisfied that the proposed development meets exception 3 of playing fields policy, in that the proposed development affects only land incapable of forming part of a playing pitch and does not reduce the size of any playing pitch, result in the inability to use any playing pitch, reduce the sporting capacity of the playing field to accommodate playing pitches, result in the loss of other sporting provision or ancillary facilities on the site; or prejudice the use of any remaining areas of playing field on the site.

**Historic England:** Do not wish to offer any comments and suggest that the views of the KCC specialist conservation and archaeological advisers are sought as relevant.

**County Archaeological Officer:** Advises that no archaeological measures are required in this instance.

### Item D3

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**Kent County Council Conservation Officer:** Raises no objection to the proposal.

**Natural England:** Have no comments to make on this application.

**Biodiversity:** Comment that the ecological information submitted with the application shows that there is limited potential for protected species to be present, including roosting bats (within the buildings), reptiles and badgers, within the site due to the current management of the site and the lack of suitable bat roosting features within the buildings. The submitted information has detailed the following: Tree T41 has some low potential to be used by roosting bats but will not be impacted by the development; nesting birds may utilise the vegetation and buildings on site; bats may forage along the vegetated boundaries. To ensure the impact on the above species groups is minimised we advise that all breeding birds and their young are protected under the Wildlife and Countryside Act 1981 (as amended) and that informatives are included regarding nesting birds. In relation to bats it is advised that if the plans change and tree T41 will be impacted by the works, details of a precautionary approach must be implemented when the tree is being felled. Lighting can have a negative impact on bats and therefore we advise that if any external lighting is proposed a bat sensitive lighting plan must be secured as a condition of planning permission. Comment that one of the principles of the National Planning Policy Framework is that *“opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity”*. The ecological report has made a number of recommendations to enhance the site but the site plans do not demonstrate what enhancements will be incorporated in to the site and a condition is suggested for this.

**Mineral and Waste Planning Policy:** Raise no objection to the proposal.

**Network Rail Infrastructure Limited:** Have no comments to make on the proposal.

**Kent Fire and Rescue Service:** Comment that the means of access is considered satisfactory.

**South East Water:** Does not object, however comments that if the plan is to increase the amount of water used on site then an application will need to be sent to its developer services department. If the plans will interfere with its infrastructure a mains diversion may be required or short term protection while any works are carried out so as not to damage its mains. South East Water can be contacted to provide the relevant utility drawings and can advise on next steps.

#### Local Member

20. The local County Member(s) for Maidstone Central, Mr Dan Daley and Mr Robert Bird were notified of the application on 2 July 2019. No views have been received to date.

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**Publicity**

21. The application was publicised by the posting of two site notice(s), an advertisement in a local newspaper, and the individual notification of 46 nearby properties.
22. In addition to the publicity undertaken by the Planning Authority, the Education Authority undertook public engagement concerning the proposals prior to the submission of the planning application.

**Representations**

23. In response to the publicity, 4 letter(s) objecting to the application, 2 of which were from the same person, were received. The key points raised can be summarised under the following headings as follows:

Highways and traffic related matters

- The proposal and the resulting year-on-year increase in the school roll, would lead to an intensification of the traffic-related problems in the surrounding area, to the detriment of the local community.
- It is considered that the planning statement at paragraph (6.53) “in the light of the assessment and conclusions documented in the accompanying Transport Statement it is considered that the proposal is acceptable in respect of its impact on the local highway network and the level of parking proposed” is misleading.
- The traffic survey does not truly represent the traffic in this area and questions whether it was taken during school holidays.
- The research process which was undertaken into local highway issues was flawed, as the Transport Statement makes no mention of the fact that students are forced to park on adjacent roads, and it is stated that the only roads which were included in the survey were Buckland Road, Buckland Hill and Leafy Lane.
- The Transport Statement refers to the controlled parking zones around the school and surrounding streets which “should prevent staff and older sixth form pupils who are of driving age from driving to school and parking on streets around the site.’ Other badly affected roads have been ignored, ie Little Buckland Avenue, Buckland Lane, Cloudberry Close, and the Queens Road area: these do not have the benefit of the parking restrictions which are described. In addition, those restrictions serve to push student cars further away from the schools and into other roads.
- Expecting the school to monitor any worsening of traffic issues effectively as part of its own travel plan reviews is unrealistic: ongoing involvement by professionals from the local authorities will be essential.
- That the 22 extra parking spaces will be for the use of members of staff. No mention is made of allowing students to park on the site, and yet it is the students’ vehicles which cause many of the parking problems in nearby roads.
- That the revised School Travel Plan, seeks to prevent parent drop offs and Sixth Form students gaining access to and parking within the site and that the School seeks to encourage students to park off the site in adjoining roads.



