

PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT POLICY ADVISORY COMMITTEE MEETING

Date: Monday 18 September 2023
Time: 6.30 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Mrs Blackmore (Chairman), Cleator, Conyard, Mrs Grigg (Vice-Chairman), Jones, Kimmance, McKenna, Spooner and Trzebinski

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

Page No.

1. Apologies of Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting held on 6 September 2023 - To Follow
9. Forward Plan Relating to the Committee's Terms of Reference 1 - 5
10. Maidstone Local Plan Review: Proposed Main Modifications and Minor Changes 6 - 560

INFORMATION FOR THE PUBLIC

In order to make a statement in relation to an item on the agenda, please call **01622 602899** or email committee@maidstone.gov.uk by 4 p.m. one clear working day before the meeting (i.e. by 4 p.m. on Thursday 14 September 2023). You will need to tell us which agenda item you wish to speak on.

If you require this information in an alternative format please contact us, call **01622 602899**.

To find out more about the work of the Committee, please visit the [Council's Website](#).

Issued on Friday 8 September

Alison Broom

Alison Broom, Chief Executive







MAIDSTONE BOROUGH COUNCIL FORWARD PLAN FOR THE FOUR MONTH PERIOD 1 SEPTEMBER 2023 TO 31 DECEMBER 2023

This Forward Plan sets out the details of the key and non-key decisions which the Cabinet or Cabinet Members expect to take during the next four-month period.

A Key Decision is defined as one which:

1. Results in the Council incurring expenditure, or making savings, of more than £250,000; or
2. Is significant in terms of its effects on communities living or working in an area comprising two or more Wards in the Borough

The current Cabinet Members are:

 <p style="text-align: center;">Councillor David Burton Leader of the Council DavidBurton@maidstone.gov.uk 07590 229910</p>	 <p style="text-align: center;">Councillor Paul Cooper Deputy Leader and Cabinet Member for Planning, Infrastructure and Economic Development PaulCooper@Maidstone.gov.uk 01622 244070</p>	 <p style="text-align: center;">Councillor John Perry Cabinet Member for Corporate Services JohnPerry@Maidstone.gov.uk 07770 734741</p>
 <p style="text-align: center;">Councillor Claudine Russell Cabinet Member for Communities, Leisure and Arts ClaudineRussell@Maidstone.gov.uk</p>	 <p style="text-align: center;">Councillor Patrik Garten Cabinet Member for Environmental Services PatrikGarten@Maidstone.gov.uk 01622 807907</p>	 <p style="text-align: center;">Councillor Lottie Parfitt-Reid Cabinet Member for Housing and Health LottieParfittReid@Maidstone.gov.uk 07919 360000</p>

Anyone wishing to make representations about any of the matters listed below may do so by contacting the relevant officer listed against each decision, within the time period indicated.

Under the Access to Information Procedure Rules set out in the Council's Constitution, a Key Decision or a Part II decision may not be taken, unless it has been published on the forward plan for 28 days or it is classified as urgent:

The law and the Council's Constitution provide for urgent key and part II decisions to be made, even though they have not been included in the Forward Plan.

Copies of the Council's constitution, forward plan, reports and decisions may be inspected at Maidstone House, King Street, Maidstone, ME15 6JQ or accessed from the [Council's website](#).

Members of the public are welcome to attend meetings of the Cabinet which are normally held at the Town Hall, High St, Maidstone, ME14 1SY. The dates and times of the meetings are published on the [Council's Website](#), or you may contact the Democratic Services Team on telephone number **01622 602899** for further details.

David Burton
Leader of the Council

Details of the Decision to be taken	Decision to be taken by	Relevant Cabinet Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
<p>Maidstone Local Plan Review: Proposed Main Modifications and Minor Changes</p> <p>Report seeking authority from Cabinet via PIED PAC to consult on the Local Plan Review Inspector's 'Main Modifications' as part of the ongoing Independent Examination. Various other matters to be published at same time and report sets these out too.</p>	Cabinet	Cabinet Member for Planning, Infrastructure and Economic Development	20 Sep 2023	No	No Open	Planning, Infrastructure and Economic Development Policy Advisory Committee 18 Sep 2023	Maidstone Local Plan Review: Proposed Main Modifications and Minor Changes	<p>Mark Egerton, Erik Nilsen</p> <p>markegerton@maidstone.gov.uk, ErikNilsen@Maidstone.gov.uk</p>
1st Quarter Finance, Performance and Risk Monitoring Report	Cabinet	Cabinet Member for Corporate Services.	20 Sep 2023	No	No Open	<p>Communities, Leisure and Arts Policy Advisory Committee 5 Sep 2023</p> <p>Planning, Infrastructure and Economic Development Policy Advisory Committee</p>	1st Quarter Finance, Performance and Risk Monitoring Report	<p>Paul Holland</p> <p>paulholland@maidstone.gov.uk</p>

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
						6 Sep 2023 Housing, Health and Environment Policy Advisory Committee 7 Sep 2023 Corporate Services Policy Advisory Committee 11 Sep 2023		
Medium Term Financial Strategy 2024 to 2029 - Saving Proposals	Cabinet	Cabinet Member for Corporate Services.	20 Sep 2023	Yes	No Open	Communities, Leisure and Arts Policy Advisory Committee 5 Sep 2023 Planning, Infrastructure and Economic Development Policy Advisory Committee 6 Sep 2023 Housing, Health and Environment Policy Advisory Committee 7 Sep 2023	Medium Term Financial Strategy 2024 to 2029 - Saving	Mark Green, Adrian Lovegrove Director of Finance, Resources & Business Improvement, Head of Finance markgreen@maidstone.gov.uk, adrianlovegrove@maidstone.gov.uk

Details of the Decision to be taken	Decision to be taken by	Lead Member	Expected Date of Decision	Key	Exempt	Proposed Consultees / Method(s) of Consultation	Documents to be considered by Decision taker	Representations may be made to the following officer by the date stated
						Corporate Services Policy Advisory Committee 11 Sep 2023 Overview & Scrutiny Committee 19 Sep 2023		
Town Centre Strategy - Consultation Report A report on the next stage of the Town Centre Strategy	Cabinet	Leader of the Council	20 Sep 2023	No	No Open	Planning, Infrastructure and Economic Development Policy Advisory Committee 18 Sep 2023	Town Centre Strategy - Consultation Report	Karen Britton, Alison Broom karenbritton@maidstone.gov.uk, alisonbroom@maidstone.gov.uk
Levelling-up and Regeneration Bill: Consultation on implementation of plan-making reforms	Cabinet	Cabinet Member for Planning, Infrastructure and Economic Development	25 Oct 2023	No	No Open	Planning, Infrastructure and Economic Development Policy Advisory Committee 4 Oct 2023	Levelling-up and Regeneration Bill: Consultation on implementation of plan-making reforms	Jennie Cullern, Tom Gilbert JennieCullern@Maidstone.gov.uk, tomgilbert@maidstone.gov.uk

Agenda Item 10

Planning, Infrastructure and Economic Development Policy Advisory Committee

18 September 2023

Maidstone Local Plan Review Proposed Main Modifications and Minor Changes

Timetable	
Meeting	Date
Planning, Infrastructure and Economic Development Policy Advisory Committee	18 September 2023
Cabinet	20 September 2023

Will this be a Key Decision?	No
Urgency	Not Applicable
Final Decision-Maker	Cabinet
Lead Head of Service	Karen Britton (Head of Spatial Planning and Economic Development)
Lead Officer and Report Author	Mark Egerton (Strategic Planning Manager) Erik Nilsen (Principal Planning Officer)
Classification	Public
Wards affected	All

Executive Summary

This report brings before Members the Local Plan Review Main Modifications which are considered necessary by the Inspector overseeing the Independent Examination. A series of associated Policies Map changes are also set out. Other minor, non-material changes have also been generated by the Council to accompany the Inspector's Main Modifications. In addition, the Main Modifications have been subject to a Sustainability Appraisal Addendum and Habitat Regulations Assessment Addendum. Updates have also taken place to specific evidence base documents in light of the Main Modifications.

The report summarises the above modifications and associated documents and seeks a recommendation to Cabinet from the Planning, Infrastructure and Economic Development Policy Advisory Committee that a statutory consultation on the Main Modifications is undertaken with a simultaneous consultation on the Sustainability Appraisal and Habitat Regulations Assessment Addendums.

Purpose of Report

Recommendation to Cabinet

This report asks the Committee to consider the following recommendations to the Cabinet -

1. That the schedule of proposed Main Modifications to the Maidstone Local Plan Review, in Appendix 1 and Appendix 2, be approved for public consultation.
2. That the Sustainability Appraisal and Habitat Regulations Assessment Addendums of the Main Modifications to the Maidstone Local Plan Review, in Appendix 4 and Appendix 5, be approved for public consultation.

Maidstone Local Plan Review Proposed Main Modifications and Minor Changes

1. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	<p>The four Strategic Plan objectives are:</p> <ul style="list-style-type: none"> • Embracing Growth and Enabling Infrastructure • Safe, Clean and Green • Homes and Communities • A Thriving Place <p>Accepting the recommendations will materially improve the Council's ability to achieve each of the corporate priorities</p>	Karen Britton (Head of Spatial Planning and Economic Development)
Cross Cutting Objectives	<p>The four cross-cutting objectives are:</p> <ul style="list-style-type: none"> • Heritage is Respected • Health Inequalities are Addressed and Reduced • Deprivation and Social Mobility is Improved • Biodiversity and Environmental Sustainability is respected <p>Accepting the recommendations will materially improve the Council's ability to achieve each of the cross-cutting objectives.</p>	Karen Britton (Head of Spatial Planning and Economic Development)
Risk Management	<p>There are legal compliance requirements, notably the Local Development Scheme, Duty to Co-operate and Statement of Community Involvement. A Sustainability Appraisal Process (including Strategic Environmental Assessment) and Habitat Regulations Assessment process is also ongoing for the Local Plan Review.</p> <p>There are also 4 tests of 'soundness': - 1. Positively prepared 2. Justified 3. Effective 4. Consistent with national policy.</p>	Karen Britton (Head of Spatial Planning and Economic Development)

	The Local Plan Review is taking account of all of these matters.	
Financial	Budgetary provision has been made for work on supporting the Local Plan Review. Accordingly, the proposals set out in the recommendations are all within already approved budgetary headings and need no new funding for implementation.	Adrian Lovegrove, Head of Finance
Staffing	We will deliver the recommendations with our current staffing.	Karen Britton (Head of Spatial Planning and Economic Development)
Legal	Acting on the recommendations is within the Council's powers as set out in the Planning and Compulsory Purchase Act 2004 (as amended), The Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Environmental Assessment of Plans and Programmes Regulations 2004 (as amended).	Cheryl Parks, Mid Kent Legal Services (Planning)
Information Governance	The recommendations will impact personal information (as defined in UK GDPR and Data Protection Act 2018) the Council processes.	Information Governance Team
Equalities	We recognise the recommendations may have varying impacts on different communities within Maidstone. Therefore, we have completed a separate equalities impact assessment.	Equalities & Communities Officer
Public Health	We recognise that the recommendations will have a positive impact on population health or that of individuals.	Public Health Officer
Crime and Disorder	We recognise that the recommendations will have, or have the potential to have, a positive impact on population health or that of individuals.	Karen Britton (Head of Spatial Planning and Economic Development)
Procurement	Procurement exercises have taken place throughout the production of the Local Plan Review in line with financial procedure rules.	Karen Britton (Head of Spatial

		Planning and Economic Development) & Section 151 Officer
Biodiversity and Climate Change	The implications of this report on biodiversity and climate change have been considered and accepting the recommendations aligns with associated actions of the Biodiversity and Climate Change Action Plan.	Biodiversity and Climate Change Officer

2. INTRODUCTION AND BACKGROUND

- 2.1 The draft Local Plan Review was submitted for Examination in Public on 31st March 2022. Two stages of examination hearings have taken place, the first stage taking place from September 2022 - November 2022 and the second stage taking place from May 2023 - June 2023.
- 2.2 The Council has also written to the Inspector requesting formally that he recommend Main Modifications to the Borough Council as part of the examination process, if he considers that such changes would be needed for him to be able to find the draft Plan sound.
- 2.3 A schedule of proposed Main Modifications approved by the Strategic Planning and Infrastructure Committee on 21st March 2022 was submitted alongside the plan on 31st March 2022. Since then, the proposed changes have been considered as the Examination process has progressed. Changes and new Main Modifications have resulted from the discussions at the hearings to address issues raised by the Inspector and in response to his specific requests.
- 2.4 The Inspector is only concerned with those changes to the Plan's policies and supporting text needed to make the document sound. These changes are termed 'Main Modifications'. It is not the Inspector's role to recommend other changes which would make the Plan 'more sound' or generally improve it in other ways.
- 2.5 The Inspector has confirmed that the Main Modifications listed in Appendix 1 and Appendix 2 are the ones he wants to be subject to public consultation. He needs to understand interested parties' views on these proposed Main Modifications before he reaches his final conclusions on the Plan and the changes which are required to it. These conclusions and recommendations will be set out in his final report to the Council.
- 2.6 The proposed Main Modifications are set out in full in the schedules in Appendix 1 and Appendix 2. Each of the proposed Main Modifications is attributed a unique reference number which relates to a single change, or, in some instances, a group of changes to one section of the Plan. Some key aspects of the proposed Main Modifications to highlight are as follows –
- Plan period

- Housing requirement
- Housing land supply
- Employment land requirement and Maidstone town centre
- Spatial strategy and Leeds-Langley corridor
- Heathlands and Lidsing garden communities
- Invicta Barracks
- Lenham broad location for housing
- Rural service centres
- Larger and smaller villages
- Countryside
- Affordable housing
- Gypsy and traveller accommodation requirement
- Transport and infrastructure
- Park and ride
- Natural environment
- Site allocations
- Saved policies
- Strategic policies (for the purpose of Neighbourhood Plans)

2.7 Of particular note are the following Main Modifications -

2.8 **Plan period** – In the Inspector’s Stage 1 Interim Report, he advised that the LPR plan period needs to be extended to at least 2037/38 to provide for a minimum 15-year period upon plan adoption in accordance with the NPPF. The Inspector recommended that the plan period start at 1st April 2021, which would align with much of the evidence base and recognise the plan was submitted for examination before 1st April 2022. It would also enable an initial year’s worth of data on housing delivery in 2021/22 to be accounted for. Main modifications are therefore proposed in the LPR to reflect the revised plan period, including in Policy LPRSS1.

2.9 **Housing requirement** - In the Inspector’s Stage 1 Interim Report, he concluded that no adjustments were required to the local housing need figure of 1,157 dwellings per annum (dpa) in terms of deriving the housing requirement. However, he advised that taking the local housing need figure of 1,157 dpa over the extended plan period (as set out in the Main Modification above) would increase the overall housing requirement from 17,746 to 19,669 dwellings, and this would need to be expressed as a minimum figure. Main Modifications are therefore proposed to Policy LPRSS1 to this effect.

2.10 **Housing land supply** – In the Inspector’s Stage 1 Interim Report, he raised concerns with the ‘fragile situation’ in Maidstone with respect to housing land supply, pointing to the council’s evidence of 5.14 years of supply (as of 1st April 2022) against the higher 1,157 dpa housing requirement. Whilst acknowledging some encouraging signs in the development pipeline and the council’s cautious approach to assessing site capacities and delivery rates, he considers that the inclusion of a stepped housing trajectory is necessary for soundness. This is consistent with national planning guidance and will provide resilience in securing plan-led development over the plan period, particularly in responding to the phased delivery of the garden communities. A Main Modification to update the plan’s Appendix A (Housing trajectory), to apply a stepped trajectory based

on the latest position on housing site delivery, is therefore proposed. The revised trajectory takes into account outcomes of examination hearing discussions on individual sites and further factual updates, following advice from the Inspector's Stage 2 Interim Report.

- 2.11 The Inspector has also directed the inclusion of a strategic policy on housing delivery. This is set out by way of a Main Modification in a new policy LPRSP10. The policy reaffirms the overall housing requirement, links to the stepped housing trajectory and explains how deliverable supply will be maintained and assessed in Maidstone borough. The policy also provides details on how Neighbourhood Plans should support delivery of the strategic housing requirement, which was a focus of the examination hearings particularly in response to representations from Parish councils.
- 2.12 **Employment land requirement and Maidstone town centre** - In the Inspector's Stage 1 Interim Report, he indicated that the Council's evidence base, including the Economic Development Needs Study (EDNS) Addendum (2021), provided an appropriate basis for establishing future employment requirements. Given the extended plan period (as per Main Modifications outlined above), he considered it necessary for soundness to extrapolate the employment land / floorspace requirements forward. Main Modifications to are therefore proposed to Policy LPRSS1 to this effect.
- 2.13 With respect to Maidstone town centre, which is dealt with principally through Policy LPRSP1, there is a Main Modification proposed to update the commercial floorspace targets. This is linked to updated information on the indicative capacities for site allocations and other opportunity sites within the centre, which are set out in a table within the policy. The Stage 2 hearings featured discussions on individual sites within the town centre, and details of modifications arising, that are not saved policies, are set out in Appendix 1.
- 2.14 **Spatial strategy and Leeds-Langley corridor** - In the Inspector's Stage 1 Interim Report, he concluded that the spatial strategy is an appropriate strategy and provides a sound basis for securing a sustainable pattern of development. Notwithstanding this overall conclusion, he identified soundness issues with some individual components of the strategy. In particular, the inclusion of Leeds-Langley corridor as a 'strategic development location' as established by Policy LPRSS1 and the associated proposals for the safeguarding of land in Policy LPRSP5(A).
- 2.15 Whilst acknowledging that the council has made progress in coordinating various land ownerships and preparing technical evidence, the Inspector is of the view that the Leeds-Langley proposals in the submitted plan are not justified or effective. Further, the Inspector does not consider it necessary for plan soundness that additional longer-term development potential is identified at Leeds-Langley. Accordingly, Main Modifications have been proposed to delete Leeds-Langley as a strategic development location and to remove the associated safeguarding area, with consequential changes to the Key Diagram and Policies Map.
- 2.16 It is worth noting that the Inspector has not closed the door on this area as a development location, rather he suggests the option of Leeds-Langley

remains a matter for the council to consider when preparing future development plan documents. Indeed, the Inspector's Stage 2 Interim Report accepts that an additional criterion in the strategic transport policy LPRSP13 referencing an ongoing commitment by the council to explore the funding and delivery of a relief road, and associated enabling development, would not be prejudicial to future plan-making. A Main Modification to this effect is therefore included.

- 2.17 **Heathlands and Lidsing garden communities** – As set out above, the Inspector's Stage 1 Interim Report concluded that the spatial strategy is justified, including the identification of Lenham Heathlands and Lidsing as locations for new large-scale garden communities. Notwithstanding this, the Inspector considered that Main Modifications to the associated spatial strategic policies for Heathlands and Lidsing, LPRSP4(A) and LPRSP4(B) respectively, were necessary for plan soundness. The changes are required in response to matters discussed during the hearings, the evolving evidence base and updated Statements of Common Ground between the council and key stakeholders.
- 2.18 One of the key Main Modifications for the above noted policies is the inclusion of a schedule showing phasing periods, quantum of development and indicative infrastructure interdependencies. These schedules are linked to the housing trajectory in the plan's Appendix A (which itself is subject to Main Modifications, including a stepped trajectory which responds to the long-term build out of the garden settlements).
- 2.19 For Heathlands the site-specific matters necessitating Main Modifications include transport and other infrastructure requirements (including mitigation to the highway network, a new rail station and provision for wastewater treatment works); character of the Kent Downs AONB including landscaping and visual impact; minerals extraction; biodiversity; and heritage.
- 2.20 For Lidsing the site-specific matters necessitating Main Modifications include transport and other infrastructure requirements (including mitigation to the highway network and health care provision); Kent Downs AONB including landscaping and visual impact; green infrastructure including biodiversity; and heritage. The Inspector has also directed that a concept framework diagram be included alongside the Lidsing policy and this will be used as a basis to inform a future Supplementary Planning Document (SPD) and masterplans.
- 2.21 **Invicta Barracks** – In the Inspector's Stage 1 Interim Report, he supported the principle of a site allocation here. He directed that that the development capacity of 1,300 dwellings in the policy be applied as a target and not a ceiling. This will provide flexibility for additional, modest supply to come forward should that be supported by more detailed analysis at the planning application stage. Allied to this, a concept framework diagram is proposed to accompany the policy and will be used as a basis to inform a future SPD and masterplans. As with the garden communities, the Inspector has recommended the inclusion of a schedule showing phasing periods, quantum of development and indicative infrastructure interdependencies.

- 2.22 The Inspector's Stage 2 Interim Report confirmed the need for modifications to clarify requirements around the provision of community facilities, including education provision, which was a key focus of the hearings for this site. The report also pointed to the role of the Infrastructure Delivery Plan (IDP) as a mechanism to provide further details on the delivery of this provision.
- 2.23 **Lenham broad location for housing growth** – Policy LPRSP5(C) deals with the wider Lenham area as a strategic location for growth and new investment as part of the spatial strategy for the borough. Main Modifications are proposed to help ensure that new developments appropriately respond to area specific circumstances. These include waste and wastewater infrastructure, particularly in relation to the Stour catchment and the protected Stodmarsh nature conservation site; heritage assets; and the character of the Kent Downs AONB.
- 2.24 **Rural service centres** – The strategic spatial policy dealing with Rural Service Centres is set out in policy LPRSP6. No modifications are proposed for this policy, reflecting that the approach is considered to be sound. There are a limited number of Main Modifications proposed for the policies specific to individual service centres. These changes deal principally with updates to indicative development capacities for some site allocations, as derived through the hearing sessions; additional policy criteria for nature conservation, including the River Beult Site of Special Scientific Interest (SSI); and clarifications around the role of Neighbourhood Plans in supporting housing delivery.
- 2.25 **Larger and smaller villages** - The strategic spatial policy dealing with Larger Villages is set out in policy LPRSP7. No modifications are proposed for this policy, reflecting that the approach is considered to be sound. The most substantive change in respect of the individual larger villages concerns East Farleigh. For this village, Main Modifications are proposed to Policy LPRSP7(A) to make clear the role of Neighbourhood Plans in supporting housing delivery, along with the inclusion of a diagram to illustrate the extent of the defined settlement boundary to aid policy implementation.
- 2.26 The strategic spatial policy dealing with Smaller Villages is set out in policy LPRSP8. Main Modifications are proposed to this policy to make clear the expectations around housing delivery for each of the smaller villages, including quantum of development, that will be facilitated through the planned process and other additional windfall development that may arise over the plan period.
- 2.27 **Countryside** - The Inspector's Stage 2 report reflects on the tension inherent between objectives to protect the character of the countryside and the harmful impact that new development might have on it. The Inspector is of the view that such impacts need to be suitably qualified in policy terms to ensure that otherwise appropriate development is not precluded from coming forward. A Main Modification is therefore proposed to Policy LPRSP9 to make clear that development proposals that result in 'significant harm' will not be permitted.

- 2.28 **Affordable housing** – A number of Main Modifications are proposed to Policy LPRSP10(B) to ensure it is effective and consistent with the NPPF. Requirements for affordable housing contributions on new development in the borough’s ‘low-value’ zone and brownfield development in the ‘mid-value’ zone have been refined to address site-specific viability considerations that may arise through the development management process. The policy will make clear that provision of on-site affordable housing in these zones will be sought, with flexibility for the quantum of this provision and any necessary, proportionate off-site provision to be secured where appropriate, informed by a financial appraisal.
- 2.29 There is also a change to the target tenure type where affordable housing is required. The Regulation 19 plan provided for a split of 75% social or affordable rented and 25% First Homes. A Main Modification is now proposed to amend the latter proportion to 25% intermediate or affordable home ownership products. This will provide flexibility for a wider range of affordable housing products to be delivered. The policy also introduces a related contingency to respond to the situation where the provision of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF.
- 2.30 **Gypsy and traveller accommodation** – The Inspector’s Stage 2 Interim Report discusses gypsy and traveller accommodation. It reflects that he is satisfied the council is expediently progressing a standalone Gypsy, Traveller and Travelling Showpeople Development Plan Document (GTTSDPD), also acknowledging factors that have affected its preparation, most notably compiling of the evidence base. The Inspector is of the view that there are exceptional circumstances in Maidstone borough that support the timely preparation of the GTTSDPD as the mechanism to address total need rather than the Local Plan Review.
- 2.31 To ensure the Local Plan Review is consistent with national planning policy, the Inspector recommends that Policy LPRSS1 (Spatial Strategy) is amended to reference that the accommodation needs of gypsy, travellers and travelling showpeople over the plan period will be met. He also directs that paragraph 5.19 of the be amended to reflect the latest position with the Gypsy and Traveller accommodation needs assessment along with new text inserted setting out the likely pitch and plot requirements that the GTTSDPD would need to address. The Inspector accepts that currently, the level of need referred to in the Local Plan Review may need to be caveated. Main Modifications are therefore proposed to this effect.
- 2.32 In addition, the Inspector cites case law and the national Planning Policy for Traveller Sites in directing an amendment to the development management Policy LPRHOU8. This policy is largely rolled forward from the adopted Local Plan 2017. The Main Modification is to delete criterion (2) in order to ensure that households of a gypsy and traveller ethnicity who have ceased travelling and seek culturally appropriate accommodation would not be discriminated against.
- 2.33 **Transport and infrastructure** – Borough-wide strategic policies on transport (LPRSP12) and infrastructure (LPRSP13) were considered largely

during the Stage 2 hearings. Discussions frequently focussed on the implications of the Department for Transport Circular 01/22 (introduced after the Plan was submitted for examination) for infrastructure planning. The Inspector's Stage 2 Interim Report confirmed the need for Main Modifications to reflect the new approach in the Circular as part of a positive approach to supporting the transition to net zero carbon and potentially unlocking early growth. Notably, Maidstone's Local Plan Review is one of the first plans in the country to progress to this stage in the context of the new Circular.

- 2.34 There are a limited number of Main Modifications proposed for policy LPRSP13. Amendments include a new reference to Section 278 agreements as a mechanism to secure mitigation connected to the strategic and local road networks, and clarifications around the application of the infrastructure 'priority' list.
- 2.35 There are a number of Main Modifications relating to transport and other types of infrastructure on an area and/or site wide basis, including for the garden communities and other site allocations. In some instances, the principles established via Circular 01/22 and associated Main Modifications to LPRSP12 are filtered into these policy changes. The modifications are summarised elsewhere in this report and set out in Appendix 1.
- 2.36 **Park and ride** – The policy dealing with park and ride facilities is proposed to be deleted by way of a Main Modification. This policy was initially carried over from the adopted Local Plan, as policy LPRTRA3. Its removal is needed to ensure the plan is sound in the context of local deliverability issues associated with this type of provision.
- 2.37 **Natural environment** – The natural environment is a cross-cutting topic area covered across the Plan. There are Main Modifications on a limited number of policies dealing with this topic, including spatial strategic and site allocation policies, the details of which are set out in Appendix 1 and also summarised elsewhere in this report.
- 2.38 Policy LPRSP14(A) sets the overarching strategic policy for protecting and enhancing the natural environment. A number of Main Modifications are proposed to this policy following the hearings. This includes revising the requirement for developments to provide 20% Biodiversity Net Gain (BNG) on-site to allow flexibility for off-site provision where appropriate, unless otherwise specified by the Plan. Additional references to features of the natural environment will also be included in various sub-sections of the policy to strengthen its effectiveness. This includes Landscapes of Local Value, aquifers (in relation to groundwater) and Local Wildlife Sites.
- 2.39 Finally, further requirements addressing the North Downs Woodland Special Area of Conservation (SAC) are included. This is required to ensure that development will not result in adverse effects on the integrity of the SAC, particularly in relation to air quality (nitrogen deposition). The Inspector's Stage 1 Interim Report identified that this issue is related but not exclusive to the Lidsing garden community, and it is therefore proposed as part of both the Lidsing policy LPRSP4(b) and the borough-wide strategic policy LPRSP14(A). The Stage 2 Interim Report confirmed the need for these

requirements as a safeguard, recognising the evolving evidence and council's engagement with Natural England on this matter.

- 2.40 **Site allocations** – There are Main Modifications concerning some individual site allocation policies. The modifications have arisen in response to discussions at the hearings on site-specific issues and planning constraints. The modifications broadly involve amendments to indicative site development capacities and refinements to the detailed development requirements and guidelines. These cover matters such as design and layout; access, highways and transport; and landscape and ecology. Further details are set out in Appendix 1 of this report.
- 2.41 **Saved policies (from Local Plan 2017)** - In the Inspector's Stage 1 Interim Report, he advised that the LPR needs to be clearer on those 2017 Local Plan policies that would be superseded by the Local Plan Review and any residual 2017 Local Plan allocation policies that would remain 'saved'. A Main Modification is therefore required in response to this by way of a new Local Plan Review Appendix 3 (Saved policies) – see Appendix 2 to this report.
- 2.42 **Strategic policies (for purpose of Neighbourhood Plans)** - Neighbourhood Plans are required to be in general conformity with the strategic policies in a development plan for their area. In the Inspector's Stage 1 Interim Report, he advised that the LPR must make clear which policies are 'strategic' policies. A Main Modification is therefore required in response to this by way of a new Local Plan Review Appendix 4 (Strategic policies) – see Appendix 1 to this report.

Policies Map Modifications

- 2.43 In some cases, the Inspector's proposed Main Modifications will have an impact on the Local Plan Review Policies Map. Whilst these are not strictly deemed to be Main Modifications, these will be published at the same time as the Main Modifications, for completeness and in the interests of transparency. The changes to the Policies Map are provided as Appendix 3 to this report.

Sustainability Appraisal and Habitat Regulations Assessment

- 2.44 A Sustainability Appraisal is needed to help determine whether the proposed Main Modifications will have significant sustainability implications. The Sustainability Appraisal addendum into the Main Modifications is included as Appendix 4 to this report.
- 2.45 It is proposed for the Sustainability Appraisal addendum to be consulted on concurrently with the Main Modifications.
- 2.46 Similar to the Sustainability Appraisal, a Habitat Regulations Assessment (HRA) is also being undertaken for the Local Plan Review and an addendum has been prepared specifically in respect of the proposed Main Modifications. This is provided as Appendix 5 to this report. It is proposed that this HRA addendum is consulted on alongside the Sustainability Appraisal addendum.

Minor Changes

2.47 In addition to the Main Modifications required for soundness, there will be other, minor changes to make to the content of the Plan. Some such minor changes were included in the Schedule of Proposed Changes approved by this Committee in March 2022. Further such changes have come to light as the examination has progressed. These minor changes comprise -

- Factual updates
- Correction of minor errors and inconsistencies
- Clarifications
- Formatting changes
- Consequential changes arising from the proposed Main Modifications

2.48 The schedule of minor changes is included as Appendix 6. In the Inspector's Stage 2 Interim Report, he encourages the council to publish the minor changes.