### Item D3

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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- That KCC and MBC should work together to introduce effective parking restrictions in all local roads which are affected by vehicles related to Maplesden Noakes School and Maidstone Grammar School for Girls for the benefit of local residents.
- There should be no intensification of usage on this whole joint school site until all of the above issues have been addressed properly, to mitigate all traffic-related problems which are suffered by the local community.
- Comment that their drive is often blocked at school times - this can only get worse and that the road is often in gridlock due to the “drive blockers” covering the only passing points on the road.
- Comment that damage to fence post has repeatedly occurred by turning cars, and concern that it is the height of a small child.
- None of the schools appear to take any responsibility for the chaos created in Buckland Road. Buckland Hill is at a standstill during school drop off and pick up times, along with Leafy Lane and the London Road. Pedestrians walking along Buckland Road at 3.30 get forced into the road.
- Little Buckland Ave was not one of the roads included in the survey. This road becomes extremely congested during drop off and pick up times, with parents parking across drives and refusing to move at times and with student parking.
- There is blasé mention of highway issues in the applicants Statement of Community Involvement.

#### Air Quality

- Concern that the air quality must be very poor in traffic gridlock.
- View that Allington is the worst polluted area of Maidstone and extending the school to accommodate further pupils will exacerbate the situation. The additional pollution from transport increase the number of young children (at Brunswick House Primary) and teenagers at the secondary school suffering from carbon dioxide related illness like asthma.
- A view that there are plenty of other schools within the Maidstone area that could be extended to take the additional pupils that are not located in the most highly polluted area of Maidstone.

#### Other matters

- The Consultation Summary that was undertaken by the Education Authority and which was provided in the planning application is misleading and does not include one of the objections made and that this should be rectified.
- Students from Maplestone Noakes (identifiable by their school uniform) are “smoking drugs in the alleyway that runs from the school gates along the railway to Little Buckland Ave and Buckland Lane before, during breaks and after school. This encourages drug dealers to Allington. Extending the school is not a good idea and if extension is to go ahead CCTV in the alley should be included.
- The planting on any site should consist wholly of native species.

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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**Discussion**

24. This proposal is being reported to the Committee because of the neighbour objections received. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 18 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise. Therefore the proposal needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation and publicity. In my opinion, the key material planning considerations in this particular case can be summarised by the following headings:

Need for the development

25. In considering proposals for the creation, expansion and alteration of Schools, the Government considers that there is a strong presumption in favour of state funded schools, as expressed in the National Planning Policy Framework and reflected in the Policy Statement for Schools. Planning Authorities should give full and thorough consideration to the importance of enabling such development, attaching significant weight to the need to establish and develop state funded schools, and making full use of their planning powers to support such development, only imposing conditions that are absolutely necessary and that meet the tests set out in paragraph 55 of the NPPF

26. This proposal arises from the role of the Local Authority as Strategic Commissioner for school provision and the Local Authority's duty to ensure that there are sufficient school places. To meet this role, the County Council seeks to increase the published admission number from 180 places to 240 places from September 2021 subject to planning permission being granted as the expansion would need a phased programme of works. This includes works for a new 3 storey building and single storey extension to the dining area and additional parking to accommodate expansion.

27. Maidstone Borough Council's Local Plan includes policy support for additional secondary school capacity and identifies a need for 1FE at Maplesden Noakes and at Maidstone Grammar School for Girls in Policy SP 1. Whilst weight can be given to the SP1 policy support for this proposal it should be noted that the 2FE expansion is not fully supported by policy SP1. However, there is strong national planning policy support for ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and Local Planning Authorities are encouraged to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education, giving great weight to the need to create, expand or alter schools. The Policy Statement – Planning for Schools Development (15 August 2011) states that the Government seeks to enable new schools to open, good schools to expand and all schools to adapt to improve their facilities.

28. The County Council's Commissioning Plan recognises the need for additional secondary school places in the Maidstone area. This need has also been reflected in the Maidstone Borough Council Local Plan. This planning application seeks the necessary

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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planning consent to deliver this identified need. In the light of this and the national policy support for ensuring sufficient school places. I therefore conclude that there is a need for development to provide for increasing numbers of children at the Maplesden Noakes site, subject to other planning considerations being satisfied. These considerations are discussed below.

Location of the development

29. The application describes in the Statement of Community Engagement that it had previously been proposed that the 3 storey building would be located to the south east of the site near to the boundary line between the Maidstone Girls Grammar School and Maplesden Noakes and in a location where permission had previously been granted by Maidstone Borough Council (MA/13/0727) for a new two storey building which was never implemented. However, the current proposal for the new teaching building is in the North East corner of the site and parking is proposed in the south east corner of the site. The amended location in this proposal arises as a result of the applicant's prior consultation with Maidstone Grammar School for Girls.
30. The timescale for implementation of the earlier Maidstone permission (MA/13/0727) has expired. It should also be noted that this proposal includes car parking within the area of the site that would have been subject to the 2 storey building allowed by the Maidstone Borough Council MA/13/0727 permission.
31. The location for the proposed teaching building at the north east corner of the site would take up space currently used as hard surface, courts and car parking. It would be grouped with existing development within the site. The location of the proposed parking is on an area of the site which is currently occupied by prefabricated and concrete buildings, storage containers and soft landscaping and would require the removal of 1 tree (T12). The proposed dining hall extension is in an area currently used as courtyard.
32. The Maplesden Noakes site is predominantly (but not entirely) outside the Maidstone Urban boundary. The Maidstone Grammar School for Girls site buildings are predominantly in the urban area. Policies relating to the Maidstone Urban Area and the Countryside apply within the Maplesden Noakes site area.
33. The site is also located in an area of safeguarding of mineral resources for Kentish Ragstone. However, given that the nature of the material and the extent of development surrounding the area (within an established school site), it is accepted that extraction of the mineral would not be viable or practicable and there is no objection in mineral safeguarding terms.
34. Given the above, I conclude that the proposal is appropriately located within the existing school site. Whilst elements of the proposal would be outside the urban area, I am satisfied that they are immediately adjacent to the urban area and that given the policy support in SP1 the development in this part of the site is acceptable.

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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Highways and Traffic Matters

35. National Planning Policy and Local Planning Policy seeks to address the highways and traffic impacts of development proposals. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The NPPF indicates that the travel plan is a key tool for promoting sustainable transport.
36. Local residents have objected to this application on highway, traffic and parking impacts and consider that the proposal and increase in the school roll, would lead to an intensification of the traffic-related problems in the surrounding area, to the detriment of the local community.
37. Kent County Council Transportation Planning have been consulted on the application and raise no objection, subject to conditions concerning submission of a construction management plan; provision and permanent retention of the vehicle parking spaces and/or garages; provision and permanent retention of the vehicle loading/unloading and turning facilities; provision and permanent retention of secure covered cycle parking facilities and annual revision of the School Travel Plan with reporting on the Schools web site. Transportation Planning consider that the additional vehicles that will be generated by the proposal will be spread across the nearby urban network to collect children and not be concentrated in the dead-end section of Buckland Road where the use would be inconvenient and inefficient. They comment that in the mornings the drop off locations would be more widely dispersed.
38. The Highways Authority also note that whilst the increase in pupil numbers is significant, the use of sustainable transport at Maplesden Noakes is high and that the immediate urban network lends to a variety of opportunities for picking up and dropping off which dilutes the transport impact of the increase in the school roll. Their view is that the impact of the application would not be regarded as severe and there is no evidence to indicate that the proposal would lead to an unacceptable impact on highway safety.
39. The school site is served by bus routes on the A20 and two railway lines in the vicinity.
40. However, it is considered by residents that the supporting Traffic survey and Transport Statement contains flaws in relation to the timing of the survey and the extent of the survey in that some of the local roads which become congested at drop off and pick up times were not included in the survey. The applicant has clarified that the travel survey was carried out with reference to established and recognised parking survey methodology and that the surveys were carried out in March 2019 during school term time. The survey area included Buckland Road, Buckland Hill and Leafy Lane with reference to a 500m walk distance from the school.
41. Some of the neighbour concerns received relate to the impacts of sixth form students parking during the school day. The Transport Statement states that the school and surrounding streets are in controlled parking zones which should prevent staff and older sixth form pupils who are of driving age from driving to school and parking on streets around the site. Neighbours have objected to this because beyond the controlled

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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parking zones there are roads (such as Little Buckland Avenue, Buckland Lane, Cloudberry Close, and the Queens Road area) where there are no parking restrictions and where students can therefore park throughout the school day. This concern relates to the impacts further from the site from sixth form parking whereas this application concerns providing adequate facilities for an increase to years 7 to 11 only. As the proposal relates to years 7 to 11 this will not change the current situation in relation to sixth form student parking and the Transport Survey undertaken, including the timing and extent is considered by the Highways Authority to be acceptable.