2.49 Like the Policies Map modifications, it is therefore intended for these to be published at the start of the Main Modifications consultation, for completeness and to give an overall picture of the changes that are proposed to the Plan.

2.50 The Inspector is only concerned with the Main Modifications and does not wish to consider the minor changes. He will only consider comments made in relation to the proposed Main Modifications.

2.51 When the Inspector's final report is received (assuming it is favourable), a fully revised version of the Local Plan Review will be prepared incorporating his recommended Main Modifications and all the minor changes. It should be noted that updating of the plan in respect of minor changes will continue through to adoption, as further formatting, factual updates, presentational changes and correction of minor errors and inconsistencies becomes required.

Updates to Other Evidence Documents

2.52 An Equalities Impact Assessment is undertaken as an iterative process and has been prepared alongside the Local Plan Review. A further update to the Equalities Impact Assessment has been prepared to take account of the Main Modifications and this will also be published as an informative at the start of the consultation.

2.53 The Equalities Impact Assessment indicates that for the most part the proposed Main Modifications are likely to result in positive or neutral impacts.

2.54 Three other documents have been updated as a natural consequence of the Inspector's Main Modifications. These are the Local Plan Review Infrastructure Delivery Plan, Integrated Transport Strategy Addendum and Viability Assessment.

- 2.55 The updates to these documents reflect changes regarding infrastructure provision and delivery of the three main strategic developments of Heathlands and Lidsing Garden Communities, and Invicta Barracks, specifically transport projects following the further transport work undertaken between the stage 1 and stage 2 hearing sessions.
- 2.56 The updates will be published as supporting evidence at the start of the Main Modifications consultation, for completeness and to give an overall picture of the changes that are proposed to the Plan. It should be noted that whilst the Infrastructure Delivery Plan relates directly to the infrastructure required by the Local Plan Review, the Integrated Transport Strategy also potentially includes wider transport measures and may be subject to formal review at a later date, separate from the Plan process.
- 2.57 In addition, the Council is due to receive the final version of the Gypsy and Traveller accommodation needs assessment from its consultants. The Interim assessment has already been published as an examination document for the Local Plan Review and was subject to consideration during the Stage 2 examination hearings. The final version of the assessment provides an update to the needs figures, and is set to include a slight reduction in overall need, which is reflected in the Main Modifications. This document will be published as supporting evidence at the start of the Main Modifications consultation.
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3. AVAILABLE OPTIONS

- 3.1 Option A: The Committee could decide to recommend approval of the publication of the Schedule of Main Modifications, as well as the Sustainability Appraisal and Habitat Regulations Assessment Addendums for public consultation. As the schedule comprises the Modifications which the Inspector has indicated are needed in order for him to find the Plan sound, and as the Sustainability Appraisal and Habitat Regulation Assessment Addendums assess these Main Modifications, this option maintains the progress of the Plan and represents the least risk to the Plan ultimately being found sound.
- 3.2 Option B: The Committee could decide not to recommend publication of the Main Modifications, as well as the Sustainability Appraisal and Habitat Regulations Assessment Addendums for public consultation. In this event, should the Cabinet also agree with this committee, the Inspector would not be able to recommend the Main Modifications to make the Plan sound. It can be expected that the Inspector would write to the Council advising it to formally withdraw the Plan from Examination. If the Council did not withdraw the Plan, the Inspector's only option would be to issue a final report finding the Plan unsound. In either case, the Council would potentially need to re-start the Plan preparation process, significantly delaying the point at which an adopted Plan could be in place. Without a substantially-advanced/adopted Local Plan which is compliant with the updated NPPF, the Council will have radically reduced control over development in the borough. There is risk of 'planning by appeal' for an extended period.

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 For the reasons set out, the report recommends that the Committee recommends the publication of the Main Modifications, as well as the Sustainability Appraisal and Habitat Regulations Assessment Addendums for public consultation.

5. RISK

- 5.1 The risks associated with these proposals, including the risks if the Council does not act as recommended, have been considered in line with the Council's Risk Management Framework. We are satisfied that the risks associated are within the Council's risk appetite and will be managed as per the Policy.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 It is intended for the public consultations on the schedule of proposed Main Modifications, as well as the Sustainability Appraisal and Habitat Regulations Assessment Addendums of the Main Modifications to the Maidstone Local Plan Review, to commence on 29th September 2023 and finish on 13th November 2023.
- 6.2 The consultation arrangements will comply with the adopted Statement of Community Involvement and other requirements. The consultation will be set up to focus on the changed aspects of the Plan specifically; this is not the opportunity for interested parties to raise matters on other, unchanged aspects of the Plan with which they disagree.
- 6.3 All the 'duly made' responses to the Main Modifications will be provided to the Inspector, along with officer comments (where necessary) for his consideration. Having read the consultation responses, he may decide to hold additional hearings to discuss specific matters raised, or he may ask for additional written submissions from the Council or other participants.
- 6.4 Responses to the Sustainability Appraisal and Habitat Regulations Assessment Addendums of the Main Modifications to the Maidstone Local Plan Review will be passed to our consultants for consideration, to inform their final reports, such as the Strategic Environmental Assessment post-adoption statement. Where necessary, the HRA will be updated following the Main Modifications consultation to reflect any relevant consultation responses and changes to the Local Plan Review.
- 6.5 Assuming there are no additional hearings, the Inspector's Final Report will then be issued and the finalised version of the Local Plan Review will be

presented to this Committee and then Cabinet, seeking a recommendation to Council to adopt.

7. REPORT APPENDICES

The following documents are to be published with this report and form part of the report:

- Appendix 1: Schedule of Main Modifications
 - Appendix 2: Schedule of Main Modifications (Saved Policies)
 - Appendix 3: Policies Map Modifications
 - Appendix 4: Sustainability Appraisal Addendum
 - Appendix 5: Habitat Regulations Assessment Addendum
 - Appendix 6: Schedule of Minor Changes
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8. BACKGROUND PAPERS

Maidstone Local Plan Review (Regulation 19) March 2022

<https://drive.google.com/file/d/13MfNeKxSGxYlfCCKZcP6-ggua2EFIbnt/view>

Schedule of Proposed Main Modifications to the Regulation 19
Maidstone Local Plan Review –
Post Stage 2 Examination Hearings

September 2023

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Background to the Main Modifications

1. Introduction

1.1. The Maidstone Local Plan Review is currently undergoing Examination in Public. This document has been prepared to support the examination. It sets out proposed Main Modifications to the plan which are considered necessary to ensure it can be made sound in accordance with the National Planning Policy Framework. The Main Modifications presented in this document provide a consolidation of modifications to-date which have been developed following the Regulation 19 stage consultation on the Local Plan Review and through the plan examination process.

2. Reading the Schedule of Main Modifications

2.1. For ease of reference, the schedule is organised by main chapters of the Local Plan Review and set out in a table format. The table columns provide information for each modification as follows:

- **Modification ref** – Main modification reference number.
- **Policy, paragraph, page ref** – Reference to the relevant part of the Local Plan Review for which the modification is proposed.
- **Modification proposed** – This presents the modification proposed to the Local Plan Review Regulation 19 document.

Additions are shown in blue underline. Deletions are shown in ~~red strikethrough~~.

- **Reason** – Summary of the reason for the modification.

Chapter 1: Introduction

No modifications proposed.

Chapter 2: Introduction to the Maidstone Borough Local Plan Review

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Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM1	Para 2.5	<p>Amend paragraph 2.5 as follows:</p> <p>This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst ‘saving’ relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38 2038. A schedule of the ‘saved’ policies is included in Appendix 3. The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the ‘why, what, where, when and how’ development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough’s natural and built assets.</p>	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.
MM2	Para 2.11	<p>Amend paragraph 2.11 as follows:</p> <p>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan. The Kent Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.</p>	For plan effectiveness.
MM3	Para 2.12	<p>Amend paragraph 2.12 as follows:</p> <p>Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should support the strategic development needs set out in</p>	For consistency with the NPPF.

		<p>an adopted Local Plan and plan positively to support local development meet certain basic conditions as set out in legislation. One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.</p>	
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Chapter 3: Spatial portrait and key local issues

No modifications proposed.

Chapter 4: Spatial vision and objectives

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM4	Para 4.2	<p>Amend paragraph 4.2 as follows:</p> <p>Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, looking to the end of the plan period and beyond¹, the proposed spatial vision for the LPR is as follows:</p> <p><i>[Text box] By-2037 Maidstone: A borough open to and embracing growth which provides improved infrastructure, economic opportunity and prosperity, along with services, spaces, and homes for our communities, while addressing biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.</i></p> <p><i>[Footnote] 'NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.</i></p>	For consistency with the NPPF.
MM5	Para 4.6	<p>Amend paragraph 4.6 as follows:</p> <p>Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will</p>	For consistency with the NPPF.

		conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings . Development will also conserve and enhance other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.	
MM6	Para 4.7	<p>Amend paragraph 4.7 as follows:</p> <p>To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects and enhances the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change. Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</p>	For plan effectiveness.

Chapter 5: The borough spatial strategy

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM7	LPRSS1	<p>Amend Policy LPRSS1 as follows:</p> <p>Maidstone Borough spatial strategy 2022-20372021-2038</p> <ol style="list-style-type: none"> Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 17,74619,669 new dwellings. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 119,250m² employment floorspace as follows: 	<p>For consistency with the NPPF.</p> <p>To ensure the plan is justified and for plan effectiveness.</p>

		<p>i. 33,43036,650m² floorspace for office use;</p> <p>ii. 27,13533,660m² floorspace for industrial use;</p> <p>iii. 40,99048,940m² floorspace for warehousing use.</p> <p>3. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites <u>for a minimum of 14,360m² retail, food and beverage floorspace as follows:</u></p> <p>i. 5,7265,990m² floorspace for retail (convenience) use;</p> <p>ii. 4,1161,220m² floorspace for retail (comparison) use; and</p> <p>iii. 6,9277,150m² floorspace for food and beverage use.</p> <p>4. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>Maidstone Urban Area</p> <p>5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.</p> <p>Garden Settlement & Strategic Development Locations</p> <p>6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles.</p> <p>7. A Strategic Development Location is identified at Invicta Barracks, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8.</p> <p>Employment Sites</p> <p>8. <u>Delivery of Woodcut Farm</u>, <u>Aa</u> prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of job needs up to 20372038. The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for a <u>providing a</u> new, well serviced</p>	
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		<p>and well-connected mixed-use employment site suitable for offices, industry and warehousing; and will thereby helping to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, <u>as will the continued build out of the Kent Medical Campus/ Newnham Park site</u>. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types.</p> <p><u>Gypsies, travellers and travelling showpeople</u></p> <p>9. <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u></p>	
MM8	Para 5.19	<p>Amend paragraph 5.19 as follows:</p> <p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity is underway, in accordance with the <u>Local development Scheme (LDS) timetables</u>.</p> <p><u>There is a potentially significant need for gypsy and traveller accommodation. The emerging evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the planning definition as set out in the Planning Policy for Traveller Sites and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.</u></p> <p><u>Importantly it is recognised that these figures are subject to review and finalisation and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</u></p> <p><u>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</u></p>	To ensure the plan is justified and for consistency with the NPPF.

MM9	Figure 5.3 (Key Diagram) Page 32	<p>Amend Figure 5.3 (Key Diagram) as follows:</p> <ul style="list-style-type: none"> Delete the Leeds-Langley Corridor Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon) 	<p>To ensure the plan is justified and for plan effectiveness.</p> <p>To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1.</p>
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Chapter 6: Spatial strategic policies

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason																																													
MM10	LPRSP1	<p>Amend Policy LPRSP1 criterion (3) as follows:</p> <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059<u>2,500</u> new homes, 6,169 sqm of commercial floorspace, and 6,462<u>7,162</u> sqm of retail/food and drink floorspace to 2037<u>2038</u>. This includes the following:</p> <table border="1" data-bbox="504 970 1615 1385"> <thead> <tr> <th colspan="5">Town Centre allocations</th> </tr> <tr> <th>Reference</th> <th>Site address</th> <th>New homes</th> <th>Commercial floorspace (sqm)</th> <th>Retail floorspace (sqm)</th> </tr> </thead> <tbody> <tr> <td>H1(18)</td> <td>Dunning Hall (off Fremlin Walk), Week Street</td> <td>14</td> <td>0</td> <td>0</td> </tr> <tr> <td>RMX1(3)</td> <td>King Street car park</td> <td>0</td> <td>0</td> <td>700<u>1,400</u></td> </tr> <tr> <td>LPRSA144</td> <td>High Street/Medway Street⁴³</td> <td>50</td> <td>0</td> <td>150</td> </tr> <tr> <td>LPRSA145</td> <td>Len House²¹</td> <td>159</td> <td>0</td> <td>3,612</td> </tr> <tr> <td>LPRSA146</td> <td>Maidstone East/ Royal Mail sorting office³²</td> <td>500</td> <td>5,000</td> <td>2,000</td> </tr> <tr> <td>LPRSA147</td> <td>Gala Bingo & Granada House</td> <td>40</td> <td>TBD</td> <td>TBD</td> </tr> <tr> <td>LPRSA148</td> <td>Maidstone Riverside</td> <td>650</td> <td>TBD</td> <td>TBD</td> </tr> </tbody> </table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	RMX1(3)	King Street car park	0	0	700 <u>1,400</u>	LPRSA144	High Street/Medway Street ⁴³	50	0	150	LPRSA145	Len House ²¹	159	0	3,612	LPRSA146	Maidstone East/ Royal Mail sorting office ³²	500	5,000	2,000	LPRSA147	Gala Bingo & Granada House	40	TBD	TBD	LPRSA148	Maidstone Riverside	650	TBD	TBD	For plan effectiveness and factual updates.
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LPRSA148	Maidstone Riverside	650	TBD	TBD																																												

LPRSA149	Maidstone West	204 130	0	TBD
LPRSA151	Mote Road ²	172	1,169	0
Sub-total:		604 1,715	5,000 6,169	2,150 7,162
Town Centre Broad Location				
H2 (1) The Mall		400	0	0
H2 (1) Office conversion		149 ⁵ 174 ³	0	0
Sites TBC reflecting Town Centre Strategy, but could include components of Sessions House; Broadway; <u>Lockmeadow</u> ; sites on Week Street; Mill Street Car Park and others		700 215	TBD	TBD
Sub-total:		1,219 789	0	0
TOTAL:		3,059 2,504	6,169	6,462 7,162

¹Revised floorspace amount and boundary to account for delivery of homes on part of the original site

²Permission (20/501029/FULL) for flexible commercial floorspace including retail, financial and professional, café or restaurant, drinking establishment, offices, clinic or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses

³Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office

⁴Supersedes LP17 allocation H1(13) Medway Street

⁵ Permission (20/505707/FULL)

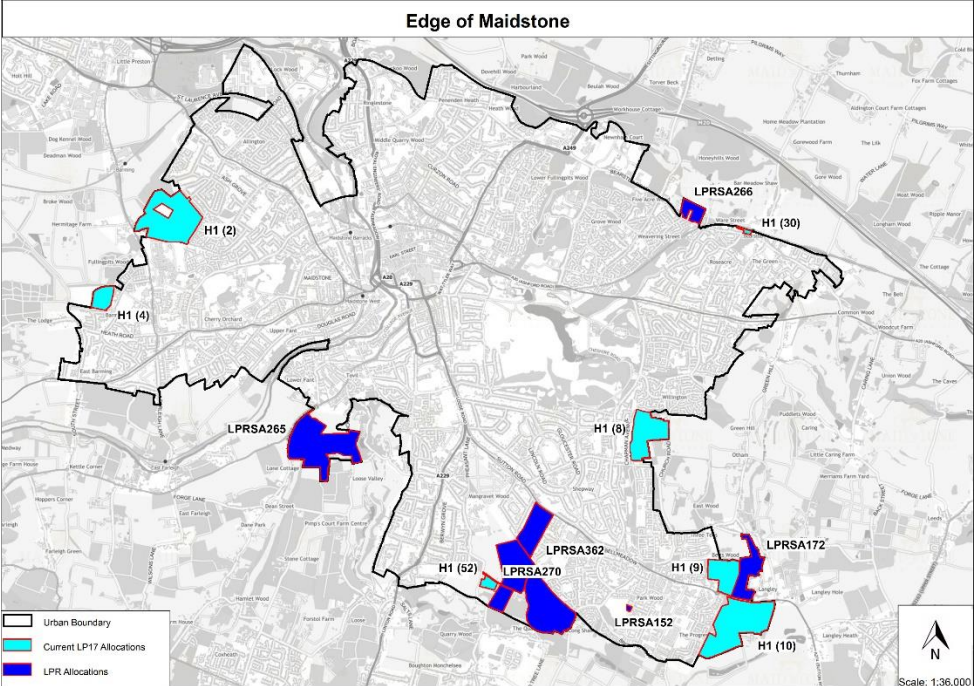
³Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR ~~2019/20~~2021/22.

This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.

Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:

		<p style="text-align: center;">Maidstone Town Centre</p>	
<p>MM11</p>	<p>LPRSP2</p>	<p>Amend Policy LPRSP2 as follows:</p> <ol style="list-style-type: none"> 1) As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development. 2) Within the urban area and outside of the town centre boundary identified in policy SP4, Maidstone will continue to be a good place to live and work. This will be achieved by: <ol style="list-style-type: none"> a) Allocating sites at the edge of the town for housing and business development; 	<p>For plan effectiveness.</p>

		<p>b) The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character;</p> <p>c) Retaining well located business areas;</p> <p>d) Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres;</p> <p>e) Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and</p> <p>f) Supporting development that improves the health, social, environmental and employment well- being of those living in identified areas of deprivation.</p> <p>g) The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(a) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</p> <p>(4)(3) Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.</p> <p>a) Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30).</p> <p>b) Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303.</p> <p>c) Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street(Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)).</p> <p>d) Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include:</p> <p>i. Improvements to highway and transport infrastructure, including junction improvements, capacity improvements to part of Bearsted Road, A229 (Royal Engineers Way), and Hermitage Lane, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30);</p> <p>i. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School;</p>	
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		<ul style="list-style-type: none"> ii. ii. Additional primary school provision through one form entry expansion of South Borough Primary School; iii. iii. Provision of new publicly accessible open space; and iv. iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery. 	
<p>MM12</p>	<p>Page 52</p>	<p>Replace Figure 3.1 with a new Figure 3.1 as follows:</p> 	<p>For plan effectiveness.</p>
<p>MM13</p>	<p>Para 6.71</p>	<p>Amend paragraph 6.71 as follows:</p> <p>A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing</p>	<p>For consistency with the NPPF.</p>

		<p>in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be provided for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food. Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be exploredprovided to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.</p>	
MM14	Para 6.71	<p>After paragraph 6.71 insert new paragraph 6.71(a) as follows:</p> <p>Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</p>	For plan effectiveness.
MM15	LPRSP4(A)	<p>Amend Policy LPRSP4(A) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing and delivery</p> <p>a) Housing completions are anticipated to commence 20292031, with infrastructure being delivered in accordance with the table below;</p>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure

<u>Dates</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>	consistency with NPPF and Department for Transport Circular 01/22.
<u>Preliminaries</u>	<ul style="list-style-type: none"> • <u>N/A</u> 	<ul style="list-style-type: none"> • <u>North East access into development site from A20</u> • <u>Cycling and footpath connections between Charing and Lenham along the A20</u> • <u>Utilities trunking</u> • <u>Necessary relocations agreed</u> • <u>Community engagement established and ongoing strategy in place</u> • <u>Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station</u> • <u>Structural planting across the development site, implemented as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</u> • <u>Necessary off-site highway mitigation to align with Monitor and Manage Strategy</u> 	
<u>(Phase 1) 2031-2037</u>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 1,310 homes</u> • <u>New Local Centre including employment offer appropriate to the early phase and location</u> 	<ul style="list-style-type: none"> • <u>Circa 35 ha open space</u> • <u>New/improved wastewater treatment mechanisms delivered and cordon sanitaire</u> • <u>Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy</u> • <u>Bus diversions from A20 into the site and connecting to Lenham and Charing</u> 	

				<ul style="list-style-type: none"> • Rail Station delivered • Necessary off-site highway mitigation to align with Monitor and Manage Strategy • Providing connectivity to A20 footway/cycleway • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phase 1 employment land delivered • Local Centre complete, including linked employment and primary school provision 		
		(Phase 2) To 2045	<ul style="list-style-type: none"> • Cumulative total: circa 3,101 homes • District Centre 	<ul style="list-style-type: none"> • New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses • North West access into development site from A20, enabling vehicular access including bus services • Necessary off-site highway mitigation to align with Monitor and Manage Strategy. • Ancient woodland enhancement secured • Secondary school provision delivered as necessary • Public Open Space within residential parcels delivered • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phased nutrient neutrality mitigations delivered in 		

				accordance with Nutrient Neutrality Strategy			
		(Phase 3) To 2048	<ul style="list-style-type: none"> • Cumulative total: circa 3,758 homes 	<ul style="list-style-type: none"> • A town park • Appropriate bus links to District Centre and neighbouring villages • Necessary off-site mitigation to align with Monitor and Manage strategy • Country Park delivered • Delivery of Public Open Space • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD 			
		(Phase 4) To 2054	<ul style="list-style-type: none"> • Cumulative total: circa 5,000 homes • New Local Centre 	<ul style="list-style-type: none"> • Local Centre including local employment offer and Primary education provision • Necessary off-site highway mitigation to align with Monitor and Manage strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD • Public Open Space within residential parcels delivered • Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy 			
		(Phase 5) To 2054	<ul style="list-style-type: none"> • Cumulative total: circa 5,000 homes 	<ul style="list-style-type: none"> • Open space 			
		b) Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.					

		<p>c) Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.</p> <p>d) Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals and Waste Plan.</p> <p>2) Housing:</p> <p>a) Approximately 5,000 new homes, including 1,400 homes within the period 2029-37;</p> <p>b) A target amount of 40% affordable housing;</p> <p>c) Range of house types including across tenures, mix, including for inter-generational living.</p> <p>3) Landscape & Design</p> <p>a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB,</p> <p>b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;</p> <p>c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.</p> <p>d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;</p> <p>a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.</p> <p>The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.</p>	
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	<p><u>Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).</u></p> <p><u>b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;</u></p> <p><u>c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20;</u></p> <p><u>d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:</u></p> <ul style="list-style-type: none"> <u>i. Identification of key views for LVIA purposes;</u> <u>ii. Location, form, and timing for advanced structural planting;</u> <u>iii. Maintenance and protection of long-term structural landscaping;</u> <u>iv. High level landscape codes for the most sensitive development interfaces;</u> <p>e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site;</p> <p>f) How the settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements;</p> <p>g) Investigating how <u>Optimise</u> density will be optimised, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, <u>having regard to the setting of the AONB.</u></p> <p>4) Employment/ Commercial</p> <p>a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable;</p>	
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		<p>b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer;</p> <p>c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space</p> <p>d) A minimum of 14 hectares of dedicated new employment land.</p> <p>5) Infrastructure</p> <p>a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.</p> <p>b) Two new three form entry primary schools will be required; New primary provision totalling 7 forms of entry will be required across the site;</p> <p>c) Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two. A new 5 or 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.</p> <p>d) The delivery of an improved or new waste water treatment facility covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</p> <p>e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centers;</p> <p>f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space.</p> <p>g) Delivery of a new medical facility.</p> <p>6) Transport Connections</p> <p>Prior to the first occupation of any floorspace or units on the development a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</p>	
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	<p>a) A business case for new rail station will continue to be explored <u>be provided</u> on the Maidstone-Ashford rail line, with suitable alternative connectivity to the existing station at Lenham if the case is not made;</p> <p>b) Two new access connections on to the A20 will be provided to the north of the development, on <u>forming</u> routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.</p> <p>c) A good <u>highly accessible</u> public transport facility through the site with new bus routes that provide linkages to the potential new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;</p> <p>d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements, <u>including improved access to off-site PRowS;</u></p> <p>e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9</p> <p><u>e) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;</u></p> <p><u>f) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account:</u></p> <p><u>i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;</u></p> <p><u>ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);</u></p>	
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		<p>iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;</p> <p>iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.</p> <p>7) Environmental</p> <p>a) A new country park around the Stour River corridor in the south of the site, including a The creation of a wetlands areas to assist with the filtration of nitrates & and phosphates arising within the upper Stour catchment, having regard to Natural England's latest advice in July 2020 regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;</p> <p>b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;</p> <p>c) 20% biodiversity net gain will be expected to be achieved on-site;</p> <p>d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage impact assessment, in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal.</p> <p>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</p> <p>e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:</p> <ul style="list-style-type: none"> • Royston Manor (grade II* listed) • Chilston Park Registered Park and Garden • A number of grade II listed buildings where their setting has the potential to be affected by the development • Listed buildings within the setting of the site including at Lenham and Chilston Park 	
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		<p><u>There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.</u></p> <p>f) Use of sustainable drainage methods to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;</p> <p>h) Development creates a number of <u>The enhancement of existing, and creation of new,</u> ecological corridors through the site, including along or parallel to the River Stour.</p> <p>8) Governance and stewardship: will be set out <u>the strategy will</u> identifying:</p> <ul style="list-style-type: none"> a) How the 30-year vision will be fulfilled; b) How the settlement will be community-managed; c) Maintenance of infrastructure, urban <u>public</u> realm, and open spaces will be carried out; d) Roles for utilities and infrastructure operators; e) How revenues from development will be recycled within the site to meet the above requirements. f) And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability. 	
MM16	LPRSP4(B)	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To ensure consistency with NPPF and Department for Transport Circular 01/22.

		<p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p> <ul style="list-style-type: none"> i. <u>Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.</u> ii. <u>Traffic calming to discourage access/egress via Boxley and Bredhurst.</u> iii. <u>Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.</u> iv. <u>On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.</u> v. <u>HGV and other vehicle “site servicing” and “delivery route” management strategies.</u> vi. <u>Strategic road signage strategy.</u> vii. <u>Off-site planting at agreed locations and species.</u> viii. <u>The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.</u> ix. <u>Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.</u> x. <u>Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.</u> xi. <u>Low emission strategy at south of site and through Boxley/Bredhurst.</u> <p>Amend Policy LPRSP4(B) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing & delivery</p> <p>a) Starting in approximately 2027 <u>no later than 2028</u></p> <table border="1" data-bbox="506 1273 1487 1334"> <thead> <tr> <th data-bbox="506 1273 696 1334"><u>Phase</u></th> <th data-bbox="696 1273 987 1334"><u>Development</u></th> <th data-bbox="987 1273 1487 1334"><u>Indicative Complementary Infrastructure</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="506 1334 696 1334"></td> <td data-bbox="696 1334 987 1334"></td> <td data-bbox="987 1334 1487 1334"></td> </tr> </tbody> </table>	<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>				<p>To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of natural and semi-natural open space are addressed elsewhere in the plan.</p>
<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>							

		<p><u>Preliminary</u></p>	<ul style="list-style-type: none"> • <u>N/A</u> 	<ul style="list-style-type: none"> • <u>Access routes into development site</u> • <u>Utility infrastructure capacity</u> • <u>Community engagement established and will be ongoing</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u> 		
		<p><u>(Phase 1)</u> <u>From which start date will be no later than 2028</u></p>	<ul style="list-style-type: none"> • <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> 	<ul style="list-style-type: none"> • <u>Primary connections into the site and corresponding initial bus diversions</u> • <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period</u> • <u>Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD.</u> • <u>Open Space complementary to the 590 completed units in this phase to be delivered</u> • <u>Proportionate secondary school contributions received</u> • <u>During this stage the West-East link road will be completed and will facilitate the full orbital bus route</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other</u> 		

				<p><u>supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations</u></p>		
		<p><u>(Phase 2)</u> <u>From 2033 to 2038</u></p>	<ul style="list-style-type: none"> • <u>Housing completions average 150 per annum</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities</u> • <u>Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing</u> • <u>Ancient woodland enhancement secured</u> • <u>Proportionate Secondary school contribution received</u> • <u>3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase</u> • <u>Capstone Valley North-South open space/ pedestrian enhancement completed</u> • <u>Open Space complementary to the completed residential units</u> • <u>Employment site commenced</u> • <u>Land transferred and serviced for new medical facility for GP surgery to be provided</u> 		

			<ul style="list-style-type: none"> • Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations 		
	By 2038	<ul style="list-style-type: none"> • Cumulative total: Minimum 1,340 homes • 14 ha serviced employment site delivered 	<ul style="list-style-type: none"> • M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed • Open Space complementary to completed residential units delivered and meeting wider SPD phasing 		
	(Phase 3) By 2042	<ul style="list-style-type: none"> • Cumulative total: circa 2,000 homes 	<ul style="list-style-type: none"> • Open space complementary to completed residential units delivered and meeting wider SPD phasing • All of proportionate secondary school contributions received 		

b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;

c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.

2) Housing

a) 2,000 new homes in total, including ~~4,300~~ [1,340](#) units within the Plan period up to ~~2037~~ [2038](#);

b) A target ~~amount~~ of 40% affordable housing

c) Range of housing typologies based on the Council's latest [Strategic Housing Market Assessment](#), including across tenure, mix of sizes of units, including for generational living.