42. As a result of the proposal and to support expansion at the school the number of on site parking spaces for Maplesden Noakes school would increase from 89 to 111 spaces. The proposed teaching building is partially sited on an existing 18 space car parking area and so 40 new spaces would be created resulting in an overall increase of 22 spaces. There would be 20 additional FTE members of staff as a result of the proposal.
43. Local residents consider that the 22 extra parking spaces will be for the use of members of staff and that it is the students' vehicles which cause many of the parking problems in nearby roads. They say that the School Travel Plan including a policy to restrict students from parking onsite does not help this and the school has no on site student parking. This planning application does not change the existing arrangements relating to sixth form parking which is not currently provided for within the site. Neighbour concerns regarding the provision for sixth form cannot be addressed via this application which relates to expansion for years 7 to 11 only. Any resultant increase to the sixth form accommodation would need to be subject to a further planning application and the transport implications of this would need to be assessed at that time.
44. Neighbours have also expressed a view that Kent County Council and Maidstone Borough Council should work together to introduce effective parking restrictions in all local roads which are affected by vehicles related to Maplesden Noakes School and Maidstone Grammar School for Girls. This application only concerns the Maplesden Noakes School and must be considered on its own merits. Transportation Planning have not raised objection to the proposal or requested that any decision be subject to extended parking restrictions in the locality and I therefore conclude that the parking restrictions that are suggested by neighbours are not justified in order to make the proposal acceptable in planning terms and on highways grounds.
45. The applicant has submitted a draft School Travel Plan with the application which aims to promote sustainable modes of transport. It is stated that it will be reviewed and updated annually and I am satisfied that a condition can be used to require this.
46. However, neighbour comments question the value of the travel plan without ongoing involvement by professionals from the local authorities. Whilst the travel plan annual updates are normally submitted by the school using the Jambusters system, I consider that it would be appropriate to require submission of a full revised travel plan for approval by the County Planning Authority should Members decide in favour of this proposal. This would allow the travel plan to be revised with up to date information and formally submitted to allow review of the submitted information via our consultation with

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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the School Travel Planner, Maidstone Borough Council and Highway Transportation, within 6 months of occupation of the new teaching building.

47. Furthermore, the applicant suggests that they will monitor school drop off and pick up impacts on the public highway and mitigate reactively if required in response, by providing additional travel planning measures or school management measures such as yellow jacket marshalling at the school gates and possible staggered start and finish times. An update within 6 months of occupation would allow a review to reflect any additional measures early on and would also allow inclusion of the air quality mitigation measures discussed in paragraph 51 below.
48. Some of the neighbour comments received relate to parent / driver behaviour. Inconsiderate and antisocial behaviour from parents and drivers is not something that the Planning Authority can control. However, these behaviours could in part, be addressed through School Travel Plan actions working to achieve better driving behaviour and greater consideration to the neighbouring environment.
49. Local representation have also commented about the way that highway issues are referred to in the Applicant's Statement of Community Involvement. The Statement of Community Involvement includes references to the proposal's impacts on traffic, highway and parking matters and refers to their Transport Statement and Travel Plan findings. It summarises findings in relation to the highway impacts. Given that no objection has been raised from Transportation Planning I do not consider that the content is incorrect or unacceptable in this regard.
50. To conclude this section, Transportation Planning raises no objection to the proposal subject to their recommended conditions. Whilst it is acknowledged that the proposal would increase traffic to the site, it is considered that impacts would not be considered to be such that there would be an unacceptable impact on highway safety or that the residual cumulative impacts on the road network would be severe or contrary to the NPPF requirements. Taking account of the Highways Authority comments and subject to the imposition of the conditions outlined in paragraph 90, I am satisfied that the development would not have a significantly detrimental impact on the local highway network so as to warrant refusal of the proposal.

#### Air Quality

51. In assessing the transport impacts of development, Policy DM21 also requires that development proposals demonstrate that major development complies with the requirements of policy DM6 for air quality.
52. Neighbours have expressed concerns about worsening of air quality and resultant health issues as a result of the proposal and a view that other schools within less highly polluted areas of Maidstone area should be extended instead of Maplesden Noakes. However, a decision on the merits of this proposal is required given that this is the application that has been submitted.

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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53. The proposal is located near to but is not within the Maidstone Town Air Quality Management Area (the boundary of Air Quality Management Area was revised in 2017 and is shown in Appendix 1 of Maidstone Borough Council Air Quality Guidance November 2017).
54. The proposal is a major development and is partially within the Maidstone Urban Area. The applicant has therefore submitted an Air Quality and Emissions Mitigation Assessment in order to demonstrate how the air quality impacts of the development would be mitigated to acceptable levels as required by policy DM6. The Assessment states that the main source of pollution in the area is road traffic and the relevant air pollutants for consideration are nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The applicant's assessment concludes that the potential air quality impact of the Proposed Development is considered to be 'Low/ Imperceptible'.
55. The Maidstone Air Quality Planning Guidance, requires the air quality impacts of the proposal to be measured and an emissions mitigation calculation to be carried out, the result of which is an exposure cost value to be spent on mitigation measures to be incorporated into the design of the development. In addition, it requires provision for minimising dust emissions from demolition and construction works. Measures to address dust are included in the applicant's submission, and a Dust Management Plan can be required by condition. A construction environmental management plan and construction logistics plan can also be required by condition to address dust impacts during the construction phase and construction related transport impacts. By including the proposed dust mitigation measures the applicant concludes that the residual impacts during construction are insignificant.
56. Based on the results of the Applicant's emission mitigation calculations, a total cost of £8,143 should be spent on measures aimed at mitigating air quality. The applicant has confirmed that the proposed mitigation measures within the application are:
- 10% of all new parking spaces are to be designated electric charging bays.
  - Eco-driver training and provision of eco-driver aid to all staff members. To be conducted annually for the first 3 years.
  - Designation of parking spaces for low emission vehicles. This could be monitored as part of the School Travel Plan.
  - Support local walking and cycling initiatives as part of the School Travel Plan.
57. By including the mitigation measures the residual impacts during the operational phase are considered by the applicant to be insignificant. Given that the Borough Council have not objected to the proposal I consider that in this case, subject to the inclusion of conditions requiring the mitigation measures to be implemented, the proposed mitigation is acceptable. In addition, measures to minimise dust emissions during construction in accordance with the submitted details can be required by condition as discussed above.

Design and sustainability

58. The design, massing and siting of the built development as proposed has not met with objection. The existing buildings within the Maplesden Noakes site are predominantly 1

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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or 2 storey high, the majority are flat roof although there are 2 buildings that have a pitched roof. There are a range of external building materials including brickwork, light grey/white render panels, blue cladding. There is a range of flat roof and pitched roof buildings within the site. Rainwater goods are a mix of UPVC and aluminium and white or dark grey. Windows in general are dark grey or white UPVC or aluminium. Beyond the Maplesden Noakes site and to the south of the site, buildings there is a mix of between 1 and 3 storey teaching blocks within the Maidstone Girls Grammar site.

59. As set out in paragraphs 9 to 17 of this report, the proposed teaching block would be finished in a combination of red brickwork; blue metal cladding for feature colours; powder coated aluminium glazing with side aluminium louvres; curtain walling; aluminium powder coated glazed doors; dark grey aluminium coping' roofing finish, downpipes and the dining extension would be finished in blue cladding and curtain walling system materials to match the existing building. However, in my view, it would be appropriate to seek further and final details of all materials to be used externally pursuant to a condition, should permission be granted. Subject to the imposition of that condition, I do not consider that the design of the building would have a significantly detrimental impact upon the appearance or amenity of the locality.
60. The proposed teaching block and dining extensions are in locations that would not impact upon residential amenity due to the degree of separation and the significant level of boundary screening. The siting is, in my view, logical and practicable, and I am satisfied that the built development as proposed would not adversely affect local amenity and/or the wider landscape.
61. The applicant advises that sustainable design has been integrated into the building concept in that the proposal would meet with Part L2A of the current building regulations without the need for renewable energy installations. The applicant has also clarified that the Energy performance statement is based upon the conservation of fuel and power in new buildings and the Education Funding Agency (EFA) Output specifications. This includes in relation to design life specifications; insulation and choice of materials.
62. The inclusion of a PV array of 40m<sup>2</sup> of solar panels would reduce the carbon emissions by a further 10%. The proposed building has sufficient roof capacity to accommodate PV panels and the applicant has submitted a roof plan showing where PV panels could be located in the future if required although the currently cost savings from installation would be minimal compared to the installation costs. Therefore, the applicant has stated that PV panels do not currently form part of the application. The application does make clear that they could be installed and would contribute towards a reduction of carbon emissions. I therefore consider that the applicant should be encouraged to review and further consider installation of PV panels prior to occupation of the development via an informative.
63. Policy DM2 requires non-residential development where technically feasible and viable to meet BREEAM Very Good including in relation to water efficiency. In this case, the applicant states that the proposal is not a BREEAM project therefore no rating is applicable. The proposals are designed to meet DfE requirements with an emphasis on Energy Efficiency as documented in the Energy Statement included within the