3) Masterplanning and design parameters


[Development will be based on the Masterplan vision framework plan.](#)

	<p>a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;</p> <p>b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting;</p> <p>c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation;</p> <p>d) The development will create a positive out-facing edge when viewed from the Medway urban area including Lordswood and Hempstead and the AONB to the south;</p> <p>e) Floorplates may need to be restricted where they impact upon the setting of the AONB;</p> <p>f) e) Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;</p> <p>g) f) Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst;</p> <p>h) Investigating how density can be optimised, particularly around the areas with the best access to services and high-quality open spaces</p> <p>g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.</p> <p>Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:</p> <p>h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;</p> <p>i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;</p> <p>j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and</p>	
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		<p><u>recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;</u></p> <p><u>k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);</u></p> <p><u>l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited “gable end on” to the motorway to increase the sense of separation between buildings and reduce the massing of the built form when viewed from the south;</u></p> <p><u>m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;</u></p> <p><u>n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;</u></p> <p><u>o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.</u></p> <p>4) Employment/ Commercial</p> <p>a) Development should exceed 2,000 new jobs as feasible and viable due to the area’s excellent</p> <p>b) connectivity to the Strategic Road Network;</p> <p>c) 14 Ha of new employment space will be created, focused on the improved motorway access;</p> <p>d) A new Local centre of not less than 1,500m² of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood;</p> <p>5) Infrastructure</p>	
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	<p>a) A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable.</p> <p>b) A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of a new secondary school capacity in the Capstone Valley area;</p> <p>c) A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility;</p> <p>d) A full suite of open space will be delivered in accordance with Policy INF1:</p> <ul style="list-style-type: none"> i. 3.33 Ha Amenity green space, ii. 1.19 Ha Play space iii. 7.6 Ha sports provision iv. 0.95 Ha of allotments v. 31 Ha natural/semi natural open space <p>6) Transport Connections</p> <p>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</p> <p>a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;</p> <p>b) A new orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town centres will be created;</p> <ul style="list-style-type: none"> i. Linking Lordswood & Hempstead, and linking to the Medway town centres; ii. Serving Boxley and Bredhurst, including exploring the potential for diversion through the site; <p>c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way.</p> <p>d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;</p> <p>e) Priority, through design, throughout the site for vulnerable road users and active travel modes.</p> <p>f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.</p>	
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		<p>g) (Placeholder for any required offsite capacity improvements, as necessary) Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document. This may include mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</p> <p>7) Environmental</p> <p>a) A Climate Change adaptations and mitigation strategy based on national and local guidelines;</p> <p>b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site;</p> <p>c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment</u></p> <p>d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>e) Noise and drainage and light pollution mitigation measures are integrated within the design;</p> <p>f) <u>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here. Heritage assets</u> to be responded to within the site include site of a 20th century military balloon installation</p> <p>g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar.</p> <p>h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes.</p> <p>i) <u>Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.</u></p> <p>8) Governance Arrangements – no changes</p> <p>After Policy LPRSP4(B) insert new Key Diagram as follows:</p>	
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MM17	LPRSP5	<p>Amend Policy LPRSP5 as follows:</p> <p>1) Strategic Development Locations will be delivered across the Plan Period for:</p> <ol style="list-style-type: none"> A target of 1,300 units at Invicta Barracks 1,000 units within the Lenham broad location for housing growth. <p>2) A potential strategic development location will be safeguarded for delivering a new Leeds-Langley Relief Road.</p>	To ensure the plan is justified and to align with other Main Modifications with respect to Invicta Barracks and Leeds Langley Corridor.
MM18	Paras 6.82 to 6.92	<p>Amend paragraphs 6.82 to 6.92 as follows:</p>	For plan effectiveness. To align with other


	<p>6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.</p> <p>LPRSP5(A): Potential Development in the Leeds-Langley Corridor</p> <p>Introduction</p> <p>6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. Since the adoption of that plan various things have happened.</p> <p>6.84 The local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.</p> <p>.</p> <p>6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.</p> <p>6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.</p> <p>6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.</p> <p>6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langley Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.</p>	<p>Main Modifications with respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).</p>
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MM19	LPRSP5(A)	<p>Delete Policy LPRSP5(A) as follows:</p> <p>LPRSP5(A) – DEVELOPMENT IN THE LEEDS-LANGLEY CORRIDOR</p> <p>1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</p> <p>2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds-Langley relief road.</p>	To ensure the plan is justified.

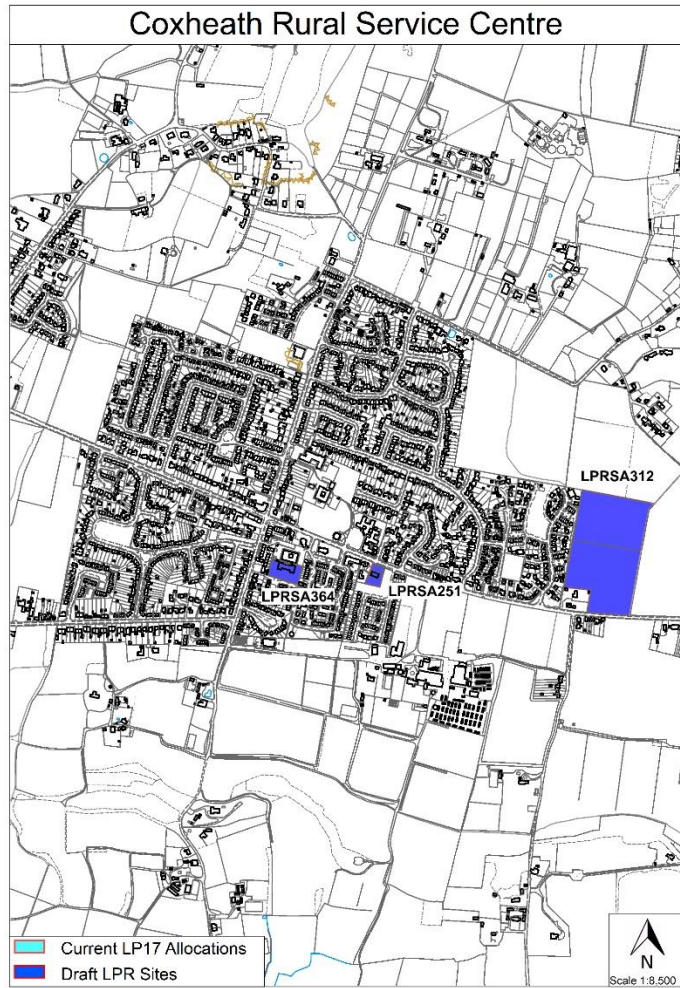
MM20	LPRSP5(A) Policies Map Page 67	<p>Amend Policies Map as follows:</p> <p>Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.</p>	To ensure the plan is justified						
MM21	Para 6.94	<p>Amend paragraph 6.94 as follows:</p> <p>The MoD keeps its property portfolio under regular review. As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027. The Local Plan Review identifies Invicta Park Barracks as a broad Strategic Development Location which is unlikely to come forward for housing growth until the end of the Local Plan period. The site has the potential to deliver in the order of 1,300 new homes. Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.</p>	For plan effectiveness.						
MM22	LPRSP5(B)	<p>Amend Policy LPRSP5(B) as follows:</p> <p>Invicta Park Barracks is identified as an allocation for a target up to of 1,300 dwellings from the middle of the Local Plan period. The Council will work with the promoter MoD to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage' strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</p> <ol style="list-style-type: none"> 1. Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development; <ol style="list-style-type: none"> a. Housing completions are anticipated to commence 2029, with infrastructure being delivered in accordance with the table below: <table border="1" data-bbox="506 1286 1469 1347"> <thead> <tr> <th data-bbox="506 1286 696 1347">Phase</th> <th data-bbox="696 1286 983 1347">Development</th> <th data-bbox="983 1286 1469 1347">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="506 1347 696 1347"> </td> <td data-bbox="696 1347 983 1347"> </td> <td data-bbox="983 1347 1469 1347"> </td> </tr> </tbody> </table>	Phase	Development	Indicative Complementary Infrastructure				For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.
Phase	Development	Indicative Complementary Infrastructure							

		<p>(Phase 1) From 2027</p>	<ul style="list-style-type: none"> • Cumulative total: circa 500 homes 	<ul style="list-style-type: none"> • Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes • Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established • Timescales and phasing for withdrawal confirmed with MoD • Pedestrian/cycle connections to Town Centre • Bus diversion into the site • Open Space complementary to new homes; • Confirmation on reprovision of Hindu Temple; • Strategy for re-use of Park House and surrounding parkland/woodland agreed; • Biodiversity Plan agreed 		
		<p>(Phase 2) From 2032</p>	<ul style="list-style-type: none"> • Cumulative total: circa 1,000 homes 	<ul style="list-style-type: none"> • Central parkland enhancement completed • Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed • Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations completed • New local/neighbourhood centre established • Open Space complementary to new residential units 		

		<p>(Phase 3) By 2037</p>	<ul style="list-style-type: none"> • Cumulative total: minimum 1,300 homes • New Local / Neighbourhood Centre completed • New through school 	<ul style="list-style-type: none"> • Open Space complementary to new residential units • North-South Bus route operational. 		
<ol style="list-style-type: none"> Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate); Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in-addition-to-a-new-through-school, are delivered where proven necessary and in conjunction with housing; Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions; Off-site highway improvements as necessary to mitigate the impact of development; Securing a network of public footpath and cycling routes through the site; Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, and securing biodiversity net gain, in accordance with Policy LPRSP14(A). Enhanced walking, cycling and public transport connections to the town centre and local area; Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to-include-removal-of-existing-built-development-at-1-8-(consecutive) The-Crescent-to-enhance/restore-the-parkland-setting; and Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development. The SPD should have a focus on celebrating the military heritage and broader history of the site. Retention of a Hindu place of worship within the site will be required. Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need. 						

MM23	LPRSP5(B)	<p>After Policy LPRSP5(B) insert new paragraph and Key Diagram as follows:</p> <p>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</p> 	For plan effectiveness.
MM24	LPRSP5(C)	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p> <p>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</p>	For plan effectiveness.

		<p>12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.</p> <p>13. Proposals shall be designed to appropriately mitigate any impacts on the setting of the Kent Downs.</p>	
MM25	LPRSP6(A)	<p>Amend Policy LPRSP6(A) criterion (1) as follows:</p> <p>In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and 100 new dwellings will be delivered on LPRSA251, LPRSA312, and LPRSA364.</p> <p>Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:</p>	For plan effectiveness.



MM26

LPRSP6(B)
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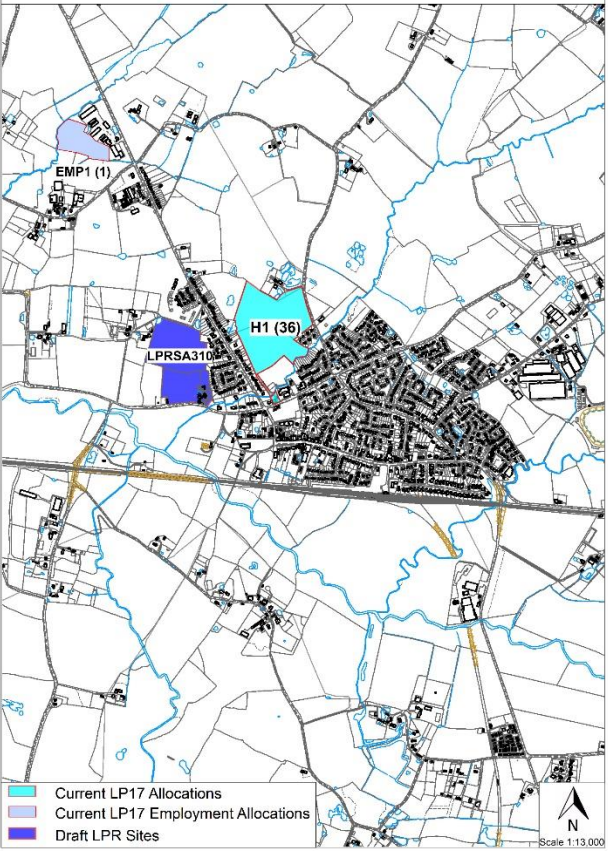
Amend Policy LPRSP6(B) as follows:

At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.

For plan effectiveness.

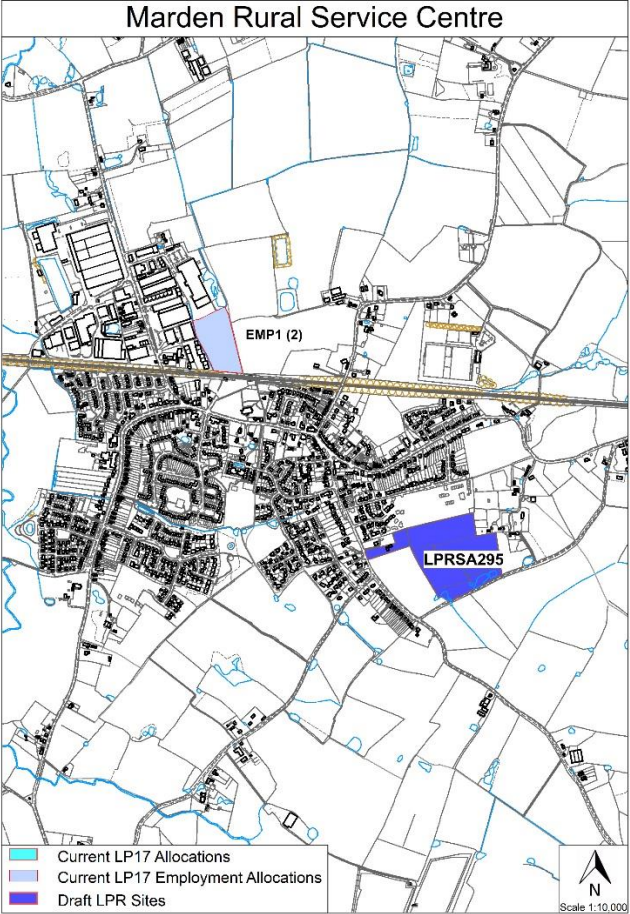

		<p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 49 new dwellings will be delivered on site H1(33), and 100 <u>new dwellings will be delivered on site</u> LPRSA071 and LPRSA101.</p> <p>2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>3) Key infrastructure requirements for Harrietsham include:</p> <p>a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(33), LPRSA071 and LPRSA101.</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.</p> <p>4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).</p>	
MM27	LPRSP6(C)	<p>Amend Policy LPRSP6(C) as follows:</p> <p>At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.</p> <p>1. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be delivered on three the remainder of allocated site H1(36) and H1(38), <u>plus</u> approximately 400<u>110</u> new dwellings on LPRSA310.</p> <p>2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m² employment floorspace is allocated (policy EMP1(1)).</p>	For plan effectiveness.

		<p>3. Key infrastructure requirements for Headcorn include:</p> <ul style="list-style-type: none"> a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36), H1(38) and LPRSA310 b. Provision of a one form entry extension to Headcorn Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. <p>4. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and</p> <p>5. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</p> <p>6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p>7. <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:</p>	
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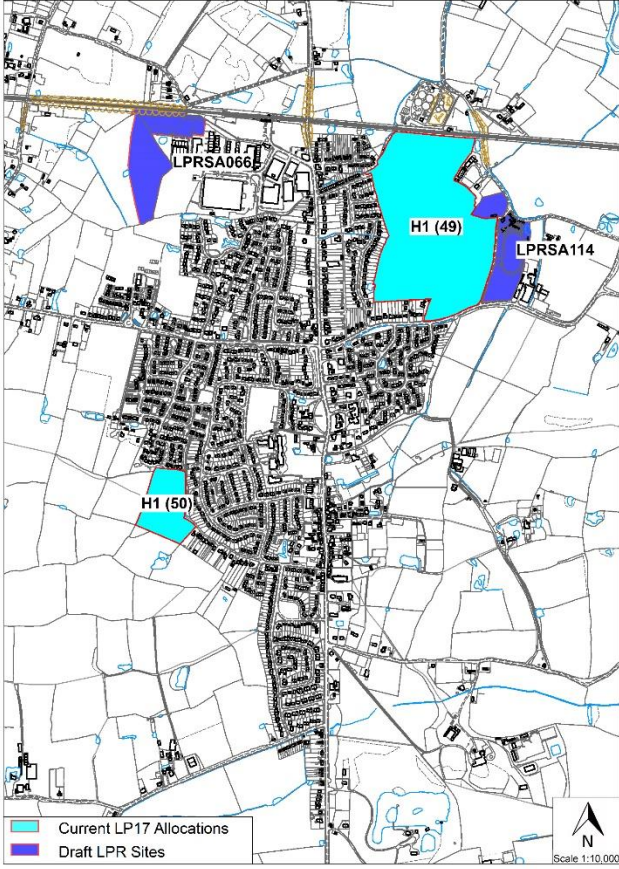
		<p style="text-align: center;">Headcorn Rural Service Centre</p> 	
<p>MM28</p>	<p>LPRSP6(D)</p>	<p>Amend Policy LPRSP6(D) as follows:</p> <p>At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham</p>	<p>For plan effectiveness and to ensure the plan is positively prepared.</p>

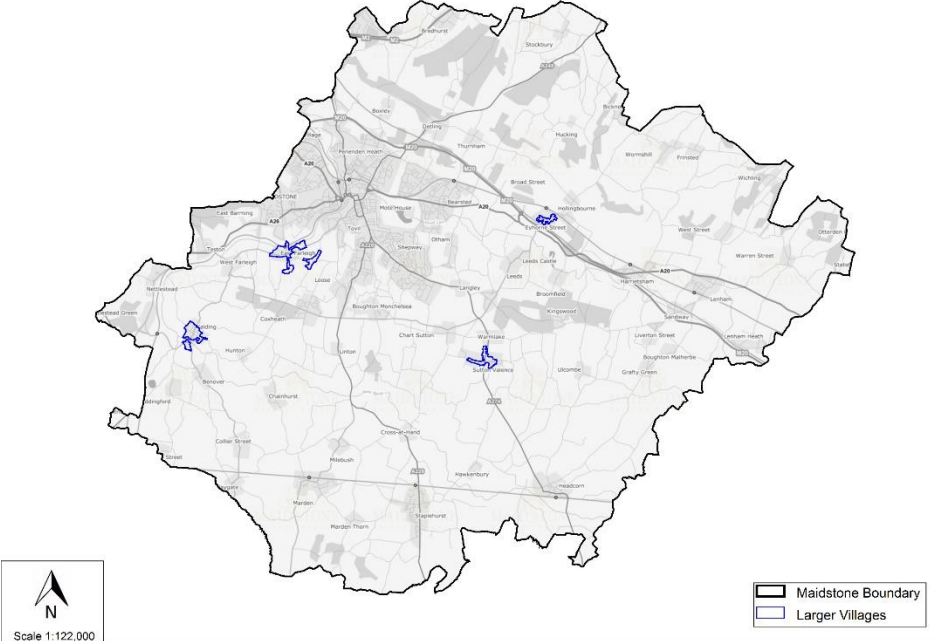
		<p>Neighbourhood Plan which will deliver around 1,000 new dwellings.</p> <p>2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8).</p> <p>3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>4) One new employment site allocation (LPRSA260) will deliver 2,500m² employment space.</p> <p>5) Key infrastructure requirements for Lenham include:</p> <p>a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41);</p> <p>b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools;</p> <p>c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations.</p> <p>d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice.</p> <p>e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider</p> <p>e)6) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p>7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.</p>	
MM29	LPRSP6(E)	<p>Amend Policy LPRSP6(E) as follows:</p> <p>At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.</p>	For plan effectiveness.

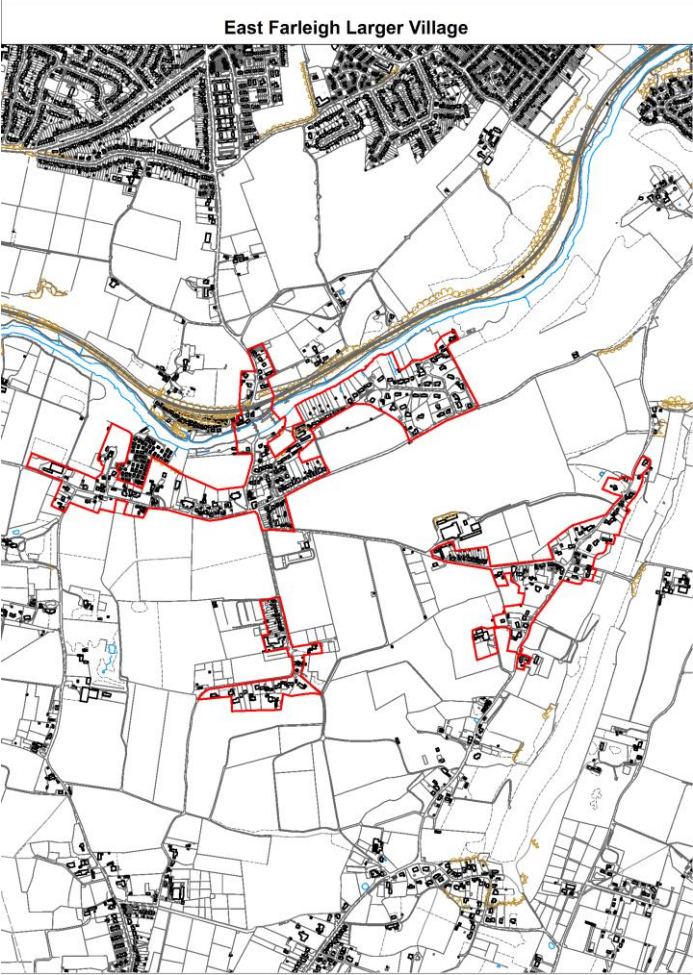
		<ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). 3) One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m² employment floorspace is allocated on one site (policy LPREMP1(2)). 4) Key infrastructure requirements for Marden include: <ol style="list-style-type: none"> a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314; b. Provision of 0.6 form entry expansion at Marden Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and d. Improvements to health infrastructure including extension and/or improvements at Marden MedicalCentre. 5) The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. 6) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan. <p>Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:</p>	
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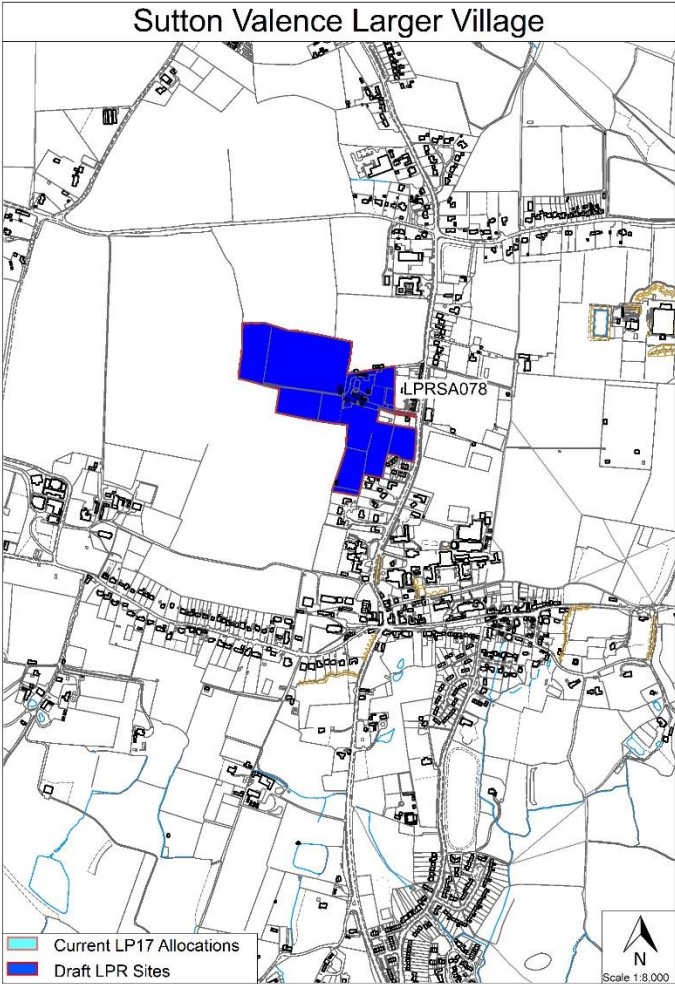
		<p style="text-align: center;">Marden Rural Service Centre</p>  <p> ■ Current LP17 Allocations ■ Current LP17 Employment Allocations ■ Draft LPR Sites </p> <p style="text-align: right;">  Scale 1:10,000 </p>	
MM30	LPRSP6(F)	<p>Amend Policy LPRSP6(F) as follows:</p> <p>At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP56, approximately 710 new dwellings will be delivered on the remainder of</p>	<p>For plan effectiveness and to ensure the plan is positively prepared.</p>

		<p><u>allocated</u> sites H1(48) <u>and H1(49), plus to 60 on</u> H1(50), and 127 on LPRSA066 and LPRSA114.</p> <p>2) Four pitches are allocated...</p> <p>3) One existing site is designated...</p> <p>4) Key infrastructure requirements for Staplehurst...</p> <p>5) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u></p> <p>Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:</p>	
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		<p style="text-align: center;">Staplehurst Rural Service Centre</p>  <p>Current LP17 Allocations Draft LPR Sites</p> <p>Scale 1:10,000</p>	
MM31	Page 87	Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:	For plan effectiveness.

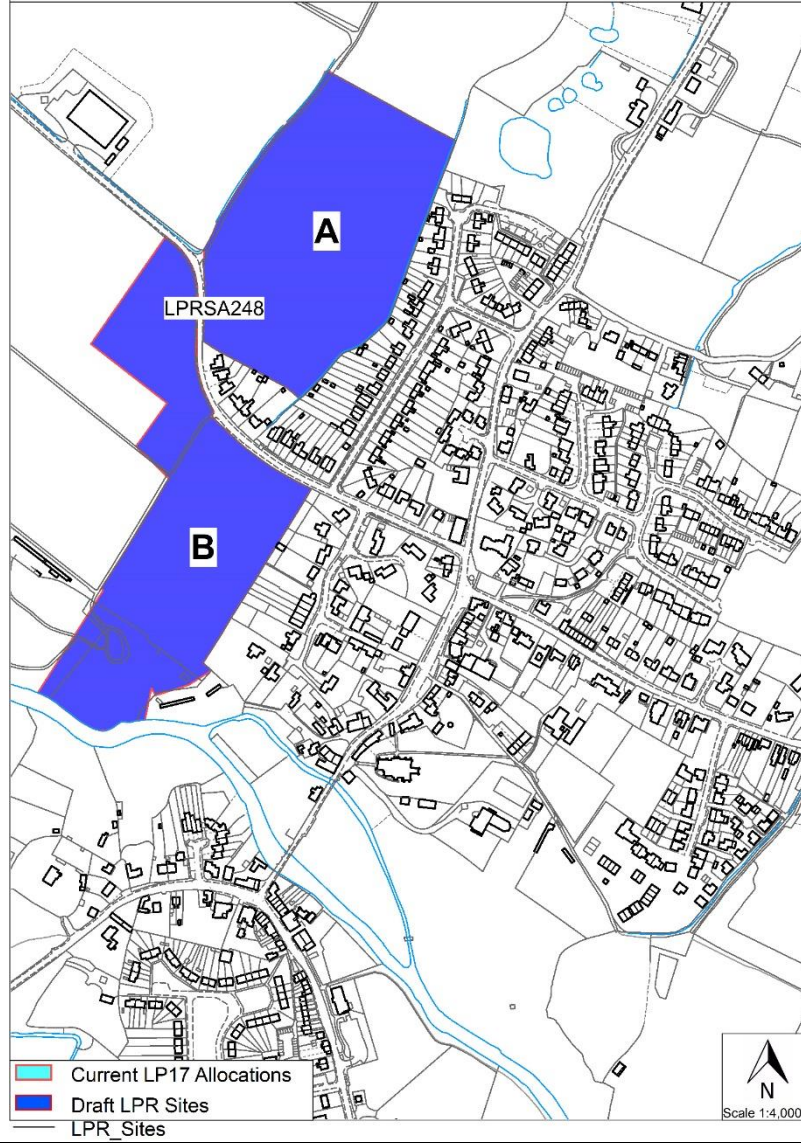
			
MM32	LPRSP7(A)	<p>Amend Policy LPRSP7(A) as follows:</p> <p>At the larger village of East Farleigh, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the larger village is not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p> <p>2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.</p>	For plan effectiveness and to ensure the plan is positively prepared.

MM33	LPRSP7(A)	<p>After Policy LPRSP7(A) insert the following diagram:</p> <p>Diagram illustrating the defined settlement boundary for East Farleigh.</p> 	For plan effectiveness.
MM34	LPRSP7(C)	<p>Amend map on page 93 (Sutton Valence Larger Village) as follows:</p>	For plan effectiveness and

	<p>Page 93</p>	<p>The site area amended to reflect the policy and ensure provision of the health facility.</p>  <p>The map, titled 'Sutton Valence Larger Village', shows a central area labeled 'LPRSA078' highlighted in blue. A legend at the bottom left indicates that blue areas represent 'Draft LPR Sites' and light blue areas represent 'Current LP17 Allocations'. A north arrow and a scale of 1:8,000 are located at the bottom right of the map.</p>	<p>to ensure the plan is positively prepared.</p>
<p>MM35</p>	<p>LPRSP7(D) Page 95</p>	<p>Amend Policy LPRSP7(D) as follows:</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 65100 new dwellings will be delivered on site H1(65), and</p>	<p>For plan effectiveness and to ensure the plan</p>

		<p>100 on LPRSA248. Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.</p> <p>2) Key infrastructure requirements for Yalding include...</p> <p>3) The loss of local shops...</p> <p>4) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</p> <p>Amend map on page 95 (Yalding Larger Village) as follows:</p>	<p>is positively prepared.</p>
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Yalding Larger Village



MM36	LPRSP8	<p>Amend Policy LPRSP8 as follows:</p> <p>Within smaller settlements:-</p> <ol style="list-style-type: none"> 1. Within the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe, the Council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need. 2. Smaller villages offer a limited opportunity for new plan-led development which can support the continued sustainability of the settlement. This is estimated expected to come forwards through site allocation LPRSA360 (approximately 30 dwellings) and as a broad location development, in the last 10 years of the Plan period. The quantities envisaged are: <ul style="list-style-type: none"> • 35 new units each at Chart Sutton, Ulcombe, Laddingford, Kingswood, and Teston • 25 new units each at Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, and Stockbury and Ulcombe 3. Within the Smaller Villages, small scale housing development in addition to the quantities set out under criterion (2) will be acceptable where all of the following apply: <ol style="list-style-type: none"> a) The scale of the development is proportionate to the size of the settlement and the type and level of local services available; b) The development design takes account of landscape impact having regard to the setting of the settlement within the countryside; c) It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement; d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; and e) Where suitable access can be provided. 	For plan effectiveness and to ensure the plan is positively prepared.
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		<p>4. e) Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p>	
MM37	Para 6.137	<p>Amend paragraph 6.137 as follows:</p> <p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</p>	For plan effectiveness.
MM38	LPRSP9	<p>Amend Policy LPRSP9 as follows:</p> <ol style="list-style-type: none"> 1) Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in significant harm to the rural character and appearance of the area. 2) Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. 3) Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty. 4) Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty. 5) The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt. 6) The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value. 7) Development in the countryside will retain the separation of individual settlements. 8) Opportunities to improve walking and cycling connections will be supported. <p>Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management</p>	For plan effectiveness.