**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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application. The applicant has further clarified that the aspiration of the proposal is to meet an equivalent rating to BREEAM Very Good, had this been a BREEAM rated project.

64. It is noted that in response to air quality mitigation, 10% of all new car parking spaces are to be designated as electric charging bays, ie 3 electric charging bays which would contribute to sustainability of the proposal. Given that Maidstone Borough Council have not objected to the proposal I conclude that the proposal meets the Maidstone design and sustainable design policy requirements.

Landscape

65. The school is located partly in the Maidstone Urban Area and partly in the Countryside. It is not located within any sensitive landscape designations and not in the AONB or Green Belt. Access routes to the site and proposals relating to the demolition of buildings to the south of the site in order to create parking space are in the urban area where policies SP1 apply and proposals to the north of the site including the new teaching building area regarded as being in the countryside where policy SP17 applies. Policy SP17 requires account to be taken of the Maidstone Borough Landscape Character Guidelines SPD and landscape planting suggestions.
66. The teaching building is located to the north east of the site within the built up footprint of the site where there is currently hard surfacing. The land falls from higher ground in the west towards the east and so the proposed location is in an area where the visual impact is minimised. Given that the fenced and floodlit all weather football pitch is located to the north east of the site, and that this proposal is grouped within the context of the other school buildings and play areas, views towards this new proposal would be seen in the context of the whole development. The extension to the dining area is within the middle of the site and screened by the existing buildings and the proposed car parking to the south east of the site is also located within areas that are grouped with existing development and require the removal of 2 existing prefabricated buildings, 2 metal storage containers and 1 existing concrete building. Soft landscaping and surfaces would also need to be amended in the area. This meets the requirement of policy DM30 which relates to siting new buildings adjacent to existing buildings or unobtrusively located and well screened by existing and proposed vegetation reflecting the landscape character of the area.
67. With regard to the landscape planting proposed, the application includes replacement planting for the ash tree that is being removed and landscape planting including a 13.5m section of hedge and 367m<sup>2</sup> of shrub planting. The species chosen do not include native varieties and this has given rise to neighbour objection in that the proposed planting on any site should consist wholly of native species. Policy DM1 and DM30 requires particular attention in rural and semi rural areas to the retention and addition of native vegetation appropriate to landscape character around boundaries in order to assimilate development in a manner that reflects the local character of the area. However, the policy does not exclude non-native species. The applicant states that the planting proposed was based on ecological value, ease of maintenance, defensive planting, and fulfilling requirements for non-toxicity. The Maple was chosen because of

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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the link to the school name. Should Members decide in favour of the application I am satisfied that a planning condition can be used to include some native species.

68. I also consider that Arboricultural matters in relation to tree and root protection, as set out in the Arboriculture information submitted with the application can be required by condition.

Historic Environment

69. The site is located within an area of Area of Archaeological potential. The application includes an Archaeological Desk Based Assessment. Our consultation with the County Archaeological Officer concludes that no archaeological measures are required in this instance.

70. To the north of the site there is a grade II\* listed building at Little Buckland Farm Cottage. The boundary is approx. 128m from the proposed site for the 3 storey building. The boundary between Little Buckland Farm Cottage and the site is well screened by vegetation. As the proposal is a Grade II\* listed building I have consulted English Heritage who have no comments to offer and the County Council's Conservation Officer who also has no objection to the proposal. Maidstone Borough Council also have no objection.

71. A number of other grade II listed buildings are also located nearby at Little Buckland Cottage, Little Buckland Farmhouse and these are also well screened by the existing boundary planting.

72. I therefore conclude that the proposal does not adversely impact on the historic environment and is acceptable in terms of meeting the policy requirements of SP18, DM30 and DM4.

Lighting and noise

73. The application includes details of new external lighting that would be needed in connection with the teaching building although does not include details of lighting in the car park area. To meet the policy requirements of DM8 regarding all other external lighting a condition can be used to require submission of details of external lighting prior to installation.

74. The application has included details of the limits for plant noise and air handling units are shown on the roof plan of the dining hall extension.

Biodiversity

75. The proposal includes ecological survey information which concludes that there is only limited potential for protected species to be present, including roosting bats (within the buildings), reptiles and badgers, within the site due to the current management of the site and the lack of suitable bat roosting features within the buildings. One of the trees (T41) has some low potential to be used by roosting bats but will not be impacted by the

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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development; Nesting birds may utilise the vegetation and buildings on site; Bats may forage along the vegetated boundaries. The proposal gives rise to no adverse biodiversity views and subject to conditions and informatives suggested by our ecological service, including in relation to submission of a bat sensitive lighting plan and submission of an ecological enhancements plan, I conclude that the proposal does not give rise to adverse biodiversity impacts with inclusion of the suggested conditions.

Playing field policy

76. The proposal for the teaching extension is located on an area which currently includes tennis courts and an area of disused existing playing field. The proposal would result in the loss of 3 tennis courts, and 6 courts are retained. The applicant states that the 3 courts are in poor condition and that the remaining courts are sufficient to meet the school outdoor tennis requirements. The applicant states that the outdoor tennis courts affected are not open to community use and I therefore consider that the loss of the courts would not lead to a loss of any community use of the courts which policy DM20 seeks to avoid.

77. Sport England policy seeks to address the loss of playing fields and our consultation with them gives rise to no objection. Sport England is satisfied that the proposed development meets their exceptions to playing fields policy.

78. I therefore conclude that the proposal does not adversely impact on playing field policy.

Construction Impacts

79. The application does not include a Construction Management Plan and I consider that one will be required to be submitted prior to commencement in order to address construction related impacts.

80. The proposal does not include the intended hours of construction and I consider that limiting construction hours to Monday to Friday between 0800 and 1800 and Saturday 0900 to 1300 with no work on Sundays or Bank Holidays would be appropriate.

81. To address Environment Agency comments concerning protection of controlled waters, I am satisfied that conditions can be imposed in relation to any likelihood of unexpected contamination which may be found during development and infiltration of surface water drainage and piling or other foundation designs using penetrative methods.

82. To address sustainable urban drainage matters I consider that a condition can be used in relation too submission of a verification report for the surface water drainage system prior to the occupation of the building.

Other matters

83. KCC as Education Authority ran a public consultation on their proposals to expand Maplesden Noakes between 25<sup>th</sup> February and 25<sup>th</sup> March 2019. This included an information drop in at the school on 6<sup>th</sup> March 2019. The Maplesden Noakes

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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Consultation Summary compiled by the Applicant was included within the planning application information and summarised responses received to the education consultation at the drop in event on 6<sup>th</sup> March and the education consultation period. The consultation summary indicates that no objections were received to the KCC Education consultation. However, a neighbour representation states that the Consultation Summary which was provided as part of the planning application process is misleading and does not include one of the objections made and that this should be rectified.