		Plan and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document.	
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Chapter 7: Thematic strategic policies

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason																					
MM39	LPRSP10	<p>After paragraph 7.2, insert a new policy SP10 titled ‘Housing delivery’ as follows:</p> <p><u>1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.</u></p> <p><u>Stepped trajectory</u></p> <p><u>2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:</u></p> <table border="1"> <thead> <tr> <th>Years</th> <th>Annualised growth (new homes)</th> <th>Total cumulative growth (new homes)</th> </tr> </thead> <tbody> <tr> <td><u>2021/22</u></td> <td><u>1,157</u></td> <td><u>1,157</u></td> </tr> <tr> <td><u>2022/23-2027/28</u></td> <td><u>1,000</u></td> <td><u>7,157</u></td> </tr> <tr> <td><u>2028/29-2032/33</u></td> <td><u>1,150</u></td> <td><u>12,907</u></td> </tr> <tr> <td><u>2033/34-2037/38</u></td> <td><u>1,352 x 3 years</u></td> <td><u>19,669</u></td> </tr> <tr> <td></td> <td><u>1,353 x 2 years</u></td> <td></td> </tr> <tr> <td></td> <td><u>Total</u></td> <td><u>19,669</u></td> </tr> </tbody> </table> <p><u>3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority’s Monitoring Report.</u></p> <p><u>Deliverable supply</u></p> <p><u>4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved</u></p>	Years	Annualised growth (new homes)	Total cumulative growth (new homes)	<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>	<u>2022/23-2027/28</u>	<u>1,000</u>	<u>7,157</u>	<u>2028/29-2032/33</u>	<u>1,150</u>	<u>12,907</u>	<u>2033/34-2037/38</u>	<u>1,352 x 3 years</u>	<u>19,669</u>		<u>1,353 x 2 years</u>			<u>Total</u>	<u>19,669</u>	For plan effectiveness and consistency with the NPPF.
Years	Annualised growth (new homes)	Total cumulative growth (new homes)																						
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	<u>Total</u>	<u>19,669</u>																						

		<p><u>forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.</u></p> <p><u>Maintaining delivery</u></p> <p><u>5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF ‘tilted balance’ is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:</u></p> <ul style="list-style-type: none"> <u>a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and</u> <u>b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan’s spatial strategy; and</u> <u>c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and</u> <u>d. In all other respects in accordance with other Local Plan policies, in so far as they apply.</u> <p><u>6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.</u></p> <p><u>Designated Neighbourhood Areas</u></p> <p><u>7. As a minimum, and as set out in the table below in the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.</u></p> <p><u>8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:</u></p> <ul style="list-style-type: none"> <u>a. Site allocations within this LPR (apportioned where sites are partially within the designated area);</u> 	
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- b. [Policy LPRSP8](#); and
 c. [Garden Settlements or Strategic Development Locations \(apportioned where sites are partially within the designated area\)](#).

After new policy SP10 'Housing delivery' insert new supporting text as follows:

Designated Neighbourhood Areas

There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.

The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:

<u>Designated Neighbourhood Area</u>	<u>Site allocation</u>	<u>Broad Location - Villages figure</u>	<u>Total minimum housing requirement figure</u>
<u>Bearsted</u>	<u>H1(31) [50 units]</u>	<u>-</u>	<u>50</u>
<u>Boughton Monchelsea</u>	<u>LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**</u>	<u>-</u>	<u>213</u>
<u>Boxley</u>	<u>-</u>	<u>25</u>	<u>25</u>

		Broomfield & Kingswood	=	35	35		
		Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA312 [85 units]	=	100		
		Harrietsham	LPRSA101 [53 units] LPRSA071 [47 units]	=	100		
		Headcorn	LPRSA310 [110 units] H1(36) [220 units]**	=	330		
		Lenham	Lenham Neighbourhood Plan [1,047 units]	=	1,047		
		Loose	LPRSA360 [15 units]*	=	15		
		Marden	LPRSA295 [113 units] H1(46) [124 units]**	=	237		
		North Loose	=	=	0		
		Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	=	813		
		Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	=	777		
		Sutton Valence	LPRSA078 [100 units]	=	100		
		Tovil	LPRSA265 [250 units]	=	250		
		Yalding	LPRSA248 [100 units]	=	100		
		TOTAL	4,132	60	4,192		
		<p>*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.</p> <p>**These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.</p>					
MM40	LPRSP10(A)	Amend Policy LPRSP10(A) criterion (4) as follows:				For plan effectiveness,	

		<p>Large development schemes <u>Major developments</u> will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.</p>	<p>consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.</p>
MM41	Para 7.7	<p>Amend paragraph 7.7 as follows:</p> <p>Viability testing has concluded that the <u>identified a</u> low value zone, which encompasses the town centre and some of the inner urban area, <u>which</u> is often unable to viably deliver affordable housing.</p>	<p>Clarification to accurately reflect the evidence base – to ensure a justified plan.</p>
MM42	LPRSP10(B)	<p>Amend LPRSP10(B) as follows:</p> <p>On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <p>1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:</p> <ol style="list-style-type: none"> Greenfield development in mid and high value zones at 40% Brownfield development in high value zone at 40%. Development in the low value zone and brownfield development in the mid value zone will not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this. <u>be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal.</u> <p>2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:</p>	<p>For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main Modifications on housing technical standards.</p>

		<p>a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) A financial contribution towards off-site affordable housing.</p> <p>3) The indicative targets for tenure are: a) 75% Social and affordable rented. b) A minimum 25% First Homes <u>intermediate or affordable home ownership.</u></p> <p>4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</p> <p>5) Developers are required to enter into negotiations with the council's Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time. a) The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield mid to high value zones and brownfield development in high value zones.</u> the rural and outer urban areas. C2 uses will not be expected to deliver affordable housing. b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing.</p> <p>6) The <u>adopted</u> Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.</p> <p><u>Development in the low value zone and brownfield development in the mid value zone will be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing providers, including the council, should be submitted with the financial appraisal.</u></p>	
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MM43	Para 7.37	<p>Amend paragraph 7.37 as follows:</p> <p>The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.</p>	For plan effectiveness, and to appropriately reflect the relevant site allocation policy in the Local Plan Review.
MM44	LPRSP11(A)	<p>Amend Policy LPRSP11(A) criterion (3) as follows:</p> <p>Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development.</p> <p><i>*For those EDAs listed under part 1 of Table 11.1, the term 'business uses' includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term 'business uses' includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.</i></p>	For plan effectiveness and to ensure the plan is positively prepared.
MM45	Paras 7.61 to 7.69	<p>Amend paragraphs 7.61 to 7.69 as follows:</p> <p>Woodcut Farm LPREMP1(4)</p> <p>7.60 There is <u>The site at Woodcut Farm offers</u> a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the 'qualitative' need for a new, well-serviced and well-connected mixed-use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this 'qualitative' gap in the borough's existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.</p> <p><u>7.61</u> Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.

	<p>attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.</p> <p><u>7.62</u> The site will <u>is expected to</u> provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 2037<u>8</u>.</p> <p><u>7.63</u> <u>At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u></p> <p>7.61 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River LentothesouthoftheA20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the</p>	
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	<p>White Hoath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p> <p>7.64 To achieve a high-quality scheme in this prime location, a campus-style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p> <p>7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².</p> <p>7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory</p>	
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		<p>sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species</p> <p>7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:</p> <ul style="list-style-type: none"> • the M20 Junction 8 (including the west-bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout; • the A20 Ashford Rd/Penford Hill junction; • the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and the Willington Street/A20 • Ashford Rd junction. <p>7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p>	
MM46	Paras 7.70 to 7.73	<p>Amend paragraphs 7.70 to 7.73 as follows:</p> <p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1_RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilometer^{res} to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p> <p>7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.

		<p>brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.</p> <p>7.712 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to approved by the Council in 2019 2021. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). The proposal is for the site to be able to run 24 hours per day, 7 days per week. It includes an area outside of the allocation boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.</p> <p>7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses.</p> <p>7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements — concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</p>	
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MM47	Para 7.75	<p>Amend paragraph 7.75 as follows:</p> <p>The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King's Lodge, apartments for retirement living. As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1). As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place. This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.				
MM48	LPRSP11(B)	<p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp4RMX1(4), and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), LPRSA066, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, and LPRSA362 will deliver a mix of approximately 27,439 34,239m² employment floorspace and 6,862 7,562m² net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>	For plan effectiveness.				
MM49	LPRSP11(B) Table page 128	<p>Amend table on page 128 as follows:</p> <table border="1" data-bbox="506 1281 1554 1342"> <tr> <td></td> <td></td> <td></td> <td style="text-align: center;">Indicative Capacity (sqm)</td> </tr> </table>				Indicative Capacity (sqm)	For plan effectiveness.
			Indicative Capacity (sqm)				

Site Ref	Site Name	Growth Location	E(g) office m ²	B2 industrial m ²	B8 distribution m ²	Town centre uses m ²
LPR RMX1 (3)	King Street Car Park	Maidstone Town Centre	-	-	-	700 1,400
LPRSA145	Len House	Maidstone Town Centre	-	-	-	3,612
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre	-	-	-	TBD
LPRSA148	Maidstone Riverside	Maidstone Town Centre	-	-	-	TBD
LPRSA149	Maidstone West	Maidstone Town Centre	-	-	-	TBD
LPRSA151	Mote Road	Maidstone Town Centre	1,169	-	-	-
LPRSA144	High St/ Medway St	Maidstone Town Centre	-	-	-	150
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	-	-	2,000
LPR RMX1 (1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270			14,300
LPR EMP1 (4)	Woodcut Farm	Maidstone Urban Area	49,000			-
LPRSA362	Police HQ, Sutton Road	Maidstone Urban Area	5,800	-	-	-
EMP1(1)	West of Barradale Farm	Headcorn	3,500			-
EMP1(2)	South of	Marden	4,000			-

		<table border="1"> <tr> <td></td> <td>Claygate</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>LPRSA066</td> <td>Lodge Road</td> <td>Staplehurst</td> <td>1,000</td> <td>-</td> <td>-</td> </tr> <tr> <td>LPRSA260</td> <td>Ashford Road</td> <td>Lenham</td> <td colspan="2">2,500</td> <td>-</td> </tr> <tr> <td>LPRSA078</td> <td>Haven Farm</td> <td>Sutton Valence</td> <td>-</td> <td>-</td> <td>788 400</td> </tr> <tr> <td>LPRSAEm p1 RMX1(4)</td> <td>Former Syngenta Works</td> <td>Yalding</td> <td colspan="2">46,000</td> <td>-</td> </tr> </table>		Claygate					LPRSA066	Lodge Road	Staplehurst	1,000	-	-	LPRSA260	Ashford Road	Lenham	2,500		-	LPRSA078	Haven Farm	Sutton Valence	-	-	788 400	LPRSAEm p1 RMX1(4)	Former Syngenta Works	Yalding	46,000		-	
	Claygate																																
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LPRSAEm p1 RMX1(4)	Former Syngenta Works	Yalding	46,000		-																												
MM50	Para 7.79	<p>Insert a new paragraph after paragraph 7.79 as follows:</p> <p>An update to the IDP setting out Maidstone Borough Council's approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.</p>	For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.																														
MM51	Para 7.82	<p>Amend paragraph 7.82 as follows:</p> <p>The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include:</p> <ul style="list-style-type: none"> Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction, in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome. Capacity improvements at M2 J5 (located in Swale Borough). Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the 'Vision and Validate' and 'Monitor and Manage' strategy set out in the IDP, or any such scheme to deliver the same outcome. 	For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.																														

		<ul style="list-style-type: none"> • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures including seeking to make use of smart technology on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road including bus transponders, for example. • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements 	
MM52	Para 7.83	<p>After paragraph 7.83 insert new paragraph as follows:</p> <p>Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this event, site promoters will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.</p>	For plan effectiveness and to ensure consistency with NPPF and Department for Transport Circular 01/22.
MM53	Para 7.87 to 7.89	<p>Delete paragraph 7.87, sub-heading ‘Park and ride’ and paragraphs 7.88 to 7.89, as follows:</p> <p>7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long stay town centre parking tariffs to encourage a shift to sustainable modes of</p>	To align with other Main Modifications with respect to park and ride – see LPRTRA3.

		<p>transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.</p> <p>Park and ride</p> <p>7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>	
MM54	LPRSP12	<p>Amend Policy LPRSP12 as follows:</p> <ol style="list-style-type: none"> 1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. <u>Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.</u> 2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub. 3. In doing so, the council and its partners will: <ol style="list-style-type: none"> a. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity; 	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.

		<ul style="list-style-type: none"> b. Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; c. Improve highway network capacity and function at key locations and junctions across the borough; d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; e. Improve transport choice across the borough and seek to influence travel behaviour; f. Protect and enhance public rights of way; g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; j. Improve strategic links to Maidstone across the county and to wider destinations such as London; k. Promote inclusive access for all users on the transport network provides; l. Address the air quality impact of transport; and m. Support the provision of and improvements to Electric Vehicle charging infrastructure <p>4. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:</p> <ul style="list-style-type: none"> a. Bus priority measures along radial routes including bus prioritisation at junctions; b. Prioritisation of sustainable transport modes along radial routes; and/or c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities. <p>5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered.</p>	
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		6. In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.	
MM55	LPRSP13	<p>After 7.133 insert a new sub-heading and paragraph as follows:</p> <p>An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council's corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.</p>	For plan effectiveness
MM56	LPRSP13	<p>Amend Policy LPRSP13 as follows:</p> <p>1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.</p> <p>2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act, 1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network.</p> <p>3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.</p> <p>4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:</p>	For plan effectiveness.

		<p>Infrastructure priorities for residential development:</p> <ul style="list-style-type: none"> i Affordable housing ii Transport iii Open space iv Education v Health vi Community facilities vii Public realm viii Waste Management ix Public services, &, <u>and</u> x Libraries <p>Infrastructure priorities for business and retail development:</p> <ul style="list-style-type: none"> i) Transport ii) Public realm iii) Open space, &, <u>and</u> iv) Education/skills <p>This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used that includes priorities not listed above from other infrastructure providers.</p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan & Infrastructure Funding Statement. The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p> <p>6. Infrastructure schemes that are...</p> <p>7. Open space development will be...</p> <p>8. The Council will investigate the need...</p> <p>9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.</p>	
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MM57	Para 7.153	<p>Amend paragraph 7.153 as follows:</p> <p>The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments that would result in a net increase in population served by a wastewater system within the Stour catchment area to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>	For plan effectiveness and consistency with the NPPF, NPPG and Natural England guidance.
MM58	LPRSP14(A)	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</p> <p>Amend Policy LPRSP14(A) as follows:</p> <p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <p>a. Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent</p> <p>b. Protect positive landscape character including Landscapes of Local Value, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important</p>	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.

		<p>hedgerows, features of biological or geological interest, ecosystem services and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development through the provision of adequate buffers and in accordance with national guidance.</p> <p>c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on:</p> <ul style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats <p>d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed.</p> <ul style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats <p>Regard shall be had to the forthcoming Design and Sustainability DPD which will further detail application of this policy.</p> <p>2. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones and principal aquifers, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).</p> <p>3. Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, Local Wildlife Sites and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</p> <ul style="list-style-type: none"> a. Provide for the long term... b. Mitigate for and adapt to.... 	
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		<p>c. Positively contribute...</p> <p>4. Where appropriate...</p> <p>5. Any required publicly accessible...</p> <p>6. Development proposals will give...</p> <p>7. The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this.</p> <p><u>7(A). Development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.</u></p> <p>8. Any development within...</p> <p>9. <u>The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.</u></p> <p>10. <u>New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.</u></p>	
MM59	LPRSP14(B)	<p>Amend Policy LPRSP14(B) criterion (2) as follows:</p> <p>Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates</p>	For plan effectiveness.

		heritage assets into wider development proposals. This includes the potential public benefits from development impacting a heritage asset.	
MM60	LPRSP14(C)	<p>Amend Policy LPRSP14(C) as follows:</p> <p>To ensure that development in the borough mitigates and adapts to climate change, the council will:</p> <ol style="list-style-type: none"> 1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. 2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. 3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. 4. Support the provision of renewable energy infrastructure within new development. 5. Require the integration of blue-green infrastructure into qualifying major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS. 6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through: <ol style="list-style-type: none"> a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; b. ensuring public transport accessibility and; c. through the provision of electric vehicle infrastructure. 7. Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day. 	For plan effectiveness, justified by proportionate evidence.

		<p>8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change.</p> <p>9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size.</p> <p>10. Development must have regard to surface water management plans.</p>	
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Chapter 8: Detailed site allocation policies

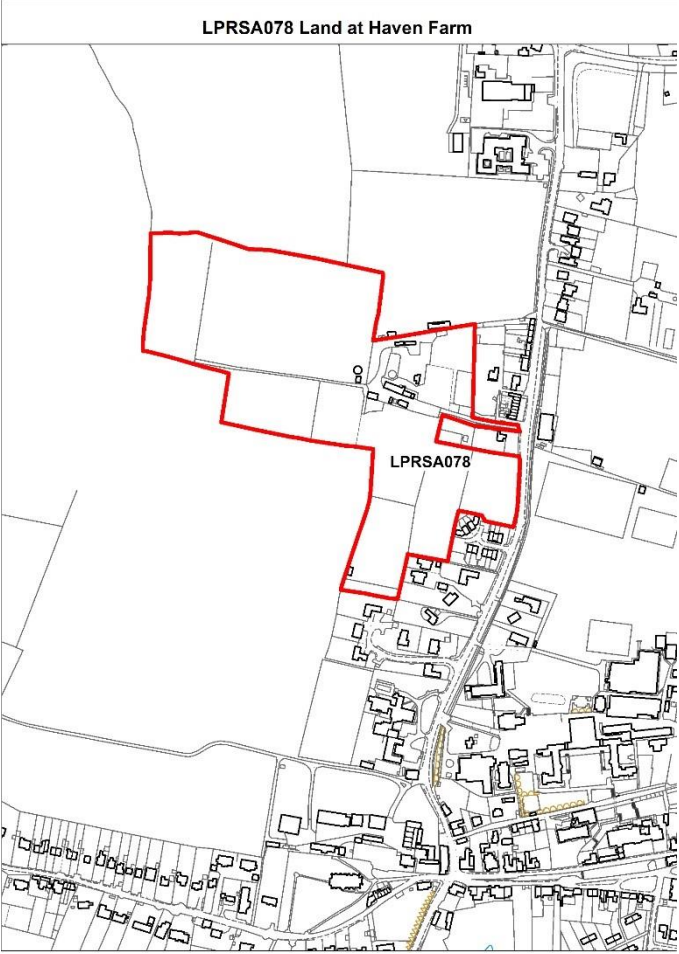
Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM61	All site allocation policies	<p>Amend all site allocation policies as follows:</p> <p>In the policy introductory text, delete “is included as a draft allocation for...” and replace with “as identified on the policies map, is allocated for...”.</p>	For plan effectiveness and to ensure the plan is positively prepared.
MM62	Table 8.1	<p>Amend Table 8.1 as follows:</p>	For plan effectiveness to ensure the plan is positively prepared.

Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSAEmp1
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	<u>RMX1 (4)</u>		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022. They are not expected to be retained when the Local Plan Review is Adopted.					
These policies are complete and will not be retained when the Local Plan Review is Adopted.						

MM63	Table 8.2	<p>Amend Table 8.2 as follows:</p> <p>LPRSA078 (Haven Farm): Swap the figures 400 and 1,500 over. 400sqm relates to 'village hub' shops, and 1,500 sqm relates to proposed GP surgery.</p> <p>LPRSA147 (Gala Bingo & Granada House): Remove reference to 500m² retail use. Replace with 'TBD'.</p> <p>LPRSA148 (Maidstone Riverside): Remove reference to 5,148m² of retail use and 2,574m² employment. Replace with 'TBD'.</p> <p>LPRSA149 (Maidstone West): Remove reference to 517m² of retail use and 1,034m² employment. Replace with 'TBD'.</p>	For plan effectiveness to ensure the plan is positively prepared.
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Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

MM64	LPRSA078	<p>Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:</p> <p>The approximate land use balance is:</p> <p>440 <u>100</u> dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)</p> <p>After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:</p> <div data-bbox="504 614 1512 1332" style="border: 1px solid black; padding: 5px;"> <p style="text-align: center;">Key Diagram LPRSA078</p> <p>The diagram shows a site layout with three main colored areas: a large red area for Residential use, a green area for Open Space, and a blue area for Employment and Mixed Uses. The red area is the largest and is centrally located. The green area is to its left and top. The blue area is at the bottom right, adjacent to a road with existing buildings. A legend in the bottom right corner identifies the colors: red for Residential, green for Open Space, and blue for Employment and Mixed Uses.</p> </div>	For plan effectiveness to ensure the plan is positively prepared.

MM65	<p>LPRSA078</p> <p>Page 93</p> <p>Policies Map</p>	<p>On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:</p> 	For plan effectiveness.
MM66	LPRSA146	Amend Policy LPRSA146 1st paragraph as follows:	For plan effectiveness.

		Maidstone East is included as a draft allocation for the development of a minimum of <u>approximately</u> 500 dwellings, 2,000m ² new retail, 5,000 m ² business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.	
MM67	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:</p> <p>The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages. <u>Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u></p> <p>The development shall incorporate commuter car parking to serve Maidstone East station...</p> <p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p> <p><u>"It is envisaged that</u> highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy."</p>	For plan effectiveness.
MM68	LPRSA148	<p>Amend Policy LPRSA148 1st paragraph as follows:</p> <p>Maidstone Riverside is included as a draft an allocation for the development of approximately 650 dwellings, 5,148m² of retail use and 2,574m² employment, <u>and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the Council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u> The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness and consistency with the NPPF.

MM69	LPRSA149	<p>Amend Policy LPRSA149 1st sentence as follows:</p> <p>Maidstone West is included as a draft allocation for the development of approximately 240 130 dwellings, and no net loss of town centre uses.</p>	To ensure the plan is positively prepared and effective.
MM70	LPRSA151	<p>Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:</p> <p>Access/Highways and transportation</p> <ul style="list-style-type: none"> Secure cycle parking for residents to be provided. The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority. 	For plan effectiveness.
MM71	LPRSA295	<p>Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:</p> <p>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.</p>	For plan effectiveness and consistency with national policy.
MM72	LPRSA204	<p>Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows:</p> <p>Design of the site will need to ensure neighbouring resident's amenity is protected.</p>	For plan effectiveness.
MM73	LPRSA310	<p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows:</p> <p>Development will be subject to provision of acceptable and safe off-site pedestrian and cycle connectivity along Moat Road to the A274...</p> <p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows:</p> <p>Development must ensure appropriate access for emergency vehicles.</p>	For plan effectiveness.
MM74	LPRSA362	<p>Amend Policy LPRSA362 as follows:</p>	For plan effectiveness.

		<p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 5,800sqm 7,500sqm of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted</p> <p>Additional policy criteria under ‘principles’ to refer to:</p> <p><u>The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation</u></p>	
MM75	LPRSA265 Policies Map	<p>Amend policy LPRSA265 as follows:</p> <p>Land at Abbey Gate Farm is included as a draft <u>an</u> allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development of the site shall be informed by a landscape-led masterplan <u>that is informed by both an LVIA and historic landscape assessment.</u> • The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas, <u>with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value.</u> • <u>With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve.</u> • New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed. • <u>There will be no built development east of Straw Mill Hill or south of the public right of way.</u> • The layout of streets and landscaping shall have regard to the site topography. • <u>The layout and</u> design of the site will need to ensure <u>residential</u> neighbours’ amenity is protected. • Development should preserve and enhance the setting of adjacent built heritage assets <u>with specific regard to the setting of the Grade II* listed Abbey Gate Place and the Loose Conservation Area. In particular appropriate buffers (to be informed by heritage</u> 	To ensure the plan is positively prepared, justified and effective.

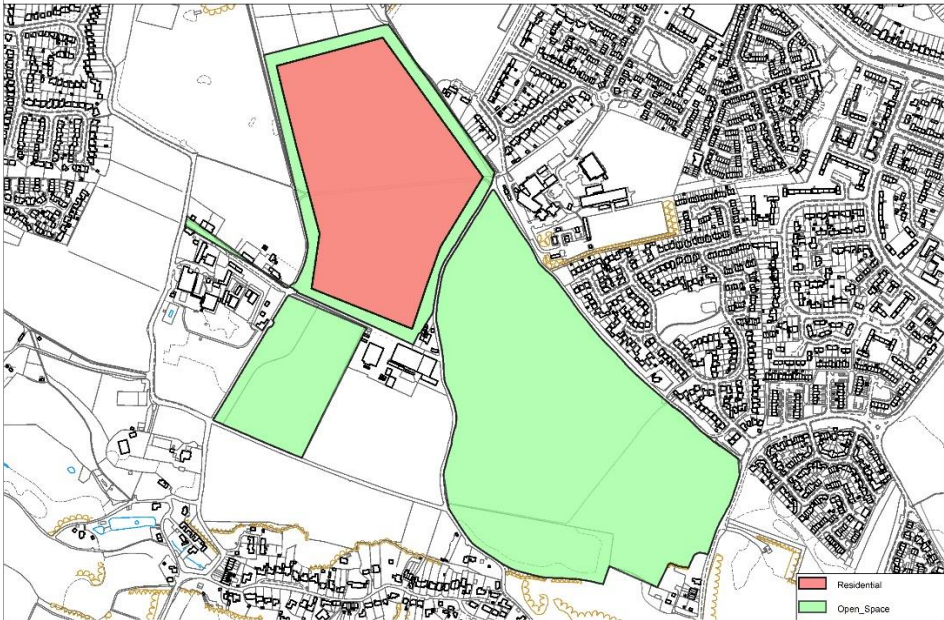
		<p><u>and historic landscape assessments) shall be provided on the site's southern and eastern boundaries.</u></p> <ul style="list-style-type: none"> • <u>To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development.</u> • Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment's findings secured. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. • The Loose Valley LLV should be considered in setting out the layout of this site <u>and appropriate landscape buffers provided.</u> • <u>A suitably landscaped buffer is required to the north and west of Abbey Gate Place.</u> • A community woodland of no less than (5) ha shall be provided. • <u>In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements.</u> • A hedgerow enhancement plan for all boundaries. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be <u>direct</u> from Dean Street <u>and / or via adjacent residential development sites onto Dean Street. The precise route and construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.</u> • The main vehicular access shall take the form of a tree-lined/landscaped <u>route that is designed to minimise its impact upon adjacent open landscape/ecology areas.</u> boulevard. with appropriate. 	
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		<ul style="list-style-type: none"> • No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Lane Hill. • The alignment and setting of PROW should be retained and enhanced. • Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. • The development shall be accompanied by an assessment of opportunities to deliver enhancements to public transport services, including the potential to bring a bus service into the site and with increased regularity. • Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable <p>Open Space</p> <ul style="list-style-type: none"> • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children’s play and community allotments. • Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology <p>Contaminated Land</p> <ul style="list-style-type: none"> • The site is r adjacent to a former landfill site and the site should be made safe prior to any development commencing. • The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. • Ground piling shall not take place unless agreed by the Environment Agency. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. 	
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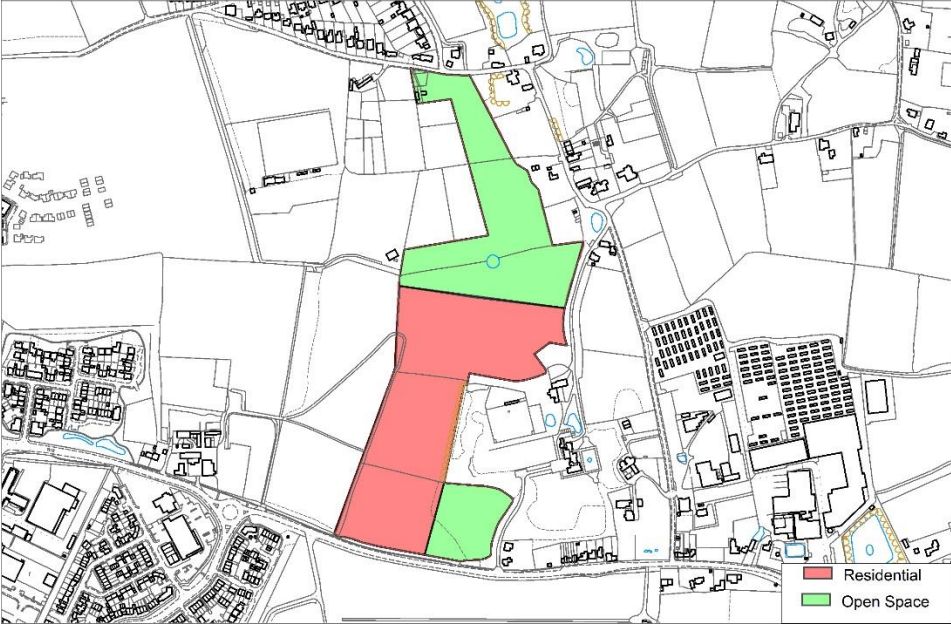
		<ul style="list-style-type: none"> Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:</p> <div data-bbox="504 387 1552 1134"> <p style="text-align: center;">Key Diagram LPRSA265</p> </div>	
MM76	LPRSA266	<p>Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:</p> <p>The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of</p>	To ensure an effective, justified policy.

		Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.	
MM77	LPRSA270	<p>Amend Policy LPRSA270 1st sentence as follows:</p> <p>Land south west of Pested Bars Road is included as a draft allocation for the development of approximately 196 300 dwellings at an average density of 30 dwellings per hectare.</p>	To ensure a positively prepared, effective policy.
MM78	LPRSA270	<p>Amend Policy LPRSA270 as follows:</p> <p>Under the Heading 'Principles':</p> <ul style="list-style-type: none"> • Development of this site will be subject to the prior agreement with the Council of a site-wide masterplan framework/phasing strategy shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation • Such a framework will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ SA362. • Having regard to the scale of development, the masterplan framework shall incorporate an infrastructure impact assessment. • Unless agreed by the Council as part of the development of the masterplan framework, the outline land budget shall be based upon: <ul style="list-style-type: none"> ○ No more than 11 12-14 ha of net developable residential land, the extent to be informed through LVIA and other open space / sports requirements. ○ No less than 25 ha of open space, including accessible public open space, new biodiversity habitat ○ No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill. ○ A community hub incorporating both community uses and integrated open space ○ Highway infrastructure that is designed to minimise land take and visual impacts <p>Under the Heading 'Open Space':</p> <ul style="list-style-type: none"> • No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill. 	For clarity and to ensure an effective policy.

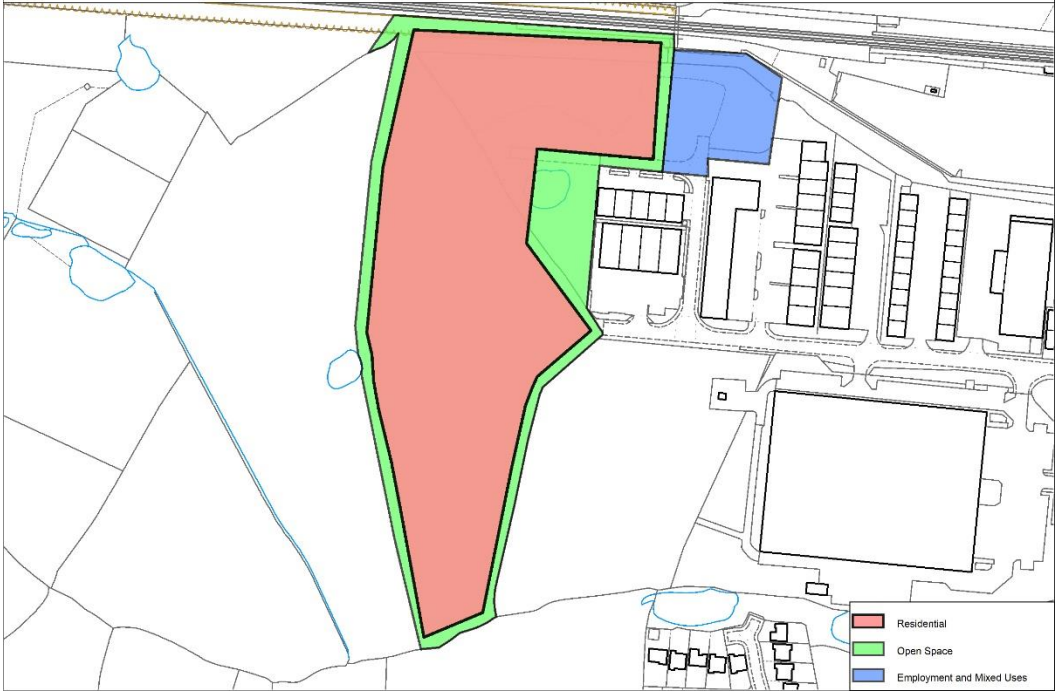
		<ul style="list-style-type: none"> • The site-wide open space strategy shall have regard to the requirements of Policy SP13(B) & LPRINF1. • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play. • The scheme shall provide for and community allotments space/s to be made available for community growing areas. • Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required. • Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat. <p>After Policy LPRSA270 insert Key Diagram as follows:</p>	
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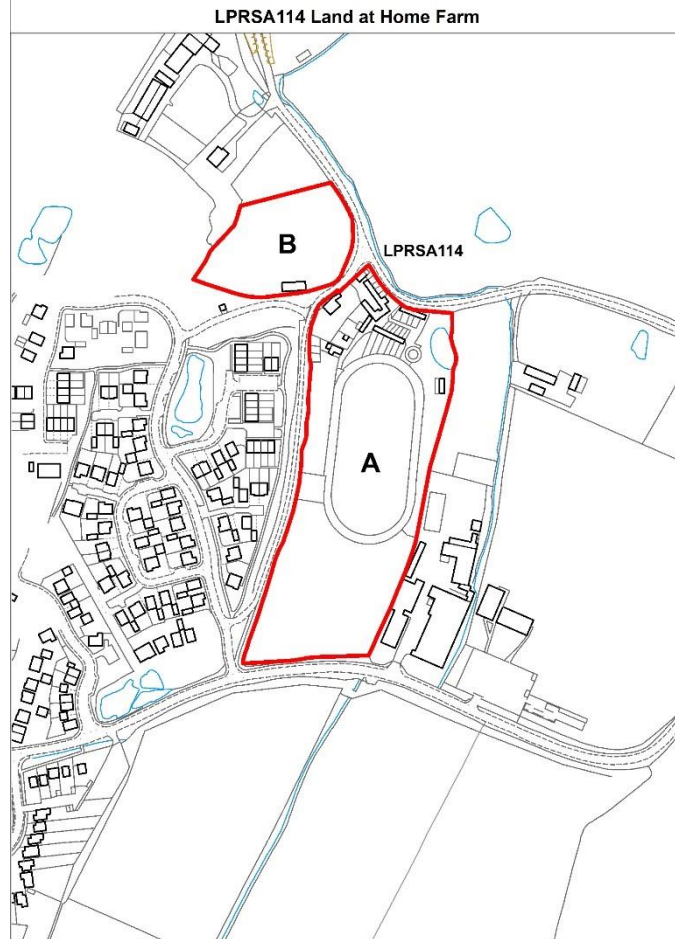
		<p style="text-align: center;">Key Diagram LPRSA270</p>  <p>The diagram shows a map of a residential area. A large red polygon is highlighted, representing a residential site. A green polygon is also highlighted, representing an open space area. The map includes street layouts and building footprints.</p>	
MM79	LPRSA362	<p>Amend Policy LPRSA362 1st sentence as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm <u>5,800sqm</u> of commercial and community uses.</p>	To ensure a positively prepared, justified and effective policy.
MM80	LPRSA362	<p>Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:</p> <p><u>Prior to the first occupation, the private access gate between the site and Boughton Ln at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.</u></p>	For policy clarity and plan effectiveness.
MM81	LPRSA366	<p>Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:</p>	For policy clarity and plan effectiveness.

		The site should be designed to complement and enable local improvements to the A229.	
MM82	LPRSA172	<p>Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:</p> <p>Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, including through a LVIA.</p> <p>Amend Policy LPRSA172 Under ‘Design and Layout’ sub-heading to include a new 7th bullet and diagram as follows:</p> <ul style="list-style-type: none"> • To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met. <p>After Policy LPRSA172 insert Key Diagram as follows:</p>	To ensure an effective, justified policy.

		<p style="text-align: center;">Key Diagram LPRSA172</p>  <p>The diagram shows a site plan with a central area highlighted in red, labeled 'Residential' in the legend. This red area is surrounded by green areas, labeled 'Open Space' in the legend. The site is situated within a larger urban or semi-urban context, with various buildings and roads visible.</p>	
<p>MM83</p>	<p>LPRSA260</p>	<p>Amend Policy LPRSA260, under the Design and layout sub-heading, the 3rd bullet as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site – including landscaping on an east-west axis through the central part of the site – to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:</p> <p>The materials palette, including colour choice, should minimise impacts on views from the AONB.</p> <p>Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:</p>	<p>For plan effectiveness and to avoid duplication of policy criteria.</p>

		<p>Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.</p>	
MM84	LPRSA066	<p>Amend Policy LPRSA066 as follows:</p> <p>Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on 3.8ha and approximately 1,000 sq.m of employment on 0.3 ha <u>within the north-eastern part of the site</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Under Layout and Design, insert new bullet, as follows:</p> <p><u>Appropriate buffers shall be provided between the residential and commercial areas.</u></p> <p>Under Access, Highways and transportation sub-heading amend 1st bullet as follows:</p> <p>Vehicular access shall be provided to both <u>from</u> Lodge Road. and <u>The site will facilitate future pedestrian and vehicle connections to the adjacent residential development to the west of the site if possible.</u></p>	For policy clarity and to ensure plan effectiveness.
MM85	LPRSA066	<p>Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:</p> <p>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, <u>including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:</p>	For plan effectiveness.

		<p style="text-align: center;">Key Diagram LPRSA066</p>  <p style="text-align: right;"> ■ Residential ■ Open Space ■ Employment and Mixed Uses </p>	
MM86	LPRSA114	<p>Amend Policy LPRSA114 to add bullet point 3 to Transport</p> <p>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</p> <p>With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:</p> <p>Insert Key Diagram identifying parcels A and B, as follows:</p>	For plan effectiveness.

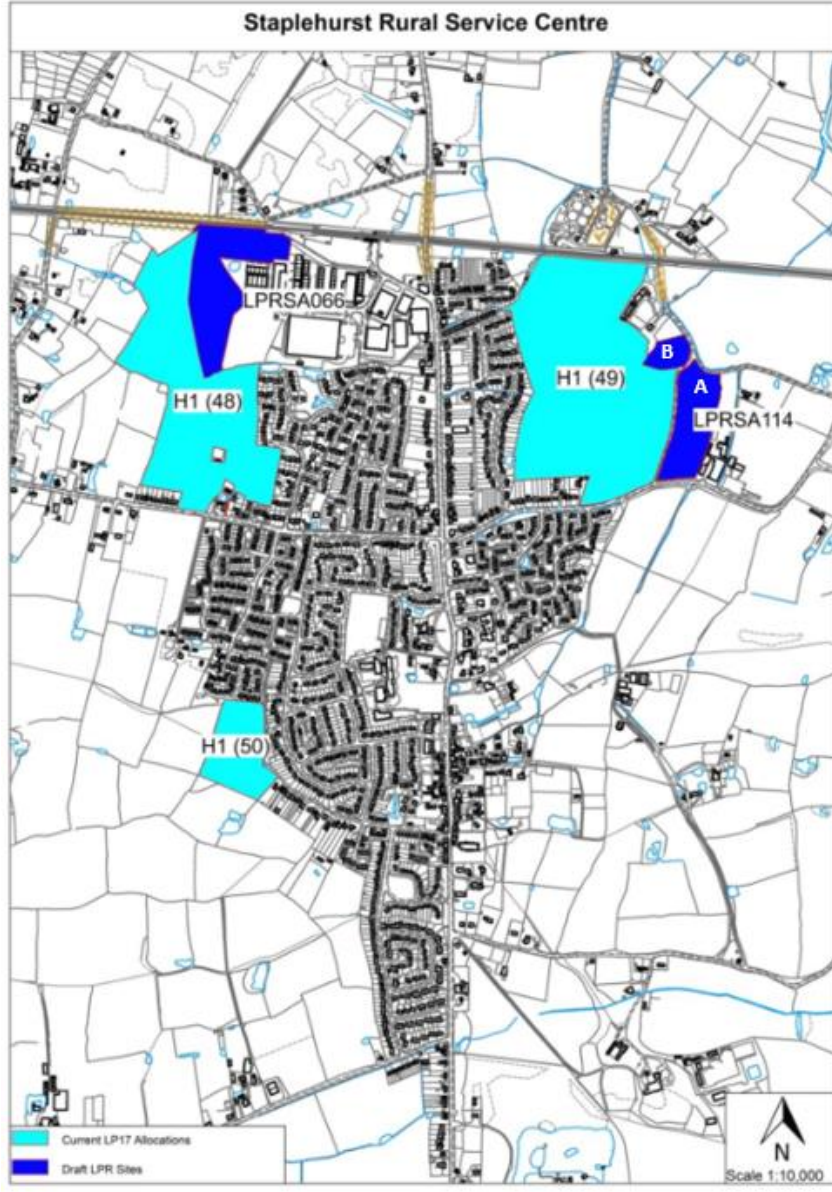


Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings [at an average density of 30 dph](#). The following conditions are considered appropriate to be met before development is permitted.

Design and layout

		<ul style="list-style-type: none"> • The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north. • The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines. • Development of Site A shall be set back from Headcorn Road and be designed to respect its rural character. • The north eastern section of s Site A and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes. • Development along the eastern boundary of Site A should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial unit land to the east is not prejudiced. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. • Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads HLane. 	
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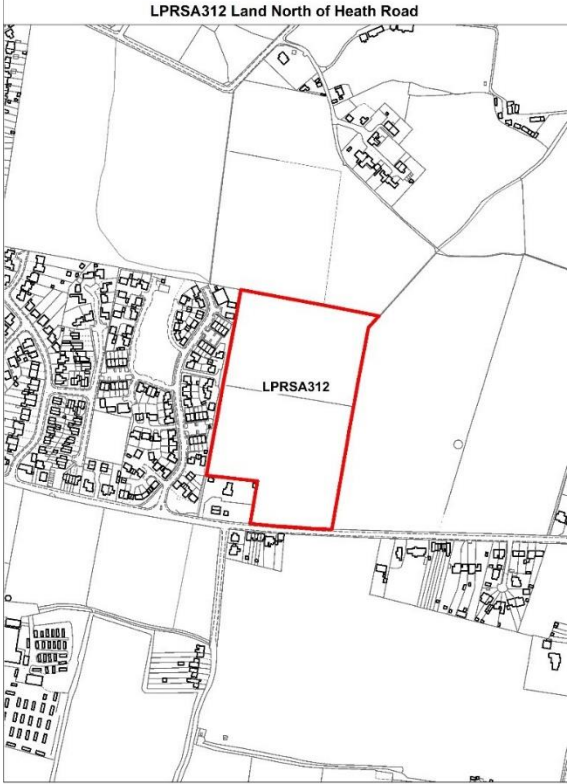
		<p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. • A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. <p>Open Space</p> <ul style="list-style-type: none"> • The developments shall provide accessible open amenity space in accordance with Policy SP13(B) & LPRINF1, to include a minimum of 0.18ha of useable amenity green space incorporating children's play, micro allotments/community growing areas and other functions that contribute positively to the health and wellbeing of the future community. • Site A shall also provide 0.85 ha of semi/natural open space. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure. 	
MM87	Page 86	<p>Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:</p> <p>Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.</p>	For clarity and plan effectiveness.



MM88	LPRSA312	<p>Amend Policy LPRSA312 as follows:</p> <p>Land <u>amounting to no more than approximately 4.6ha</u> North of Heath Rd – Beacon Park is included as an draft allocation for the development of approximately 85 dwellings <u>at an average density of circa 30 dph</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development proposals will be of a high standard of design incorporating the use of contextually derived <u>design and vernacular materials; incorporating a variety of typologies, materials, landscaping and street scenes.</u> • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/<u>coalescence</u> buffer including tree planting, of no less than <u>1.42 ha 15 and at no part less than 20m in depth</u> shall be provided <u>to the site's eastern and northern boundaries prior to development commencing on the site and be designed to ensure separation prevent coalescence</u> between the eastern edge of Coxheath and the western edge of Loose. • <u>Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha.</u> • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • The <u>development</u> layout of new dwellings and roads to shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited. 	For plan effectiveness and to ensure plan is justified.
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	<ul style="list-style-type: none"> • The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the principle <u>principal</u> focus of which shall be to contribute to <u>site buffers and</u> biodiversity net gain, <u>but which may include access where conflict with habitat does not arise</u>. The location and layout of such areas shall be designed to avoid conflict with <u>more active</u> accessible residential amenity spaces <u>such as children's play</u>. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. • The site shall enable connectivity to existing/planned PRoW and cycle routes to the east and west of the site. • The site shall provide safe pedestrian and cycle routes through the site which are <u>by design</u> well supervised. • <u>Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority.</u> <p>Open Space</p> <ul style="list-style-type: none"> • The development shall provide accessible open amenity space in accordance with Policy SP13(B) & INF1, with <u>in addition to any semi/natural buffer</u>, a minimum of 0.26 ha <u>0.55ha of additional of useable accessible</u> amenity green space incorporating elements such children's play, micro allotments and other functions that contribute positively to the <u>wellbeing of the</u> future community. Such amenity spaces should form an integrated element of the overall masterplan. • <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.</u> • Where it is not feasible, due to site characteristics, to provide an appropriate open space 	
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		<p>typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village.</p> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant proposal to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).</p>	
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		 <p>LPRSA312 Land North of Heath Road</p> <p>LPRSA312</p>	
MM89	LPRSA248	<p>Amend Policy LPRSA248 as follows:</p> <p>Land to the north and south of <u>at</u> Kenward Road totalling 9.1 ha is included as a draft <u>an</u> allocation for the development of approximately 100 dwellings at an average density of <u>approximately 30 dwellings per hectare, together with associated open space and infrastructure on land south of Kenward Road</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and Layout</p> <ul style="list-style-type: none"> The development shall provide approximately 100 dwellings, <u>only to be provided on land</u> 	For plan effectiveness and clarity to aid policy implementation.

		<p>north and south of Kenward Road at an <u>average</u> density of not exceeding 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.</p> <ul style="list-style-type: none"> • The remainder of the land south of Kenward Road shall be laid out as a new community open space, and BNG area, <u>together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.</u> • The development shall be subject to a single masterplan which demonstrates phasing <u>and delivery</u> of both built development and open spaces. • Both housing development areas will <u>The layout and form of the housing element shall</u> be informed by an LVIA and incorporate <u>both</u> boundary <u>and internal structural</u> landscaping <u>that responds to the site's topography.</u> • Design of the site will need to ensure neighbouring resident's amenity is protected. • <u>The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.</u> • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • All landscaping to be principally native planting. • The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. 	
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		<p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Access points to both sites <u>to the residential element (plus any maintenance or other access to the open space to the south)</u> shall provide junction and sight lines designed to appropriate capacity and safety standards. • Both site access points shall incorporate <u>The development shall provide</u> appropriate pedestrian crossing points to Kenward Road <u>to allow connectivity to existing footways.</u> • The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space. • The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area. • Replacement provision shall also be provided for any loss of on-street residential parking. • The development shall deliver appropriate traffic speed management measures to <u>the surrounding highway network.</u> North Street. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Mote Road. • The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA. <p>Open Space</p> <ul style="list-style-type: none"> • The provision of open space shall have regard to Policy SP13(B) <u>& LPRINF1</u> • The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. • The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. • The land south of Kenward Road shall provide <u>approximately 4.9 ha of public open space/habitat</u> in the form of approximately <u>(to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council):</u> <ul style="list-style-type: none"> ○ 0.4ha of <u>community allotments/growing areas</u> 	
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		<ul style="list-style-type: none"> o ha of new Riverside landscape/habitat creation o ha of informal open space o 0.5ha of recreational open space o Sustainable Urban Drainage o Ancillary parking to support the open space <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. 	
MM90	LPRSA071	<p>Amend Policy LPRSA071 1st sentence as follows:</p> <p>Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately 4737 dwellings.</p> <p>Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:</p> <ul style="list-style-type: none"> • The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, including to inform the site development capacity. 	For plan effectiveness and to ensure policy is justified.

Chapter 9: Development management policies

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM91	LPRHOU1	<p>Amend Policy LPRHOU1 as follows:</p> <ol style="list-style-type: none"> 1. Proposals for development on previously developed land (brownfield land) on-land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted... 	For plan effectiveness.

		2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in...													
MM92	LPRHOU2	<p>Amend Policy LPRHOU2 as follows:</p> <ol style="list-style-type: none"> 1. On land outside of the countryside and undefined settlements proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if... 2. On land outside the countryside and undefined settlements proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted... 	For plan effectiveness.												
MM93	Para 9.31 to 9.32	<p>Amend paragraphs 9.31 to 9.32 as follows:</p> <p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none"> • Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management. • Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals. • Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces. <p><u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u></p> <table border="1"> <thead> <tr> <th></th> <th><u>Rented</u></th> <th><u>Leasehold</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Housing with Support</u></td> <td><u>105</u></td> <td><u>1,234</u></td> <td><u>1,339</u></td> </tr> <tr> <td><u>Housing with Care</u></td> <td><u>371</u></td> <td><u>432</u></td> <td><u>803</u></td> </tr> </tbody> </table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and leasehold tenures, and an additional 1,228 extra <u>care or nursing</u> home bedspaces.</p>		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>	<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>	<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>	To ensure the plan is positively prepared and justified. To appropriately reflect the evidence base.
	<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>												
<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>												
<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>												

MM94	LPRHOU7	<p>Amend Policy LPRHOU7 as follows:</p> <p>1. On land within or adjacent to the boundaries of Maidstone urban area, Rural Service Centres, and larger villages settlement boundary, proposals for new retirement living, sheltered housing, enhanced sheltered housing and extra care facilities, through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:</p> <ol style="list-style-type: none"> The site is located adjacent to the settlement boundary; The proposal is sustainably located with accessibility by public transport; The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties including by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene. <p>2. Proposals for specialist residential accommodation in unsustainable locations, and not within or adjacent to the defined boundaries of the Maidstone urban area, rural service centres and larger villages will not be permitted.</p> <p>3. Existing specialist residential accommodation will be protected from loss through either redevelopment or conversion where there is an identified need. Any change outside that permitted will need to demonstrate the lack of need for or financial viability of, the facility within the borough.</p>	For plan effectiveness and ensure the plan is positively prepared.
MM95	Para 9.40	<p>Amend paragraph 9.40 as follows:</p> <p>As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.</p>	For plan effectiveness.

MM96	LPRHOU8	<p>Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:</p> <p>II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)¹³ is met;</p> <p>¹³Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites</p>	For consistency with national planning policy.
MM97	LPRHOU9	<p>Amend Policy LPRHOU9 criterion (2) as follows:</p> <p>2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:</p> <p>a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build and Custom Housebuilding Register and through any relevant organisations, and a buyer has not been found within a 24¹²-month period.</p>	For plan effectiveness and to ensure the plan is justified.
MM98	Para 9.71 LPRTL2	<p>Amend paragraph 9.71 as follows:</p> <p>With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. <u>For the purposes of policy LPRTL2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.</u></p> <p>Amend Policy LPRTL2 as follows:</p> <p>1. Proposals for sites for the stationing of holiday lets, <u>holiday</u> caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where...</p>	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.

MM99	LPRQ&D3	<p>Amend Policy LPRQ&D3 to delete last sentence as follows:</p> <p>In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.</p>	For plan effectiveness.
MM100	LPRQ&D5	<p>Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:</p> <p>1. The conversion of rural buildings will be permitted where the following criteria are met:</p> <p><u>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</u></p> <p>Conversion for non-residential purposes <u>2. In addition to criteria 1(i – vi) above...</u></p> <p>Conversion for residential purposes <u>3. In addition to criteria 1(i – vi) above...</u></p>	For plan effectiveness and to ensure the plan is justified.
MM101	LPRQ&D6	<p>Amend Policy LPRQ&D6 as follows:</p> <p>All new development will be expected where possible to meet the new technical standards as follows:</p> <p>1) internal space standards as set out...</p> <p>4)2) Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. <u>Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.</u></p> <p><u>3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></p>	For consistency with the NPPF and NPPG.

		3)4) New dwellings shall be built...	
MM102	Paras 9.87 to 9.90 LPRTRA3	<p>Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:</p> <p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p> <p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> • Willington Street Park and Ride • London Road Park and Ride <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <p>Policy LPRTRA3: Park & Ride</p> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p> <ul style="list-style-type: none"> i. London Road (to serve the A20 west corridor); and ii. Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p>	For plan effectiveness and to ensure the plan is justified.
MM103	LPRTRA4	<p>Amend Policy LPRTRA4 as follows:</p> <p>1. Car parking standards for new residential developments will be assessed against the</p>	For policy clarity, plan effectiveness and consistency with Building Regulations.

	<p>requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.</p> <p>2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ol style="list-style-type: none"> a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) innovative design that can sufficiently justify a reduced provision of vehicle parking <p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:</p> <ol style="list-style-type: none"> a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging. b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector — 230v AC 32 Amp single phase charging. c) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points. 	<p>Deleted text necessary to avoid duplication and/or conflict with Part S of the Building Regulations.</p>
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		4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.	
MM104	LPRINF2	<p>Amend Policy LPRINF2 as follows:</p> <p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p> <ul style="list-style-type: none"> • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. <p>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England's Playing Field Policy where relevant.</p> <p>3. 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.</p>	For consistency with national policy and an effective plan.
MM105	LPRENV1	<p>Amend Policy LPRENV1 as follows:</p> <p>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. This also includes the potential public benefits from development impacting a heritage asset.</p>	<p>For consistency with national policy/guidance and plan effectiveness.</p> <p>Note: Modification to criterion (3) is a minor modification but shown with other</p>

	<p>2. 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:</p> <ul style="list-style-type: none"> i. Any heritage assets, and their settings, which could be impacted by the proposals; ii. The significance of the assets; and iii. The scale of the impact of development on the identified significance. <p>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p> <p>4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</p>	changes for completeness. Also shown in Minor Mods schedule.
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Chapter 10: Monitoring and review

No modifications proposed.

Chapter 11: Appendices

Mod ref	Policy, paragraph, page ref	Modification proposed	Reason
MM106	Appendix 1 Page 286	Amend Appendix 1 ‘Housing Trajectory’ to provide an updated housing trajectory, including a stepped trajectory. <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness.
MM107	Appendix 2 Page 287	Amend selected terms in the Appendix 2 ‘Glossary’. <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness and

			consistency with the NPPF.																																																						
MM108	Appendices	<p>Insert a new Appendix 3 titled ‘Saved Policies’ as follows:</p> <p><i>As set out in the Appendix to this schedule of main modifications.</i></p>	For plan effectiveness and consistency with the NPPF.																																																						
MM109	Appendices	<p>Insert a new Appendix 4 titled ‘Strategic Policies’ as follows:</p> <p><u>Appendix 4 – Strategic Policies</u></p> <table border="1"> <thead> <tr> <th colspan="2"><u>Maidstone Local Plan Review</u></th> </tr> <tr> <th><u>Policy reference</u></th> <th><u>Policy Name</u></th> </tr> </thead> <tbody> <tr><td><u>LPRSS1</u></td><td><u>Maidstone borough spatial strategy</u></td></tr> <tr><td><u>LPRSP1</u></td><td><u>Maidstone town centre</u></td></tr> <tr><td><u>LPRSP2</u></td><td><u>Maidstone urban area</u></td></tr> <tr><td><u>LPRSP3</u></td><td><u>Edge of the Maidstone urban area</u></td></tr> <tr><td><u>LPRSP4(A)</u></td><td><u>Heathlands garden settlement</u></td></tr> <tr><td><u>LPRSP4(B)</u></td><td><u>Lidsing garden community</u></td></tr> <tr><td><u>LPRSP5</u></td><td><u>Strategic development locations</u></td></tr> <tr><td><u>LPRSP5(B)</u></td><td><u>Invicta Barracks strategic development location</u></td></tr> <tr><td><u>LPRSP5(C)</u></td><td><u>Lenham broad location for housing growth</u></td></tr> <tr><td><u>LPRSP6</u></td><td><u>Rural service centres</u></td></tr> <tr><td><u>LPRSP6(A)</u></td><td><u>Coxheath</u></td></tr> <tr><td><u>LPRSP6(B)</u></td><td><u>Harrietsham</u></td></tr> <tr><td><u>LPRSP6(C)</u></td><td><u>Headcorn</u></td></tr> <tr><td><u>LPRSP6(D)</u></td><td><u>Lenham</u></td></tr> <tr><td><u>LPRSP6(E)</u></td><td><u>Marden</u></td></tr> <tr><td><u>LPRSP6(F)</u></td><td><u>Staplehurst</u></td></tr> <tr><td><u>LPRSP7</u></td><td><u>Larger villages</u></td></tr> <tr><td><u>LPRSP7(A)</u></td><td><u>East Farleigh</u></td></tr> <tr><td><u>LPRSP7(B)</u></td><td><u>Eyhorne Street (Hollingbourne)</u></td></tr> <tr><td><u>LPRSP7(C)</u></td><td><u>Sutton Valence</u></td></tr> <tr><td><u>LPRSP7(D)</u></td><td><u>Yalding</u></td></tr> <tr><td><u>LPRSP8</u></td><td><u>Smaller villages</u></td></tr> <tr><td><u>LPRSP9</u></td><td><u>Development in the countryside</u></td></tr> <tr><td><u>LPRSP10</u></td><td><u>Housing delivery</u></td></tr> <tr><td><u>LPRSP10(A)</u></td><td><u>Housing mix</u></td></tr> </tbody> </table>	<u>Maidstone Local Plan Review</u>		<u>Policy reference</u>	<u>Policy Name</u>	<u>LPRSS1</u>	<u>Maidstone borough spatial strategy</u>	<u>LPRSP1</u>	<u>Maidstone town centre</u>	<u>LPRSP2</u>	<u>Maidstone urban area</u>	<u>LPRSP3</u>	<u>Edge of the Maidstone urban area</u>	<u>LPRSP4(A)</u>	<u>Heathlands garden settlement</u>	<u>LPRSP4(B)</u>	<u>Lidsing garden community</u>	<u>LPRSP5</u>	<u>Strategic development locations</u>	<u>LPRSP5(B)</u>	<u>Invicta Barracks strategic development location</u>	<u>LPRSP5(C)</u>	<u>Lenham broad location for housing growth</u>	<u>LPRSP6</u>	<u>Rural service centres</u>	<u>LPRSP6(A)</u>	<u>Coxheath</u>	<u>LPRSP6(B)</u>	<u>Harrietsham</u>	<u>LPRSP6(C)</u>	<u>Headcorn</u>	<u>LPRSP6(D)</u>	<u>Lenham</u>	<u>LPRSP6(E)</u>	<u>Marden</u>	<u>LPRSP6(F)</u>	<u>Staplehurst</u>	<u>LPRSP7</u>	<u>Larger villages</u>	<u>LPRSP7(A)</u>	<u>East Farleigh</u>	<u>LPRSP7(B)</u>	<u>Eyhorne Street (Hollingbourne)</u>	<u>LPRSP7(C)</u>	<u>Sutton Valence</u>	<u>LPRSP7(D)</u>	<u>Yalding</u>	<u>LPRSP8</u>	<u>Smaller villages</u>	<u>LPRSP9</u>	<u>Development in the countryside</u>	<u>LPRSP10</u>	<u>Housing delivery</u>	<u>LPRSP10(A)</u>	<u>Housing mix</u>	For consistency with the NPPF.
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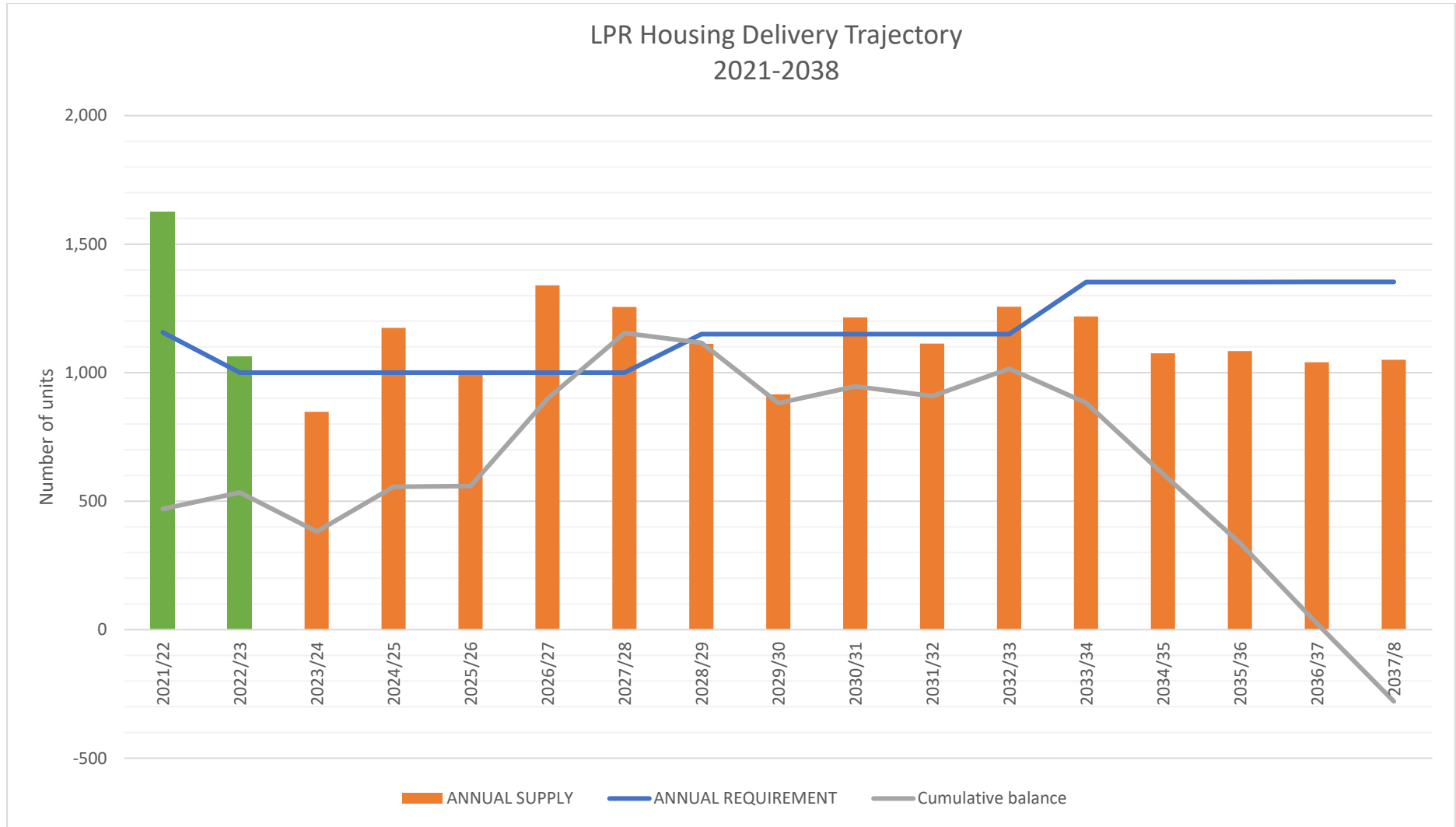
		LPRSP10(B)	Affordable housing		
		LPRSP11	Economic development		
		LPRSP11(A)	Safeguarding existing employment sites and premises		
		LPRSP11(B)	Creating new employment opportunities		
		LPRSP11(C)	Town, District and Local centres		
		LPRSP12	Sustainable transport		
		LPRSP13	Infrastructure delivery		
		LPRSP14(A)	Natural environment		
		LPRSP14(B)	The historic environment		
		LPRSP14(C)	Climate change		
		LPRSP15	Principles of good design		
		Site Allocations	All site allocation policies are strategic policies		
		Maidstone Local Plan 2011-2031			
		GT1	Gypsy and traveller site allocations		
		OS1	Open space allocations		
		Site Allocations	All site allocation policies are strategic policies		