84. The Applicant informs me that a letter of objection was received by Education regarding pre-planning matters and that it was not included within the Education Consultation Summary of responses as the issues raised were pre-planning matters and not regarding education. However, the objection was included in the planning application Statement of Community Involvement (SCI) and that also summarised responses to the planning public consultation event on 6<sup>th</sup> March 2019. The SCI identified that 27 feedback forms and a separate letter from a local resident (28 pieces of feedback in total) were received of which 18 respondents fully support the plans with no concerns (64%); - 4 respondents are supportive but with some concerns (14%); 5 respondents object to the plans (18%); and 1 respondent either did not have a view or did not mind the proposals (4%).
85. However, it should be noted that whilst the data included within the KCC Education Consultation Summary and the Statement of Community Involvement is included within the planning application, it is the response to the publicity of the actual planning application by the County Planning Authority that is relevant to the decision making process for the planning application. We have received a total of 4 responses to the planning application, all of which are objections and 2 were from the same person. It is for this reason that the proposal is being reported to the Committee. I therefore conclude that whilst the accuracy of the information within the KCC Property Consultation has been questioned, it is the responses to the planning application that are relevant to the decision-making process for the planning application. This includes in this instance the concerns raised by the local resident who also raised comments at the earlier Education Consultation that the views summarised in the Statement of Community Involvement were incomplete.
86. A comment was also received about students from Maplestone Noakes and alleged drug use in the alleyway that runs from the school gates along the railway to Little Buckland Avenue and Buckland Lane before, during breaks and after school and it is inferred that expansion of the school is not a good idea because of this. It is suggested that if extension is to go ahead CCTV in the alley should be included. Whilst the NPPF seeks to promote healthy and safe communities which are safe and accessible so that crime and disorder and the fear of crime do not undermine the quality of life and community cohesion, this proposal does not seek to make any changes beyond the school site. These are matters that should be brought to the attention of the headteacher and the police however they are not material to the determination of the planning application.

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**Conclusion**

87. This application seeks permission for the erection of a new freestanding 3 storey teaching block, a single storey extension to the dining hall area and the provision of additional car parking places to support the proposed 2 form entry expansion making the school an 8 form entry school. An increase of 60 pupils per year between years 7 and 11 is proposed (a total of 240 extra pupils from the existing committed bulge). There is no increase in sixth form pupils. There is an identified need for the facility for which there is strong planning policy support, specifically in the Development Plan and more widely in the NPPF to meet community facilities for education.
88. The objections and concerns of local residents to the proposal particularly relating to highways, transport and air quality matters are acknowledged. However, in response to statutory and other consultation for the proposal there have been no objections. The potential impacts arising from the development have been given careful consideration in respect of the national and local planning policy requirements.
89. In conclusion, I do not consider that the development would result in any significant adverse impact in respect of visual, residential or local amenity, or on the local highway network or drainage, heritage and ecology interests. I consider that it would accord with the aims and objectives of Local Plan policies and the NPPF and is sustainable development. I recommend accordingly.

**Recommendation**

90. I RECOMMEND that PERMISSION BE GRANTED SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
- The standard 3 year time limit;
  - The development be carried out in accordance with the permitted details;
  - Submission of details of external materials;
  - Measures to protect existing trees during construction, including as set out in the Arboricultural method and impact statement;
  - Requiring submission and approval of a Verification Report pertaining to the surface water drainage system to address matters raised by KCC Sustainable Drainage;
  - Concerning unforeseen contamination found during development; restriction of infiltration of surface water drainage into the ground and restriction of piling or any other foundation designs using penetrative methods to address comments raised by the Environment Agency;
  - Submission of a Construction Management Plan and Strategy;
  - Submission of a Dust Management Plan during construction;
  - Submission Construction Logistics Plan;
  - Provision prior to occupation and then permanent retention of vehicle car parking spaces;
  - Provision prior to occupation and then permanent retention of vehicle loading and unloading and turning areas;

### Item D3

**Proposed 2 form of entry expansion involving: a) the erection of a new freestanding 3 storey teaching block; b) single-storey extension of existing dining area; c) provision of additional 22 car parking spaces; and d) associated landscaping works at The Maplesden Noakes School, Buckland Road, Maidstone – KCC/MA/0107/2019**

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- Provision prior to occupation and then retention of covered secure cycle parking spaces;
- Inclusion of 3 electric vehicle parking bays within the new parking spaces provided and inclusion of air quality mitigation measures proposed in the application;
- Limiting construction hours to between 0800 and 1800 Monday to Friday and 0900 to 1300 Saturday with no work on Sunday or Bank Holidays.
- Submission of an updated school travel plan within 6 months of occupation of the building with annual review via the Jambuster system thereafter;
- Submission of a bat sensitive lighting plan for the site boundaries;
- Submission of external lighting details;
- Submission of an ecological enhancement plan;
- Submission of details of proposed planting to include native species;

I FURTHER RECOMMEND THAT THE Applicant BE ADVISED of the following Informatives relating to:

- nesting birds and timing of works;
- developer consultation with SE Water;
- cleaning the existing soakaway system;
- works to tree T41 should they be required;
- the applicant be encouraged to bring forward its plans for the implementation of PV panels.

Case Officer: Mrs H Mallett
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Tel. no: 03000 413411
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Background Documents: see section heading
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