Appendix to the Main Modifications

Appendix 1: Housing Trajectory

Past years (completions)		Future trajectory (from expected plan adoption in 2023)														
2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8
1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353
1,157	1,000	5,000					5,750					6,762				

Supply component	Supply balance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/8	Total 2021/22-2037/38
ANNUAL REQUIREMENT		1,157	1,000	1,000	1,000	1,000	1,000	1,000	1,150	1,150	1,150	1,150	1,150	1,352	1,352	1,352	1,353	1,353	19,669
Completions	2,691	1,627	1,064																2,691
Extant permission 10+ Total	3,700	-	-	662	972	712	561	325	177	118	72	40	40	21	-	-	-	-	3,606
Extant permission <10 Total	518	-	-	186	191	132	9	-	-	-	-	-	-	-	-	-	-	-	518
LP17 Allocation Total	230	-	-	-	-	-	-	-	-	-	-	-	154	76	-	-	-	-	230
Lenham NP Total	895	-	-	-	-	40	40	40	16	-	240	190	115	80	80	54	-	-	895
Broad Location Total	567	-	-	-	-	-	34	34	33	33	33	-	-	60	60	90	90	100	567
TC 700 Total	215	-	-	-	-	-	-	-	-	-	-	-	-	43	43	43	43	43	215
Garden Settlement Total	2,890	-	-	-	-	-	-	-	60	100	180	300	355	360	375	380	390	390	2,890
Invicta Barracks Total	1,300	-	-	-	-	-	-	50	75	75	100	100	150	150	150	150	150	150	1,300
Broad Location - villages Total	365	-	-	-	-	-	-	-	-	-	-	-	-	73	73	73	73	73	365
Windfall large Total	1,355	-	-	-	-	-	-	-	90	90	90	90	90	181	181	181	181	181	1,355
Windfall small Total	1,356	-	-	-	-	-	113	113	113	113	113	113	113	113	113	113	113	113	1,356
LPR Allocation Total	3,308	-	-	-	11	119	583	693	548	386	387	280	239	62	-	-	-	-	3,308
ANNUAL SUPPLY	19,390	1,627	1,064	848	1,174	1,003	1,340	1,255	1,112	915	1,215	1,113	1,256	1,219	1,075	1,084	1,040	1,050	19,296
		470	64	-152	174	3	340	255	-38	-235	65	-37	106	-133	-277	-268	-313	-303	
Cumulative balance		470	534	382	556	559	899	1,154	1,116	881	946	909	1,015	882	605	337	24	-279	



Appendix 2: Glossary

Definition	Modifications to Regulation 19 LPR Appendix 2: Glossary	Reason
Article 4 Direction	Restricts permitted development rights in relation to a particular area or site such as in a conservation area, or a particular type of development. A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.	To bring in line with NPPF (2021).
Garden settlements	A holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy, and sociable communities. The main characteristics are: <ul style="list-style-type: none"> • A purpose-built new settlement, or large extension to an existing town • A community with a clear identity and attractive environment • It provides a mix <u>of</u> homes, including affordable and self-build • Planned by local authorities or private sector in consultation with the local community. 	To rectify a typographical error.
Green and blue infrastructure	The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments, and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.	To bring in line with NPPF (2021), this definition is deleted and captured in a new definition of 'Green and blue infrastructure' below.
Green <u>and blue</u> infrastructure	A network of multi-functional green <u>and blue</u> spaces <u>and other natural features</u> , urban and rural, which is capable of delivering a wide range of environmental, economic, <u>health and wellbeing</u> benefits and quality of life benefits for <u>nature, climate,</u> local <u>and wider</u> communities and prosperity.	To bring in line with NPPF (2021) definition of 'Green infrastructure'.
Housing Delivery Test	Measure's net <u>additional dwellings provided</u> <u>homes delivered</u> in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November.	To bring in line with NPPF (2021) and to rectify a typographical error.
Kent Medical Campus	Permission granted for 98,000m2 A1, B1, C2 and D1 flexible accommodation for health, education, and life science companies. Refer to Policy LPRRMX1(1) – Newnham Park (Kent Medical Campus)	Clarification. The policy supporting text indicates that various permissions

		have been granted at the site.
Larger Villages	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre, urban area and rural service centres: Coxheath East Farleigh , Eyhorne Street (Hollingbourne), Sutton Valence and Yalding	To accurately reflect the settlement hierarchy in the Local Plan Review.
Major Development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.	To bring in line with NPPF (2021) and relevant legislation.
National Planning Policy Framework	The NPPF was published in February 2019 July 2021 and it sets out the government's planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.	Factual correction.
Primary Shopping Area	Defined Area where retail development is concentrated.	To bring in line with NPPF (2021).
Rural Service Centres	Most sustainable established settlements in Maidstone's settlement hierarchy after the town centre and urban area: Coxheath , Harrietsham, Headcorn, Lenham, Marden and Staplehurst.	To accurately reflect the settlement hierarchy in the Local Plan Review.
Schools Capacity Survey	The school capacity survey is a statutory data collection that all local authorities must complete every year. Local authorities must submit data about: school capacity (the number # of places and pupils in a school year), pupil forecasts (an estimation of how many pupils there will be in future), capital spend (the money schools and local authorities spend on their buildings and facilities).	To rectify a typographical error.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.	To bring in line with NPPF (2021).
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low and zero emission vehicles, car sharing and public transport.	To bring in line with NPPF (2021).

Appendix 3: Saved Policies

Appendix 3 is attached separately (owing to file size).

Maidstone Borough Council
Local Plan Review
Appendix 3

Saved policies from the
Maidstone Borough Local Plan 2017

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The Maidstone Borough Local Plan 2017 'LP17' contained six main policy categories:

- 1) Strategic overarching policies
- 2) Development management policies
- 3) Residential site allocations
- 4) Broad locations for housing growth policies
- 5) Retail and mixed-use site allocations
- 6) Employment site allocations

Section A of this document contains index tables for each of the six policy categories, setting out the action taken with each of the LP17 policies through the Local Plan Review 'LPR' process. Upon adoption of the LPR, LP17 policies will be one of the following:

- **Deleted** – no longer form part of the Development Plan;
- **Updated** – either minor or major updates. Form part of the Development Plan, will have the prefix 'LPR', and are included within the main body of the LPR; or
- **Retained** – no changes to the LP17 wording. Form part of the Development Plan and are included within this appendix document (Section B).

Section B sets out the retained LP17 site allocation policies, grouped by policy type.

SECTION A
Policy index tables

Strategic overarching policies

2017 LP17 policy:	What happened?	LPR policy:
SS1 – Maidstone Borough Spatial Strategy	Updated – major	LPRSS1 – Maidstone Borough Spatial Strategy
SP1 – Maidstone Urban Area	Updated – major	LPRSP2 – Maidstone Urban Area
SP2 – Maidstone Urban Area: North West Strategic Development location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP3 – Maidstone Urban Area: South East Strategic Development Location	Updated – major	LPRSP3 – Edge of the Maidstone Urban Area
SP4 – Maidstone Town Centre	Updated – major	LPRSP1 – Maidstone Town Centre
SP5 – Rural Service Centres	Updated – major	LPRSP6 – Rural Service Centres
SP6 – Harriestsham Rural Service Centre	Updated – minor	LPRSP6(B) – Harriestsham
SP7 – Headcorn Rural Service Centre	Updated – minor	LPRSP6(C) – Headcorn
SP8 – Lenham Rural Service Centre	Updated – minor	LPRSP6(D) – Lenham
SP9 – Marden Rural Service Centre	Updated – minor	LPRSP6(E) – Marden
SP10 – Staplehurst Rural Service Centre	Updated – minor	LPRSP6(F) – Staplehurst
SP11 – Larger Villages	Updated – major	LPRSP7 – Larger Villages
SP12 – Boughton Monchelsea Larger Village	Deleted	LPRSP8 – Smaller Villages
SP13 – Coxheath Larger Village	Updated – major	LPRSP6(A) – Coxheath
SP14 – Eyhorne Street (Hollingbourne) Larger Village	Updated – minor	LPRSP7(B) – Eyhorne Street (Hollingbourne)
SP15 – Sutton Valence Larger Village	Updated – minor	LPRSP7(C) – Sutton Valence
SP16 – Yalding Larger Village	Updated – minor	LPRSP7(D) – Yalding
SP17 - Countryside	Updated – minor	LPRSP9 – Development in the Countryside
SP18 – Historic Environment	Updated – major	LPRSP14(B) – Historic Environment
SP19 – Housing Mix	Updated – minor	LPRSP10(A) – Housing Mix
SP20 – Affordable Housing	Updated – major	LPRSP10(B) – Affordable Housing
SP21 – Economic development	Updated – minor	LPRSP11 – Economic Development
SP22 – Retention of employment sites	Updated – major	LPRSP11(A) – Safeguarding existing employment sites and premises
SP23 – Sustainable transport	Updated – minor	LPRSP12 – Sustainable Transport
H1 – Housing site allocations	Deleted	N/A
H2 – Broad locations for housing growth	Deleted	N/A
OS1 – Open space allocations	Retain- unchanged*	N/A
GT1 – Gypsy and Traveller site allocations	Updated – major	LPRSP10(C) – Gypsy and Traveller site allocations
RMX1 – Retail and mixed use allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
EMP1 – Employment Allocations	Updated – major	LPRSP11(B) – Creating new employment opportunities
ID1 – Infrastructure Delivery	Updated – major	LPRSP13 – Infrastructure Delivery

* Unlike other site allocations, all OS1 open space allocations are listed under the single policy. Whilst the policy is to be retained in full, the completed OS1 allocations are

struck through as a factual update/minor modification.

Development Management policies

2017 LP17 'DM' policy:	What happened?	LPR policy:
DM1 – Principles of good design	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM2 – Sustainable design	Updated – minor	LPRQ&D1 – Sustainable design
DM3 – Natural environment	Updated – minor (moved to strategic policies)	LPRSP14(A) – Natural environment
DM4 – Development affecting designated and non-designated heritage assets	Updated – minor	LPRENV1 – Historic environment
DM5 – Development on brownfield land	Updated – minor	LPRHOU1 – Development on brownfield land
DM6 – Air Quality	Updated – minor	LPRTA1 – Air quality
DM7 – Non-conforming uses	Updated – minor (moved to strategic policies)	LPRSP15 – Principles of good design
DM8 – External Lighting	Updated – minor	LPRQ&D2 – External lighting
DM9 – Residential extensions, conversions, and redevelopment within the built-up area	Updated – minor	LPRHOU2 – Residential extensions, conversions, annexes and redevelopment in the built-up area
DM10 – Residential premises above shops and businesses	Updated – minor	LPRHOU3 – Residential premises above shops and businesses
DM11 – Residential garden land	Updated – minor	LPRHOU4 – Residential garden land
DM12 – Density of housing development	Updated – minor	LPRHOU5 – Density of residential development
DM13 – Affordable local needs housing on rural exception sites	Updated – minor	LPRHOU6 – Affordable local housing need on rural exception sites including first homes
DM14 – Nursing and care homes	Updated – minor	LPRHOU7 – Specialist residential accommodation
DM15 – Gypsy, Traveller and Travelling Showpeople accommodation	Updated – minor	LPRHOU8 – Gypsy, Traveller and Travelling Showpeople accommodation
DM16 – Town Centre uses	Updated – minor	LPRCD1 – Shops, facilities and services
DM17 – District centres, local centres and local shops and facilities	Updated – minor	LPRCD1 – Shops, facilities and services
DM18 – Signage and shop fronts	Updated – minor	LPRQ&D3 – Signage and building frontages
DM19 – Open space and recreation	Updated – minor	LPRINF1 – Publicly accessible open space and recreation
DM20 – Community facilities	Updated – minor	LPRINF2 – Community facilities
DM21 – Assessing the transport impacts of development	Updated – minor	LPRTA2 – Assessing the transport impacts of development
DM22 – Park and ride sites	Updated – minor	LPRTA3 – Park and ride
DM23 – Parking standards	Updated – minor	LPRTA4 – Parking
DM24 – Renewable and low carbon energy schemes	Updated – minor	LPRINF3 – Renewable and low carbon energy schemes
DM25 – Electronic communications	Updated – minor	LPRINF4 – Digital communications and connectivity
DM26 – Mooring facilities and boat yards	Updated – minor	LPRTL1 – Mooring facilities and boat yards
DM27 – Primary shopping frontages	Deleted	N/A
DM28 – Secondary shopping	Deleted	N/A

2017 LP17 'DM' policy:	What happened?	LPR policy:
frontages		
DM29 – Leisure and community uses in the town centre	Updated – minor	LPRCD1 – Shops, facilities and services
DM30 – Design principles in the countryside	Updated – minor	LPRQ&D4 – Design principles in the countryside
DM31 – Conversion of rural buildings	Updated – minor	LPRQ&D5 – Conversion of rural buildings
DM32 – Rebuilding and extending dwellings in the countryside	Updated – minor	LPRHOU11 – Rebuilding, extending and subdivision of dwellings in the countryside
DM33 – Change of use of agricultural land to domestic garden land	Updated – minor	LPRENV2 – Change of use of agricultural land to domestic garden land
DM34 – Accommodation for agricultural and forestry workers	Updated – minor	LPRCD3 – Accommodation for rural workers
DM35 – Live-work units	Updated – minor	LPRCD4 – Live-work units
DM36 – New agricultural buildings and structures	Updated – minor	LPRCD5 – New agricultural buildings and structures
DM37 – Expansion of existing businesses in rural areas	Updated – minor	LPRCD6 – Expansion of existing businesses in rural areas
DM38 – Holiday caravan and camp sites	Updated – minor	LPRTL2 – Holiday lets, caravan and camp sites
DM39 – Caravan storage in the countryside	Retain unchanged*	LPRENV3 – Caravan storage
DM40 – Retail units in the countryside	Updated – minor	LPRCD1 – Shops, facilities and services
DM41 – Equestrian development	Retain unchanged*	LPRCD7 – Equestrian development

* These policies, although 'retained unchanged', are published within the main body of the LPR under new headings, ensuring a consistent labelling approach for all LPR development management policies.

Housing site allocation policies

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(1) Bridge Nursery London Rd Maidstone	Complete – deleted	N/A
H1(2) East of Hermitage Lane	Retain unchanged	N/A
H1(3) West of Hermitage Lane	Complete - deleted	N/A
H1(4) Oakapple Lane Barming	Retain unchanged	N/A
H1(5) Langley Park Sutton Road B. Monchelsea	Complete – deleted	N/A
H1(6) North of Sutton Road Otham	Complete – deleted	N/A
H1(7) North of Bicknor Wood Gore Court Road Otham	Complete - deleted	N/A
H1(8) West of Church Road Otham	Retain unchanged	N/A
H1(9) Bicknor Farm Sutton Road Otham	Retain unchanged	N/A
H1(10) South of Sutton Road, Langley	Retain unchanged	N/A
H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone	Retain unchanged	N/A
H1(12) 180-188 Union Street Maidstone	Complete - deleted	N/A
H1(13) Medway Street Maidstone	Updated – major	LPRSA144 – Medway Street/High Street, Maidstone
H1(14) American Golf, Tonbridge Rd	Retain unchanged	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
Maidstone		
H1(15) 6 Tonbridge Road, Maidstone	Retain unchanged	N/A
H1(16) Slencrest House 3 Tonbridge Road Maidstone	Retain - unchanged	N/A
H1(17) Laguna Hart Street Maidstone	Retain unchanged	N/A
H1(18) Dunning Hall (Fremlin Walk) Week Street Maidstone	Retain unchanged	N/A
H1(19) 18-21 Foster Street Maidstone	Retain unchanged	N/A
H1(20) Wren's Cross Upper Stone Street Maidstone	Complete – deleted	N/A
H1(21) Barty Farm, Roundwell, Thurnham	Complete - deleted	N/A
H1(22) Whitmore Street, Maidstone	Retain unchanged	N/A
H1(23) Bell Farm, North Street, Barming	Complete – deleted	N/A
H1(24) Postley Road, Tovil	Complete - deleted	N/A
H1(25) Bridge Industrial Centre Wharf Road Tovil	Retain unchanged	N/A
H1(26) Tovil Working Men's Club Tovil Hill	Complete – deleted	N/A
H1(27) Kent Police HQ, Sutton Road, Maidstone	Updated - major	LPRSA362 – Maidstone Police HQ
H1(28) Kent Police training school, Sutton Road, Maidstone	Retain unchanged	N/A
H1(29) West of Eclipse, Sittingbourne Road	Complete – deleted	N/A
H1(30) Bearsted Station, Goods Yard, Bearsted	Retain unchanged	N/A
H1(31) Cross Keys Bearsted	Retain unchanged	N/A
H1(32) South of Ashford Road Harrietsham	Complete – deleted	N/A
H1(33) Mayfield Nursery Ashford Road Harrietsham	Complete – deleted	N/A
H1(34) Church Road Harrietsham	Complete – deleted	N/A
H1(35) Old School Nursery Station Rd Headcorn	Complete – deleted	N/A
H1(36) Ulcombe Road and Mill Bank Headcorn	Retain unchanged	N/A
H1(37) Grigg Lane and Lenham Rd Headcorn	Complete – deleted	N/A
H1(38) (Gibbs Hill Farm) South of Grigg Lane Headcorn	Complete - deleted	N/A
H1(39) Knaves Acre Headcorn	Complete – deleted	N/A
H1(40) Land at Lenham Road Headcorn	Complete – deleted	N/A
H1(41) Tanyard Farm, Old Ashford Rd Lenham	Retain unchanged	N/A
H1(42) Glebe Gardens Lenham	Complete – deleted	N/A
H1(43) Howland Road Marden	Complete – deleted	N/A
H1(44) Stanley Farm Plain Road Marden	Complete – deleted	N/A
H1(45) The Parsonage Goudhurst Rd Marden	Complete – deleted	N/A
H1(46) Marden Cricket & Hockey Club Marden	Complete - deleted	N/A
H1(47) Land South of The Parsonage Goudhurst Road Marden	Complete – deleted	N/A

2017 LP17 'H1' policy:	What happened?	LPR policy:
H1(48) Hen & Duckhurst Farm Marden Road Staplehurst	Complete - deleted	N/A
H1(49) Fishers Farm Fishers Road Staplehurst	Retain unchanged	N/A
H1(50) Land to the North of Henhurst Farm, Pinnock Lane, Staplehurst	Retain unchanged	N/A
H1(51) Hubbards Lane and Haste Hill Rd B. Monchelsea	Complete – deleted	N/A
H1(52) Land at Boughton Mount Boughton Lane	Retain unchanged	N/A
H1(53) Land at Church St./Heath Rd B. Monchelsea	Complete – deleted	N/A
H1(54) Lyewood Farm, Green Lane. B. Monchelsea	Complete - deleted	N/A
H1(55) Hubbards Lane Loose	Complete – deleted	N/A
H1(56) Linden Farm Stockett Lane Coxheath	Complete – deleted	N/A
H1(57) Heathfield Heath Rd Coxheath	Complete – deleted	N/A
H1(58) Forstal Lane Coxheath	Complete – deleted	N/A
H1(59) Land North Of, Heath Road (Older's Field), Coxheath, Maidstone, Kent, ME17 4TB	Complete - deleted	N/A
H1(60) Clockhouse Farm Heath Road Coxheath	Complete – deleted	N/A
H1(61) East of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(62) W of Eyhorne Street Hollingbourne	Complete – deleted	N/A
H1(63) Land adj The Windmill Eyhorne Street Hollingbourne	Retain - unchanged	N/A
H1(64) Brandy's Bay South Lane Sutton Valence	Complete – deleted	N/A
H1(65) Vicarage Road Yalding	Complete - deleted	N/A
H1(66) Bentletts Yard Claygate Road Laddingford	Complete – deleted	N/A

Broad locations for housing growth policies

2017 'H2' LP17 policy:	What happened?	LPR policy:
H2(1) Maidstone Town Centre broad location for housing growth	Updated – major	LPRSP1 – Maidstone Town Centre
H2(2) Invicta Park Barracks, Maidstone broad location for housing growth	Updated – major	LPRSP5(B) – Invicta Barracks strategic development location
H2(3) Lenham	Updated – major	LPRSP5(C) – Lenham broad location for housing growth

Employment and Mixed-use site allocation policies

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
EMP1(1) West of Barradale Farm, Maidstone Road,	Retain unchanged	N/A

2017 LP17 'EMP1' or 'RMX1' policy:	What happened?	LPR policy:
Headcorn		
EMP1(2) South of Claygate, Pattenden Lane, Marden	Retain unchanged	N/A
EMP1(3) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	Complete – deleted	N/A
EMP1(4) Woodcut Farm, Ashford Road, Bearsted	Retain unchanged	N/A
RMX1(1) Newnham Park, Bearsted Road, Maidstone	Retain unchanged	N/A
RMX1(2) Maidstone East and former Royal Mail sorting office, Sandling Road, Maidstone	Updated – major	LPRSA146 – Maidstone East, Maidstone Town Centre
RMX1(3) King Street car park and former AMF Bowling Site, Maidstone	Retain unchanged	N/A
RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding	Retain unchanged	N/A
RMX1 (5) Powerhub building and Baltic Wharf, St Peter's Street Maidstone	Updated – major	LPRSA148 – Maidstone Riverside, Maidstone Town Centre
RMX1(6) Mote Road, Maidstone	Updated – major	LPRSA151 Mote Road, Maidstone

SECTION B

Detailed site allocation policies for residential use

Policy H1(2) East of Hermitage Lane, Maidstone

Policy H1 (2)

East of Hermitage Lane, Maidstone

East of Hermitage Lane, as shown on the policies map, is allocated for development of approximately 500 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A 15 metres wide landscape buffer will be implemented between the identified area of ancient woodland and the proposed housing development, to be planted as per recommendations detailed in a landscape survey. Development will not be permitted within this area.
2. The root protection area of trees identified as in and adjacent to the area of ancient woodland will be maintained and kept free from development.
3. A buffer will be provided along the north eastern boundary of the site (rear of Howard Drive dwellings), incorporating existing protected trees, the details of which will be agreed with the council.
4. The wooded character of the footpath (KB19) running along the south eastern boundary of the site will be maintained.
5. Development will be subject to the results and recommendations of an archaeological survey.

Access

6. Access to the site will be taken from B2246 Hermitage Lane. Subject to the agreement of junction details, this access will be made in the vicinity of the land opposite the entrance to Hermitage Quarry.
7. An automated bus gate will be provided that allows buses and emergency vehicles to access the site from Howard Drive. Pedestrian and cycle access from Howard Drive will enable permeability to the site.
8. Where ownership of component land parcels differs, access for development purposes will not be impeded to or from these component parcels.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. The ancient woodland on the south western boundary of the housing development will be retained as public open space.

11. The linear woodland, extending south and south east from the ancient woodland to the site boundary, will be retained as public open space.
12. The land currently used as a commercial orchard, north west of the restricted byway and extending as far as the borough boundary, will be retained for a combination of community infrastructure and public open space uses.
13. Provision of 12.95 ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity green space, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.

Community infrastructure

14. Land will be transferred for primary education use, the details of which will be agreed with the local education authority.
15. A multi-functional community centre will be provided. The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.

Highways and transportation

16. A direct pedestrian/cycle path, complementary to the current character of the orchard and open fields, will be provided alongside the western access to site.
17. Contributions will be made towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, including links through to Howard Drive and Queen's Road via Freshland Road.
18. Provision of pedestrian crossing facilities on Hermitage Lane to the north of the site.

Strategic highways and transportation

19. Interim improvement to M20 J5 roundabout including white lining scheme.
20. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
21. Provision of an additional lane at the Coldharbour roundabout.
22. Capacity improvements at the junction of Fountain Lane and A26.
23. Provision of a circular bus route to serve the north west Maidstone strategic development area.
24. Provision of a new cycle lane along B2246 Hermitage Lane.

Utility infrastructure

25. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

26. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(4) Oakapple Lane, Barming

Policy H1 (4)

Oakapple Lane, Barming

Oakapple Lane, as shown on the policies map, is allocated for development of approximately 187 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow on the eastern boundary of the site will be retained to form a natural break between housing allocations.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Rede Wood Road and Broomshaw Road.

3. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Fullingpits Wood in the north east of the site.

Access

4. Primary access will be taken from site H1(3) West of Hermitage Lane.
5. Secondary access will be taken from Rede Wood Road/Broomshaw Road.

Noise

6. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the operations at Hermitage Quarry.

Air quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development

Open space

8. Provision of 1.5ha of natural/semi-natural open space in accordance with policy OS1(1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

9. Interim improvement to M20 J5 roundabout including white lining scheme.
10. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
11. Provision of an additional lane at the Coldharbour roundabout.
12. Capacity improvements at the junction of Fountain Lane and A26.
13. Capacity improvements at A20 London Road junction with St, Laurence Avenue (20/20 roundabout)
14. Proportional contributions towards a circular bus route that benefits public transport users in and around the north west strategic location; this route will run via the town centre, B2246 Hermitage Lane, Maidstone Hospital, Howard Drive and the A20 London Road.

Utility infrastructure

15. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(8) West of Church Road, Otham

Policy H1 (8)

West of Church Road, Otham

West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue.
2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue.
3. An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.
4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church.
5. The hedge line along the eastern boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.

6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting.
7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.

Access

8. Access will be taken from Church Road only.

Air quality

9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

10. Provision of approximately 2.88ha of natural/semi-natural open space consisting of 1.4ha in accordance with policy OS1(16), and 1.48ha within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

11. Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.

Highways and transportation

12. Widening of Gore Court Road between the new road required under policy H1(6) and White Horse Lane.

Strategic highways and transportation

13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
16. Improvements to capacity at the A229/A274 Wheatsheaf junction.
17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

18. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(9) Bicknor Farm, Sutton Road, Otham

Policy H1 (9)

Bicknor Farm, Sutton Road, Otham

Bicknor Farm, as shown on the policies map, is allocated for development of approximately 335 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained on the eastern part of the site to protect the parkland setting of Rumwood Court.
2. The provision of a 15 metre landscape buffer along the site's western boundary adjacent to the ancient woodland at Bicknor Wood.
3. Development should be sited in order to preserve the setting of the listed buildings, Bicknor Farmhouse, in the south west corner of the site, and Rumwood Court to the east.
4. Public footpath KM94 will be retained and improved, continuing the link between Sutton Road and White Horse Lane.

Access

5. Access will be taken from the A274 Sutton Road.
6. Pedestrian and cycle access will be taken through site H1(6) North of Sutton Road, and to site H1(7) North of Bicknor Wood.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

9. Provision of a minimum of 1.23ha of open space within the site together with contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

10. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
11. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
12. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
13. Improvements to capacity at the A229/A274 Wheatsheaf junction.
14. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
15. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(10) South of Sutton Road, Langley

Policy H1 (10)

South of Sutton Road, Langley

South of Sutton Road, as shown on the policies map, is allocated for development of approximately 800 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The majority of the natural/semi-natural open space required by criterion 14 below shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage mitigation.
2. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
3. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.
4. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
5. A new pedestrian and cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park.

6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Access

7. Primary access will be taken from the A274 Sutton Road.
8. Secondary access will be taken through site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.
9. A separate cycle and pedestrian access will be provided to site H1(5) Langley Park subject to agreement with the Highways Authority and Borough Council.

Noise

10. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A274 Sutton Road.

Air quality

11. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Drainage

12. Development proposals will demonstrate that any necessary new or improved foul and surface water including SuDS drainage infrastructure required to serve the development to ensure no increased risk of flooding off-site, will be delivered in parallel with the development, in consultation with Southern Water and the Environment Agency.
13. The provision of appropriate contributions as proven necessary will be sought for the improvement of flood mitigation impacting this site.

Open space

14. Provision of 14ha of natural/semi-natural open space in accordance with policy OS1(3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Community infrastructure

15. The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority.

Highways and transportation

16. Provision of a new footway on the northern side of Sutton Road.
17. The provision of additional pedestrian and cycle crossings across the A274 in the vicinity of Langley Church/Horseshoes Lane and in the vicinity of Rumwood Court.

Strategic highways and transportation

18. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
19. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
20. Improvements to capacity at the A229/A274 Wheatsheaf junction.
21. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
22. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Utility infrastructure

23. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone

Policy H1 (11)

Springfield, Royal Engineers Road and Mill Lane, Maidstone

Springfield, as shown on the policies map, is allocated for development of approximately 692 dwellings at an average density of approximately 180 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location. The highest density development should be situated on the north eastern and south eastern parts of the site.
2. The landscaping scheme for the development will reflect the parkland character of the locality.
3. The historic nature of the site should be respected and listed buildings retained dependant on advice given by the Borough Council.

Access

4. Access will be taken from the A229 Springfield and A229 Royal Engineers roundabouts only.

Ecology

5. Subject to further evaluation of their value, retain trees subject to a (woodland) tree preservation order as per advice from the Borough Council.

Air quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Open space

8. Provision of approximately 4.8ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.
9. Provision of publicly accessible open space to include the provision of a pocket park to the rear (west) of the existing Springfield Mansion on the former tennis court/car park area in addition to the existing area of public open space shown on the policies map which shall be retained as part of the development and/or contributions.

Highways and transportation

10. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.
11. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

12. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Flood risk

13. Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided

Minerals safeguarding

14. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(14) American Golf, Tonbridge Road, Maidstone

Policy H1 (14)

American Golf, Tonbridge Road, Maidstone

American Golf, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 75 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Note: The council will encourage a joint development with the immediately adjacent Slencrest House site allocated under policy H1(16) to ensure a comprehensive and inclusive design approach.

Policy H1(15) 6 Tonbridge Road, Maidstone

Policy H1 (15)

6 Tonbridge Road, Maidstone

6 Tonbridge Road, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 150 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in a town centre location.

Access

2. Access will be taken from the A26 Tonbridge Road only.

Noise

3. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location.

Air quality

4. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

6. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1(16) Slencrest House, 3 Tonbridge Road, Maidstone

Policy H1 (16)

Slencrest House, 3 Tonbridge Road, Maidstone

Slencrest House, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 67 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The brick Victorian building 3 Tonbridge Road will be retained to maintain its relationship with no1 Tonbridge Road and to preserve the street scene.
2. The design of any development will reflect the exposed location of the site on the slopes of the Medway Valley in a prominent position overlooking the town centre and will be subject to the results and recommendations of a visual impact assessment that addresses the potential impact of any development from College Road and the All Saints area including the Lockmeadow footbridge.
3. The eastern/south eastern elevation shall be well articulated given the exposed location of the site.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
5. A high density scheme will be developed reflecting that the site is in a town centre location.

Heritage

6. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the archaeological implications arising from the development and in particular the adjacent Roman cemetery site.

Landscape

7. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

Contamination

8. Development will be subject to the results and recommendations of a land contamination survey.

Noise

9. Development will be subject to a noise survey to determine any necessary attenuation measures in respect of its town centre location and the adjacent railway.

Air Quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Note: The council will encourage a joint development with the immediately adjacent American Golf site allocated under policy H1(14) to ensure a comprehensive and inclusive design approach.

Policy H1(17) Laguna, Hart Street, Maidstone

Policy H1 (17)

Laguna, Hart Street Maidstone

Laguna, as shown on the policies map, is allocated for development of approximately 76 dwellings at an average density of 253 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A high density scheme will be developed reflecting that the site is in an edge of town centre location.

Access

2. Access will be taken from Hart Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Complementary improvements to the eastern bank of the river towpath for pedestrian and cycle use.

Utility infrastructure

6. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

7. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(18) Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Policy H1 (18)

Dunning Hall (off Fremlin Walk), Week Street, Maidstone

Dunning Hall, as shown on the policies map, is allocated for development of approximately 14 dwellings at an average density of 467 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development proposals shall show a building of a maximum of three to four storeys in height.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
3. The development shall provide for a replacement church hall for the United Reformed Church.
4. The development proposals include a construction management plan given the site's location.

Heritage

5. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Contamination

6. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

7. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(19) 18-21 Foster Street, Maidstone

Policy H1 (19)

18-21 Foster Street, Maidstone

18-21 Foster Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 125 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The development will respect the established 'building line' along Foster Street.
2. Should the development comprise houses these should be no more than two-storeys in height plus basements. Their design shall reflect the strong and unifying detailing of the existing dwellings on Foster Street with projecting bays at ground and basement level, centrally located entrances and the use of contrasting brick banding and quoins. The front gardens shall be bounded by a low brick wall surmounted by railings.
3. Should the development comprise apartments any block should be no higher than two to three storeys. Its design should also seek to incorporate elements of the unifying detailing currently found in Foster Street as indicated above.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Contamination

5. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

6. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Policy H1(22) Whitmore Street, Maidstone

Policy H1 (22)

Whitmore Street, Maidstone

Whitmore Street, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 50 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Whitmore Street only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Land contamination

4. Development will be subject to the results and recommendations of a land contamination survey.

Highways and transportation

5. Improvements to and provision of pedestrian and cycle links, to facilitate connections from the site to and through Maidstone town centre.

Policy H1 (25)

Bridge Industrial Centre, Wharf Road, Tovil

Bridge Industrial Centre, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. A medium-high density scheme reflecting the surrounding area's densities will be developed whilst acknowledging the site's location close to the River Medway and potential flood risk.
2. Development shall provide for a strong visual and functional relationship with the River Medway.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Development proposals will address through appropriate design the issue of privacy for the occupiers of existing properties in Wharf Road and The Tail Race.

Access

4. Vehicular access will be taken from Wharf Road only. A secondary pedestrian and cycle access capable of being used as an emergency access will be provided from Lower Tovil.

Flooding

5. Development will be designed to take into account the recommendations of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The flood risk assessment must demonstrate measures to address egress and access and measures to reduce local flood risk.
6. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Contamination

7. Development will be subject to the results and recommendations of a land contamination survey.

Air Quality

8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Community infrastructure

9. Appropriate contributions towards community infrastructure including improvement to medical facilities in Tovil Parish will be provided where proven necessary.

Policy H1(28) Kent Police training school, Sutton Road, Maidstone

Policy H1 (28)

Kent Police training school, Sutton Road, Maidstone

Kent Police training school, as shown on the policies map, is allocated for development of approximately 90 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.

Access

2. Access will be taken from Queen Elizabeth Square only.

Air quality

3. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Open space

4. Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Strategic highways and transportation

5. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
6. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
8. Improvements to capacity at the A229/A274 Wheatsheaf junction.
9. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

Policy H1(30) Bearsted Station goods yard, Bearsted

Policy H1 (30)

Bearsted Station Goods Yard, Bearsted

Bearsted Station Goods Yard, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 40 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The former Goods Shed and Weighbridge House which are Grade II designated heritage assets shall be restored and retained and as appropriate converted/re-used as part of the development. The development shall provide for an appropriate setting for these buildings.
2. The development shall provide for an increased provision of station parking spaces by a minimum of 10 spaces within the site as part of the proposals.
3. The proposals shall demonstrate that development would not have an adverse impact on the stability of the adjacent development fronting Ware Street on the higher ground to the south and west of the site, in particular the Methodist Church if changes to the existing banking and topography are proposed.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact of the development on the character and setting of the designated heritage assets within the site and Bearsted conservation area.

Noise

8. The development will be subject to the results and recommendations of a noise survey to determine any necessary attenuation measures in relation to the adjacent railway line.

Contamination

9. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

10. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Minerals safeguarding

11. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(31) Cross Keys, Bearsted

Policy H1 (31)

Cross Keys Bearsted

Cross Keys, as shown on the policies map, is allocated for development of approximately 50 dwellings at an average density of 17 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The western part of the site other than the two existing lock-up garage sites and the proposed site access road from Cross Keys serving the development shall be maintained free of development as open land as shown on the policies map, to preserve existing heritage assets, in the interests of ecology and biodiversity and to ensure development does not take place in areas subject to flood risk.

2. The development proposals must be accompanied by a detailed long-term management plan for this undeveloped land to be prepared in the interests of preserving the biodiversity and ecology as well as the archaeology within the area, which shall include details of public access, if any, to the land.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape and ecology

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of the development on views to and from the North Downs escarpment and from the public access area on the higher land to the south of the site including from PROW KM75 and KM328.
5. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
6. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Heritage

7. The development proposals are designed to take into account the results of a detailed Heritage Impact Assessment that addresses the impact on adjacent designated and non-designated heritage assets and the archaeological implications of any development.

Flooding and water quality

8. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.
9. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Air quality

10. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

Access

11. The principal vehicular access to the development shall be taken from Cross Keys.

Open space

12. Provision of 2.4ha of natural/semi-natural open space in accordance with policy OS1(5).

Highways and transportation

13. Improvements to and provision of pedestrian and cycle links to the village centre.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

15. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy H1(36) Ulcombe Road and Mill Bank, Headcorn

Policy H1 (36)

Ulcombe Road and Mill Bank, Headcorn

Ulcombe Road and Mill Bank, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. An undeveloped section of land will be retained along the southern part of the site, in order to restrict development to an area outside of any identified flood zones.
2. Retain and enhance hedges and trees along the northern boundary of the site in order to screen new housing from the adjacent open countryside.

Access

3. Primary access will be taken from Ulcombe Road.
4. Secondary access will be taken from Ulcombe Road.
5. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

6. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

7. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

8. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

9. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

10. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

11. Emergency/pedestrian and cycle access will be taken from Kings Road.

Open space

12. Provision of a minimum of 1.5ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green play area. Open space should be sited to maximise accessibility to new and existing residents.

Highways and transportation

13. Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn.

Strategic highways and transportation

14. Signalisation of the Kings Road / Mill Bank junction, Headcorn.

Community infrastructure

15. Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(41) Tanyard Farm, Old Ashford Road, Lenham

Policy H1 (41)

Tanyard Farm, Old Ashford Road, Lenham

Tanyard Farm, as shown on the policies map, is allocated for development of approximately 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be retained and substantially enhanced by new planting in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape

framework for the site to protect the setting of the Kent Downs AONB. Development proposals will be of a high standard of design and sustainability reflecting the location of the site as part of the setting the Kent Downs AONB incorporating the use of vernacular materials.

5. The development proposals shall be designed to take into account the results of a landscape and visual impact assessment which should be undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.

Access

6. Access will be taken from Old Ashford Road only.

Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the A20 Ashford Road.

Highways and transportation

8. Extension of the 30 mph limit on the Old Ashford Road to the site and extension of the footway on the northern side of the road.

Flood risk and drainage

9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1(17) together with additional on-site and/or off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19.

Utility infrastructure

11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(49) Fishers Farm, Fishers Road, Staplehurst

Policy H1 (49)

Fishers Farm, Fishers Road, Staplehurst

Fishers Farm, as shown on the policies map, is allocated for development of approximately 400 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. Retain and enhance hedges and trees along the northern and eastern boundaries of the site in order to screen new housing from the railway line and adjacent open countryside.
2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The proposals will be designed to include areas of open space that retain the integrity and connectivity of the existing framework of ponds, hedgerows and trees within the site.

Access

4. Primary access will be taken from Headcorn Road subject to agreement with the Highways Authority.
5. Secondary and/or emergency access will be taken from Fishers Road subject to agreement with the Highways Authority.
6. Pedestrian and cycle access will be taken from Fishers Road and Hurst Close.
7. Pedestrian and cycle linkages will be provided, to ensure good links to

existing residential areas and the village centre.

Noise

8. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line.

Open space

9. Provision of a minimum of 4.47ha of natural/semi-natural open space within the site together with contributions towards off-site provision/improvements required in accordance with policy DM19. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.

Community infrastructure

10. Appropriate contributions towards community strategic infrastructure in particular foul water drainage will be provided where proven necessary so that there is nil detriment to existing infrastructure capacity.

Highways and transportation

11. Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.

Strategic highways and transportation

12. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
13. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(50) North of Henhurst Farm, Staplehurst

Policy H1 (50)

North of Henhurst Farm, Staplehurst

North of Henhurst Farm, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. The northern section of the site only as defined on the policies map, approximately 2.5ha, will be developed for residential purposes, to ensure the impact on the surrounding landscape is minimised.
2. The southern area as shown on the policies map will be retained undeveloped to provide open space and ecological mitigation areas and where proven necessary allotments and shall link with the ecological/open space area provided for the Oliver Road development.
3. The development will provide pedestrian/cycle path links to PROW KM312 and KM302A to provide enhanced connections to the village centre and facilities.
4. The woodland belt on the site's eastern boundary will be retained and an appropriate buffer to the woodland provided within the development.
5. A buffer of at least 15m with no development within it shall be provided to the western site boundary with the ecological area secured as part of the development at Oliver Road to the north of the site.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Landscape/Ecology

7. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.
8. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
9. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Access

10. Vehicular access to the site will be from Oliver Road.
11. Emergency access will be via Bell Lane (PROW KM302A), which will require some upgrading.

Flood risk and drainage

12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.

Open space

13. Provision of 1.22ha of natural/semi-natural open space in accordance with policy OS1(9) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

14. Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.
15. Improvements to public and passenger facilities at Staplehurst Rail Station.

Utility infrastructure

16. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Policy H1(52) Boughton Mount, Boughton Lane, Boughton Monchelsea

Policy H1 (52)

Boughton Mount, Boughton Lane, Boughton Monchelsea

Boughton Mount, as shown on the policies map, is allocated for development of approximately 25 dwellings at an average density of 14 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and Layout

1. Built development will be restricted to the currently developed area (approx 1.8ha) north of the Ha-Ha and Folly and will exclude the area of the existing pond.
2. The layout shall show the retention and restoration of the Ha-Ha, The Folly, the water tower and barn, the walls surrounding the former walled garden and other ragstone walls within the site.
3. The layout shall show the restoration of the parkland/garden associated with the former house containing The Folly and Ha-Ha as publicly accessible open space.
4. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 2 and 3 above.
5. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 2 and 3 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.

6. The proposed layout will retain and reinforce the existing woodland and planting along the site's northern boundary.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Access

8. Vehicular access to the development shall only be from Boughton Lane.

Heritage Impact

9. Any application is accompanied by a detailed Heritage and Archaeological Impact Assessment that addresses the elements included in criteria 2 and 3 above and also addresses the archaeological impact/implications of the retained former cellars of the previous house.

Landscape/Ecology

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.
11. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
12. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Contamination

13. The development will be subject to the results and recommendations of a land contamination survey.

Drainage and Flood risk

14. The development will be subject to the results of a detailed flood risk assessment and a surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.

Open space

15. Provision of 0.15ha of natural/semi-natural open space in accordance with policy OS1(14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM19. Open space should be sited to maximise accessibility to new and existing residents.

Strategic highways and transportation

16. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road, as proven necessary.

Utility infrastructure

17. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Detailed site allocation policies for Open Space

Policy OS1 Open space allocations

Policy OS1

Open space allocations

The following sites, as shown on the policies map, are identified for the provision of publicly accessible open space to complement the growth identified in the local plan.

Policy reference	Site name, address	Approx. ha	Open space typology
(1)	Oakapple Lane, Barming	1.50	Natural/semi-natural open space
(2)	Langley Park, Sutton Road, Boughton Monchelsea	7.65	Informal open space (nature conservation area)
(3)	South of Sutton Road, Langley	14.00	Natural/semi-natural open space
(4)	Kent Police HQ, Sutton Road, Maidstone	1.60	Outdoor sports provision (3-5 sports pitches)
(5)	Cross Keys, Bearsted	2.40	Natural/semi-natural open space
(6)	South of Ashford Road, Harrietsham	1.37	Natural/semi-natural open space
		0.50	Allotments
(7)	Church Road, Harrietsham	0.91	Natural/semi-natural open space
(8)	The Parsonage, Goudhurst Road, Marden	2.16	Natural/semi-natural open space
(9)	North of Henhurst Farm, Staplehurst	1.22	Natural/semi-natural open space
(10)	North of Lenham Road, Headcorn	0.10	Amenity green space
(11)	South of Grigg Lane, Headcorn	1.18	Natural/semi-natural open space
(12)	North of Heath Road (Older's Field), Coxheath	1.12	Natural/semi-natural open space
(13)	Heathfield, Heath Road, Coxheath	0.50	Amenity green space
(14)	Boughton Mount, Boughton Monchelsea	0.15	Natural/semi-natural open space
(15)	Lyewood Farm, Boughton	0.15	Natural/semi-natural

Detailed site allocation policies for retail and mixed use

Policy RMX1(1) Newnham Park, Bearsted Road, Maidstone

Policy RMX1 (1)

Newnham Park, Bearsted Road, Maidstone

Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m², a replacement retail centre of up to 14,300m² and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner. Planning permission will be granted if the following criteria are met.

Design and layout

1. Phased provision of a maximum of 100,000m² of specialist medical facilities set within an enhanced landscape structure of which 25,000m² will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m² gross retail floorspace. The retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.
3. Creation of a woodland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, secured through a legal agreement.
4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.
5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through:
 - i. The provision of new structural and internal landscaping to be phased in advance of development to accord with an approved Landscape and Ecological management plan for the site;
 - ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided;
 - iii. The absence of built development within the area shown on the policies map;
 - iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS (phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the New Cut roundabout entrance to the site;
 - v. The use of low level lighting; and
 - vi. The use of green roofs where practical and avoidance of the use

of light coloured or reflective materials.

6. For proposals which include retail floorspace additional to the existing 14,300m², submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met. The retail impact assessment will clearly demonstrate no significant adverse impact on town, district and local centres including those in adjoining boroughs. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.
7. Provision of a landscape buffer of between 15m and 30m in width along the northern and eastern boundaries of the site in order to protect Ancient Woodland, with tracts of planting extending into the body of the development.
8. Provision of a landscaped buffer of a minimum 15m in width on both sides of the existing stream running north-south through the site (minimum 30m width in total), in order to enhance the amenity and biodiversity of this water body.
9. Submission of a Landscape and Visual Impact Assessment to be approved by the council which includes assessment of the impact of the development on views to and from the Kent Downs AONB.

Access

10. Vehicular access to the site from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road if required.
11. Enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park.
12. Submission of a Travel Plan, to include a car park travel plan, to be approved by the Borough Council.

Archaeology

13. Provision of a watching archaeological brief in order to protect any heritage assets found on-site.

Ecology

14. Submission of an ecology survey and detailed mitigation measures.

Highways and transportation

15. Submission of a full Transport Assessment to identify those off-site highway improvements and sustainable transport measures necessary to serve the development, to be secured in a phased manner by the provision of infrastructure or through contributions by means of a signed legal agreement which is to be completed prior to the commencement of development. Development will contribute, as proven necessary through the Transport Assessment, to the following improvements:

- i. Capacity improvements and signalisation of Bearsted

- roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts;
- ii. Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction;
- iii. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout;
- iv. Increased frequency of 333/334 route to provide a bus service with 15 minute intervals between the site and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road; and
- v. Improved buss links to the site from the residential areas of Grove Green and Penenden Heath.

Minerals Safeguarding

16. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy RMX1(3) King Street car park and former AMF Bowling Site, Maidstone

Policy RMX1 (3)

King Street car park and former AMF Bowling site, King Street, Maidstone

King Street car park and former AMF Bowling site, as shown on the policies map, is allocated for up to 1,400m² comparison and/or convenience retail floorspace and approximately 53 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

Design and layout

1. The provision of up to 1,400m² of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.
2. Development is designed to respond to the character and qualities of the conservation area to the north.

Noise

3. The submission of a noise assessment and the delivery of resultant noise attenuation measures.

Air quality

4. The submission of an air quality assessment and emissions reduction plan to be agreed with the council.

Land contamination

5. The submission of a land contamination assessment and the delivery of resultant mitigation measures.

Public Realm

6. Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and the site.

Policy RMX1(4) Former Syngenta Works, Hampstead Lane, Yalding

Policy RMX1 (4)

Former Syngenta Works, Hampstead Lane, Yalding

The council will support the redevelopment of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.

Subject to the findings of the FRA, potential suitable uses for the site could include employment (B classes), leisure, commuter car parking and open space. Planning permission will be granted if the following criteria are met:

Design and layout

1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.
2. The significant landscape belt which lies to the south of the development area is retained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road.
3. The retention and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.

Access

4. Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath

crossing the railway.

Ecology

5. The site lies adjacent to the Hale Ponds and Pastures Local Wildlife Site. A survey which assesses the site's ecological potential must be submitted. Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.

Site drainage

6. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.

Land contamination

7. Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.

Highways and transportation

8. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network.

Utility infrastructure

9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Minerals safeguarding

10. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Detailed site allocation policies for employment

Policy EMP1(1) West of Barradale Farm, Maidstone Road, Headcorn

Policy EMP1 (1)

West of Barradale Farm, Maidstone Road, Headcorn

West of Barradale Farm, as shown on the policies map, is allocated for development of 5,500m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate structural landscaping along the north-western boundary of the existing industrial complex to help screen both the existing and proposed development in views from the north.
2. The proposals incorporate substantial, enhanced landscape buffers along the western and south western boundaries of the site to reinforce the separation of the site from development to the south.

Access

3. Access will be taken from the A274.

Ecology

4. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.
5. Landscaping belts should link to one another and to water bodies within the site to provide habitat connectivity.

Flooding and water quality

6. Surface water run off is managed using sustainable drainage techniques.

Highways and transportation

7. Provision of a footway along the A274 from the access to the site to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.

Minerals safeguarding

8. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Policy EMP1(2) South of Claygate, Pattenden Lane, Marden

Policy EMP1 (2)

South of Claygate, Pattenden Lane, Marden

South of Claygate, as shown on the policies map, is allocated for development 6,800m² employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

Design and layout

1. The proposals incorporate a landscaping scheme which enhances the planting along the eastern and southern boundaries to soften the appearance of the development in views from the east and to provide a landscape buffer to the railway line to the south.

Access

2. Access will be taken from Pattenden Lane only.

Ecology

3. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

Flooding and water quality

4. Surface water run off is managed using sustainable drainage techniques.

Policy EMP1(4) Woodcut Farm, Ashford Road, Bearsted

Policy EMP1(4)

Woodcut Farm, Ashford Road, Bearsted

Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m² mixed employment floorspace (B1a; B1b; B1c; B2; B8). The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a & b) will be a vital component of this mix and the site will provide at least 10,000m² of B1a/B1b floorspace as an absolute minimum. The mixed use employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.

Design & layout

1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which will be sympathetic to the site's countryside context and which will help to break up the

visual appearance of the development, in particular in views from the AONB including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas. Buildings will cover not more than 40% of the developed site area.

2. The development proposals will respect the topography of the site by minimising the need for site excavation.
3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.
4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.
5. Larger footprint buildings will be accommodated in the field to the east of the stream up to a maximum unit size of 5,000m² with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.
6. Development on the field to the west of the stream comprises smaller units of up to 2,500m² footprint. Graded building heights will take account of the site's topography with building ridge heights not to exceed 8m. On the highest part of the site at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500m². The siting, scale and detailed design of development must have regard to the preservation of Woodcut Farmhouse (Grade II) and its setting.
7. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500m² and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.
8. To the east of the stream, land to accommodate a minimum of 7,500m² of floorspace within Use Classes B1a and B1b will be provided. Land sufficient for at least 5,000m² of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1c, B2 or B8. The land which is provided for the minimum of 7,500m² of B1a and B1b will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.
9. To the west of the stream, land to accommodate a minimum of 2,500m² of floorspace within Use Classes B1a and B1b will be provided. This land

will be safeguarded from any other uses until April 2026 or until otherwise allocated through a local plan review.

Landscape and ecology

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the allocation boundaries through financial contributions using the mechanism of a S106 agreement.

11. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.

Archaeology

12. The proposals are designed to take account of the archaeological interest on the site as revealed through appropriate survey.

Access

13. Vehicular access to the site will be from A20 Ashford Road.

Highways and transportation

14. Improvements to capacity at the A20/Willington Street junction.

15. Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.

16. Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions:

- i. The M20 Junction 8 (including the west-bound on-slip and merge);
- ii. The A20 Ashford Rd/M20 link road roundabout;
- iii. The A20 Ashford Rd/Penford Hill junction;
- iv. The A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and
- v. The Willington Street/A20 Ashford Rd junction.

17. Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.

Minerals safeguarding

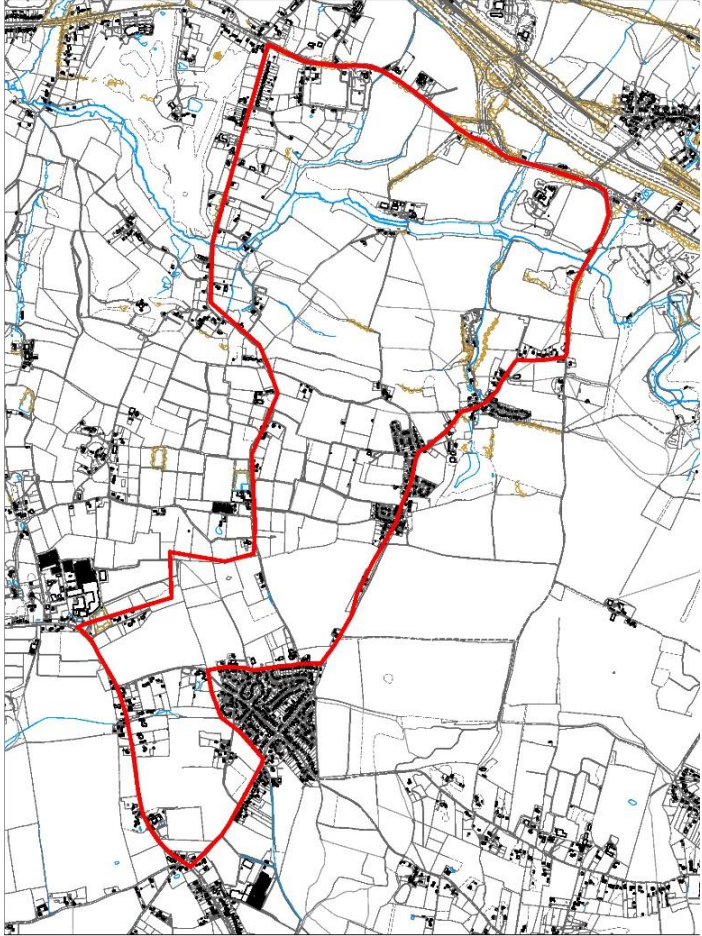
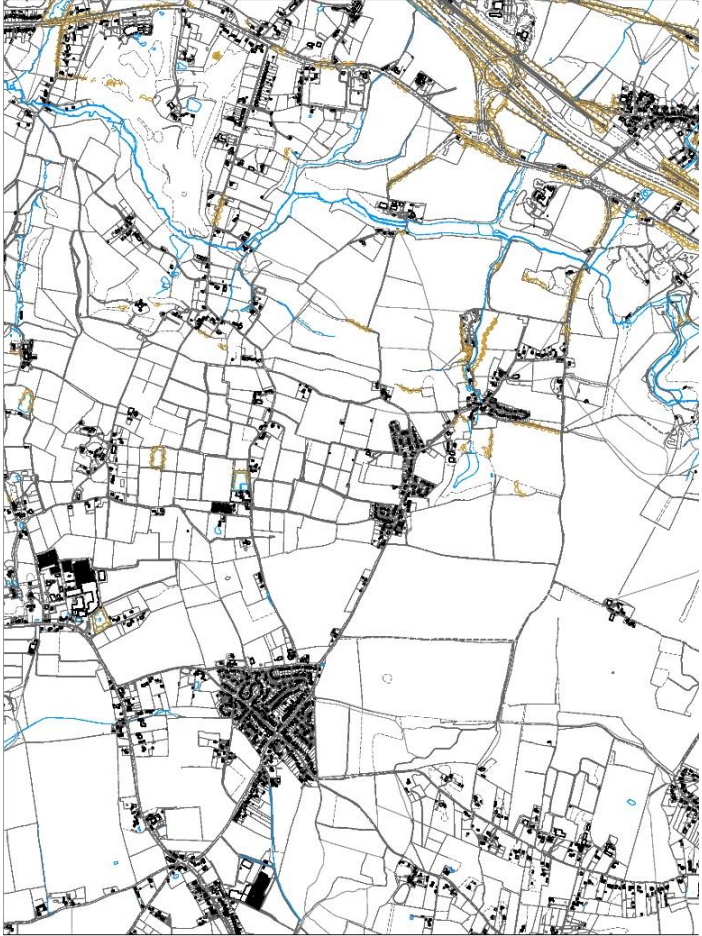
18. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability

of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding.

Schedule of Proposed Policies Map Modifications to the
Regulation 19 Maidstone Local Plan Review
Post Stage 2 Examination Hearings

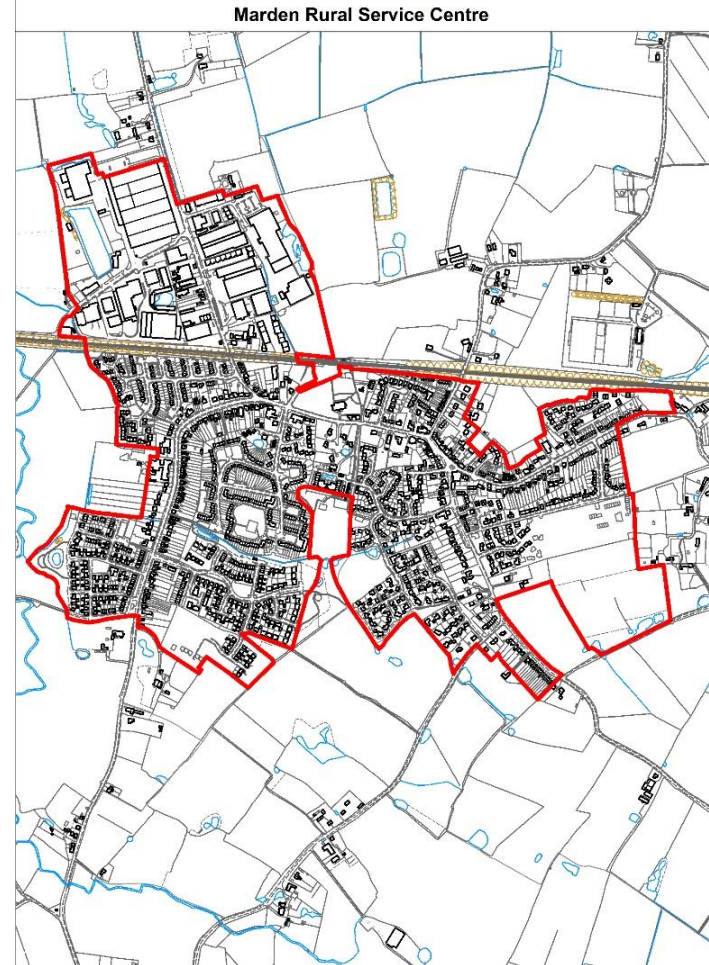
September 2023

Schedule of changes to the Policies Map

Ref	Description of change
1	<p data-bbox="280 336 1151 373">LPRSP5(A) – Remove the Leeds Langley Safeguarding Area</p> <div data-bbox="338 408 1037 1393"><p data-bbox="517 424 853 448">LPRSP5(A) - LLRR Safeguarding Area</p>A detailed map of a rural area with a network of roads, fields, and watercourses. A thick red line outlines a specific area, which is the Leeds Langley Safeguarding Area. The area is roughly rectangular with irregular edges, following the layout of the roads and fields.</div> <div data-bbox="1252 408 1951 1393"><p data-bbox="1431 424 1767 448">LPRSP5(A) - LLRR Safeguarding Area</p>The same map as the left panel, but with the red boundary line removed. The area is now unshaded and integrated into the rest of the map's features.</div>

2

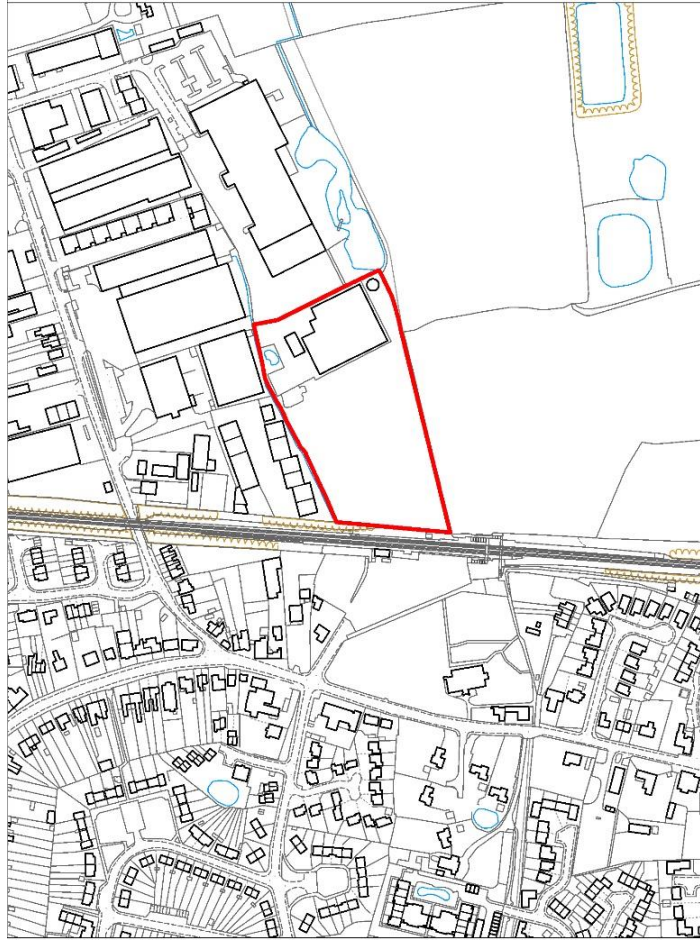
LPRSP6(e) - The Policies map showing the settlement boundary for Marden will be amended to tightly reflect the site allocation LPRSA295



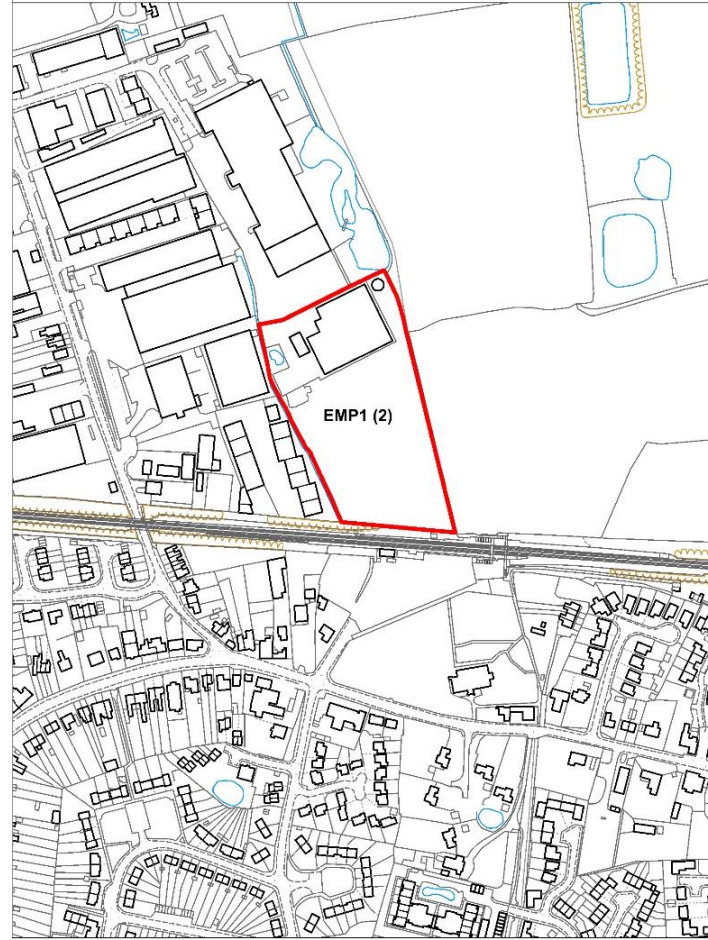
4

Label Site EMP1(2) south of Claygate (Marden) on Policies Map

EMP1 (2) South of Claygate



EMP1 (2) South of Claygate

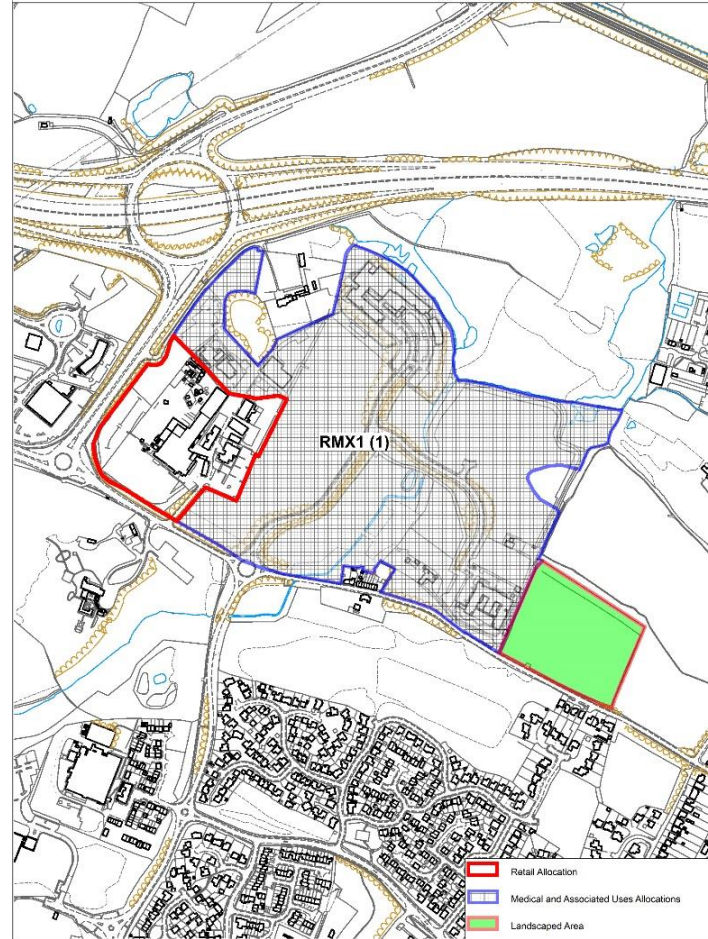


5 Retail annotation / designation with saved Policy RMX1(1) Newnham Park

RMX1 (1) Newnham Park



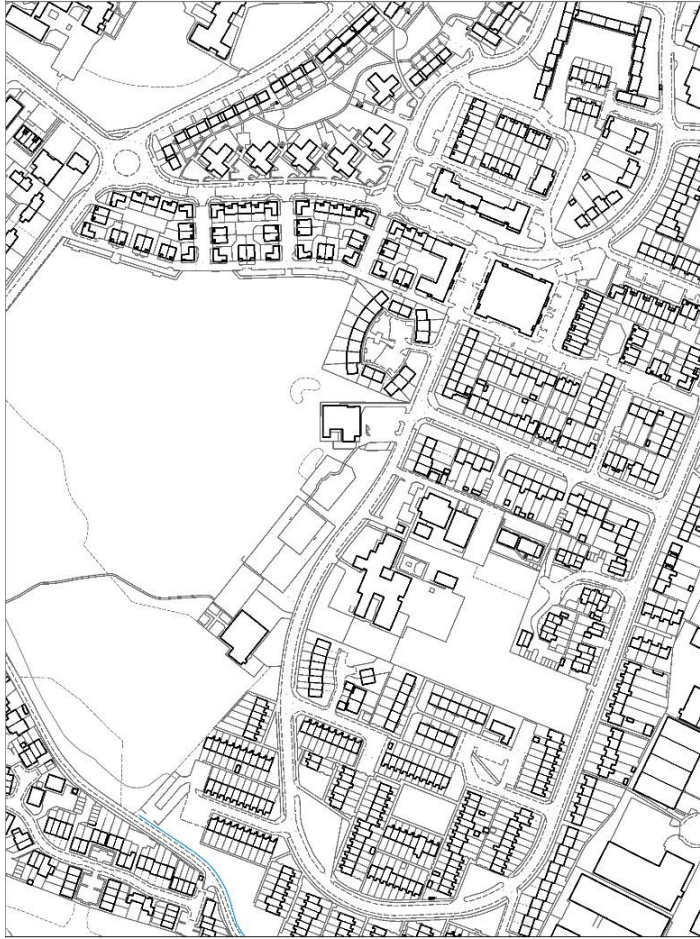
RMX1 (1) Newnham Park



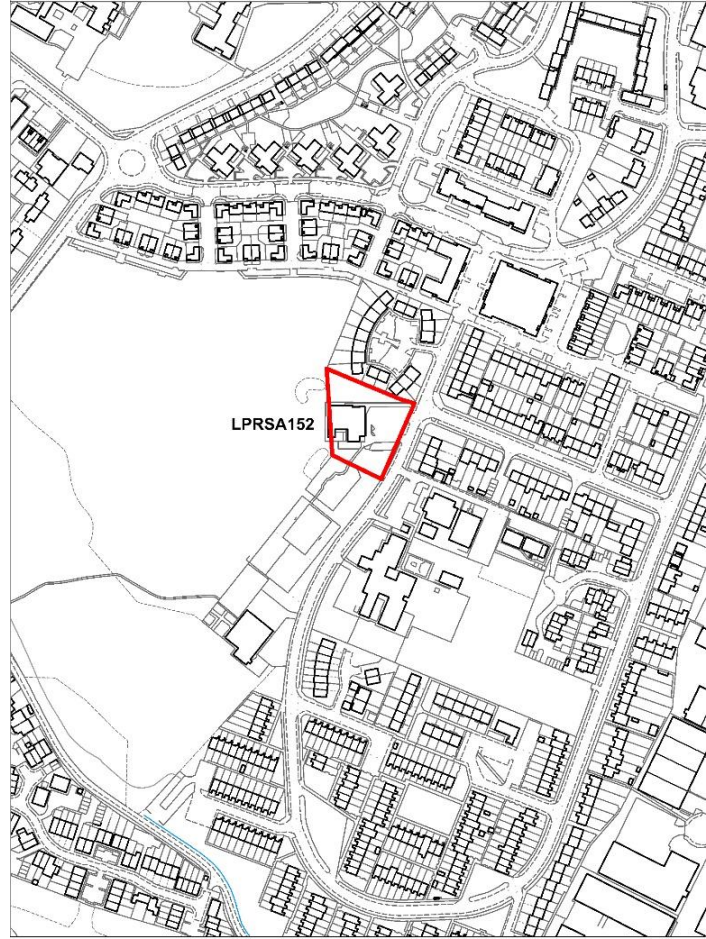
6

LPRSA152 – Add the site to Policies Map

LPRSA152 Former Royal British Legion Social Club



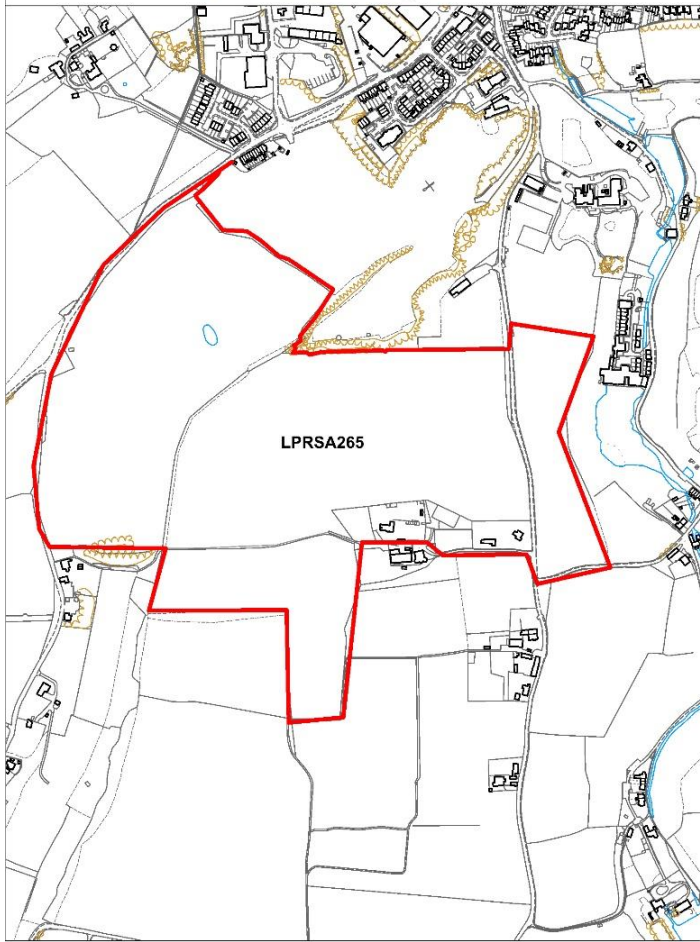
LPRSA152 Former Royal British Legion Social Club



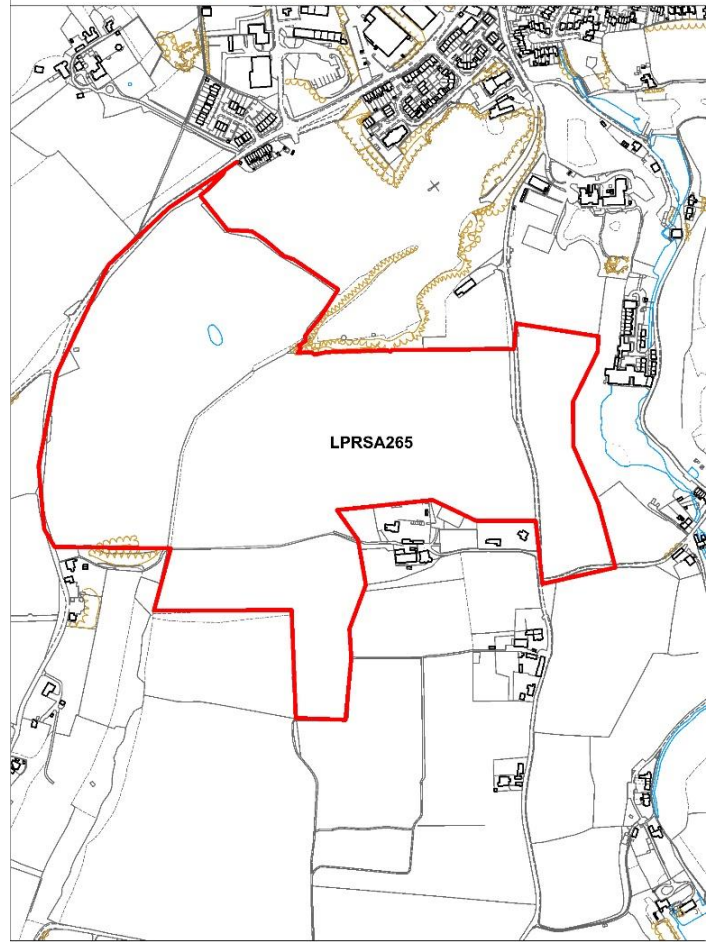
7

LPRSA265 – Amend boundary to exclude the listed Abbey Gate Farm site whilst retaining the nature reserve

LPRSA265 Land at Abbey Gate Farm



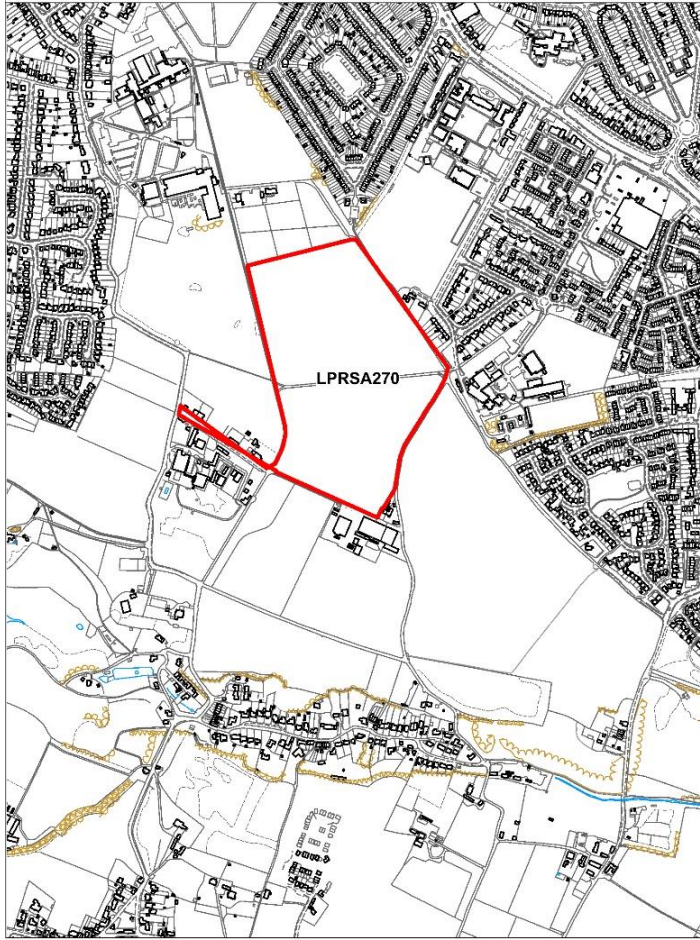
LPRSA265 Land at Abbey Gate Farm



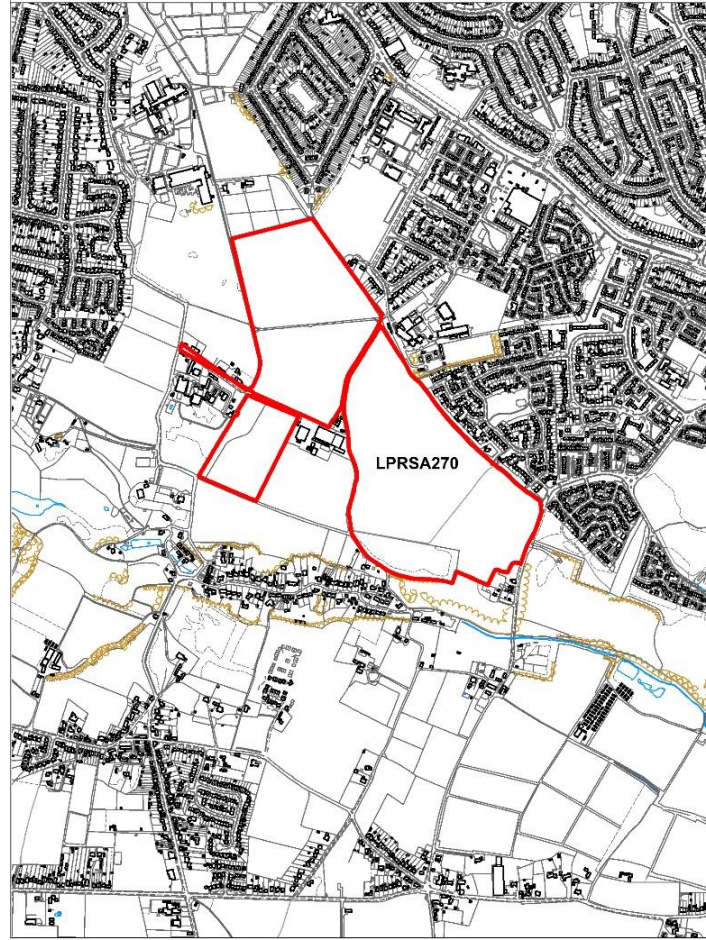
8

LPRSA270 - Amend the site boundary to include land for proposed country park

LPRSA270 Land at Pested Bars

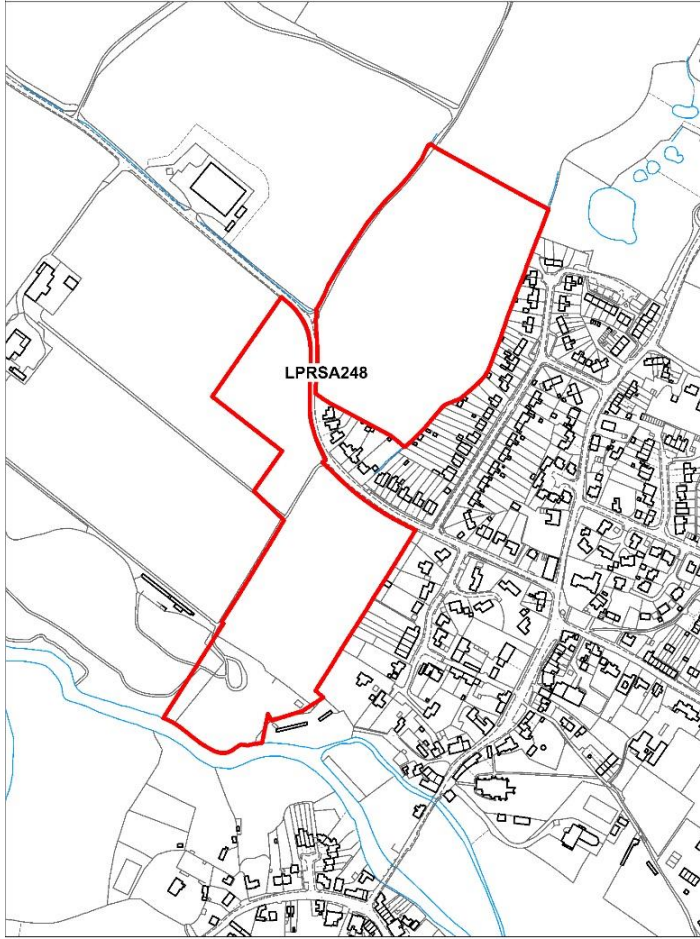


LPRSA270 Land at Pested Bars

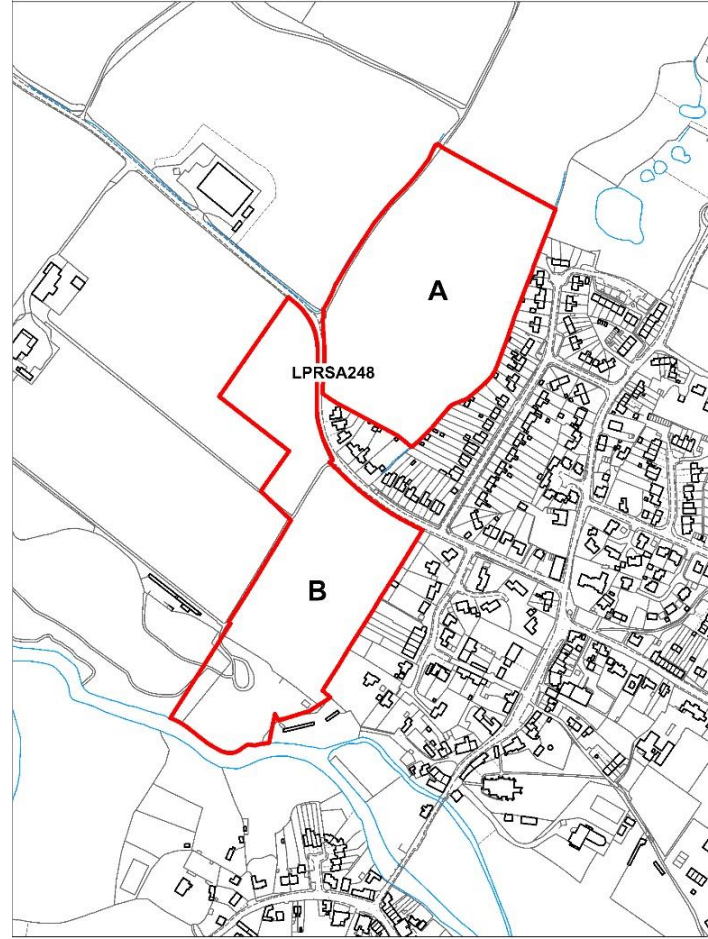


9 LPRSA248- Policies Map amended to show development parcels (A for residential, B for open space)

LPRSA248 Land North of Kenward Road

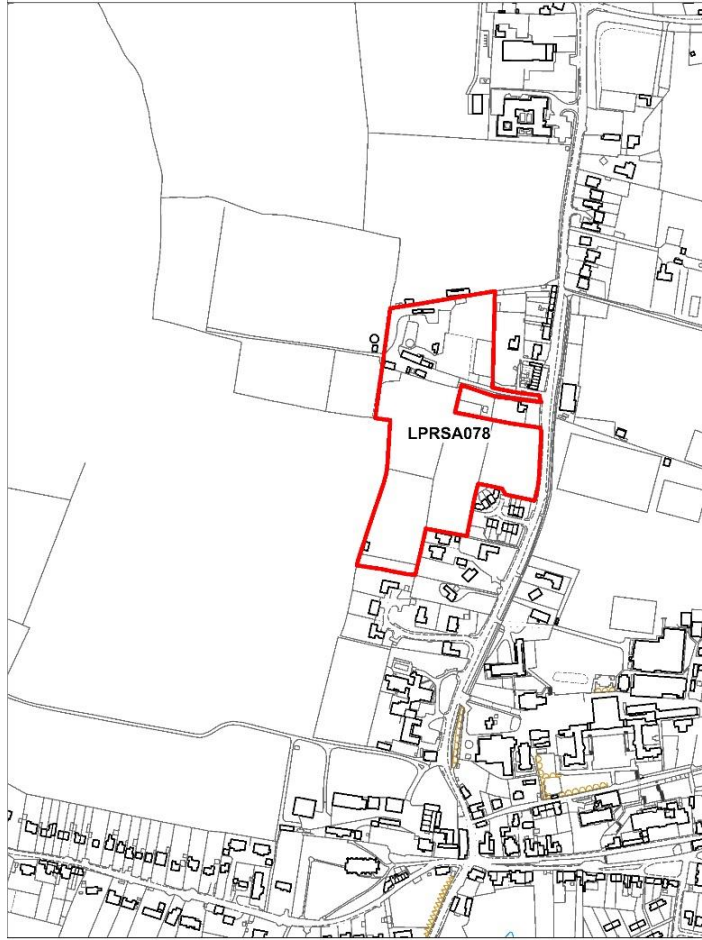


LPRSA248 Land North of Kenward Road

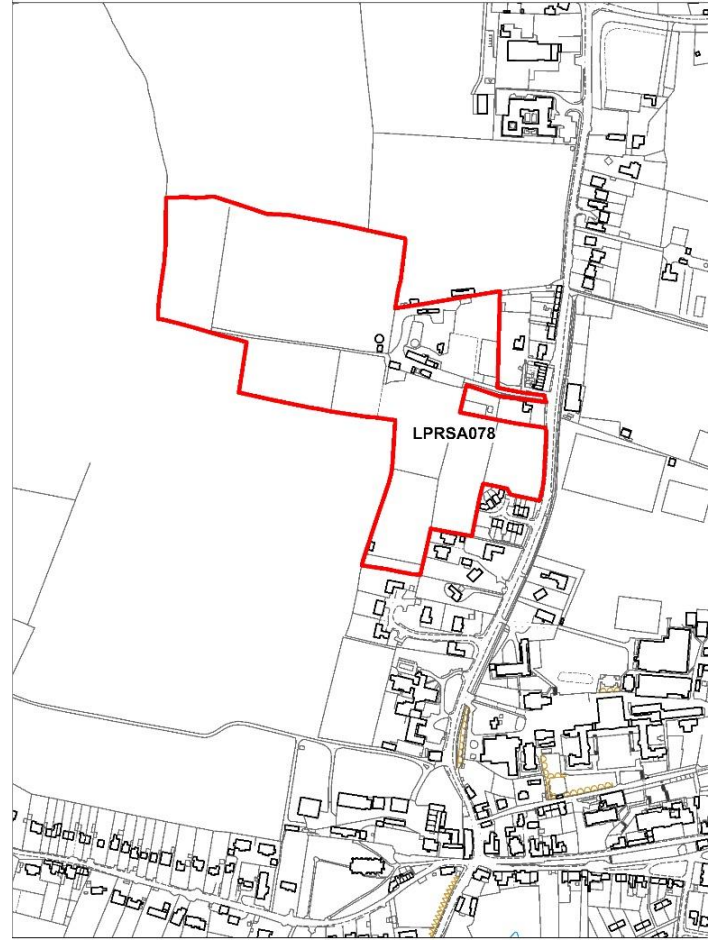


10 LPRSA078 – Amend boundary of site allocation (in LPR document and Policies Map)

LPRSA078 Land at Haven Farm

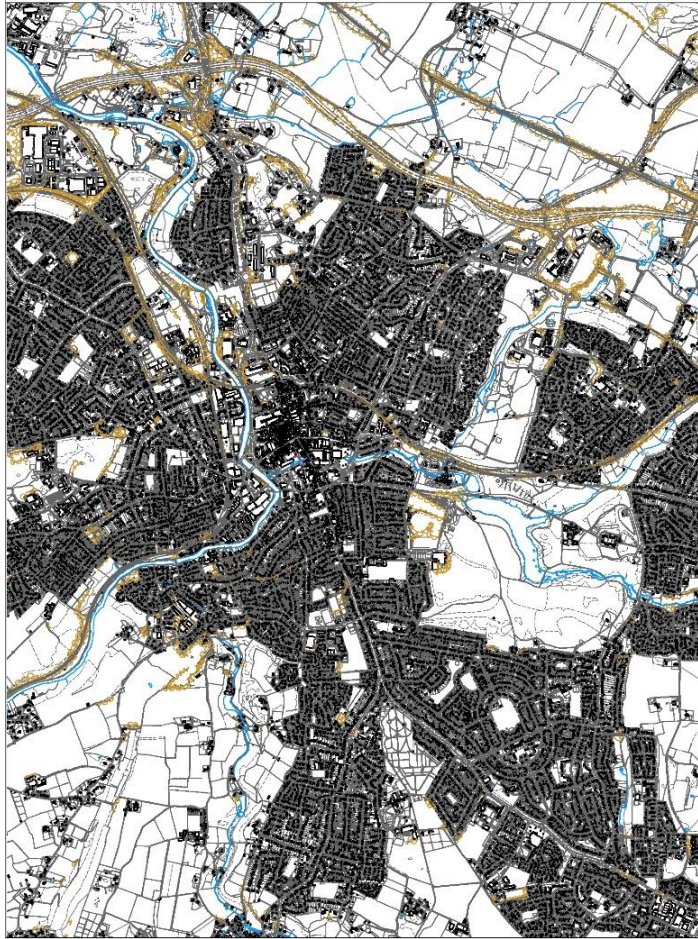


LPRSA078 Land at Haven Farm

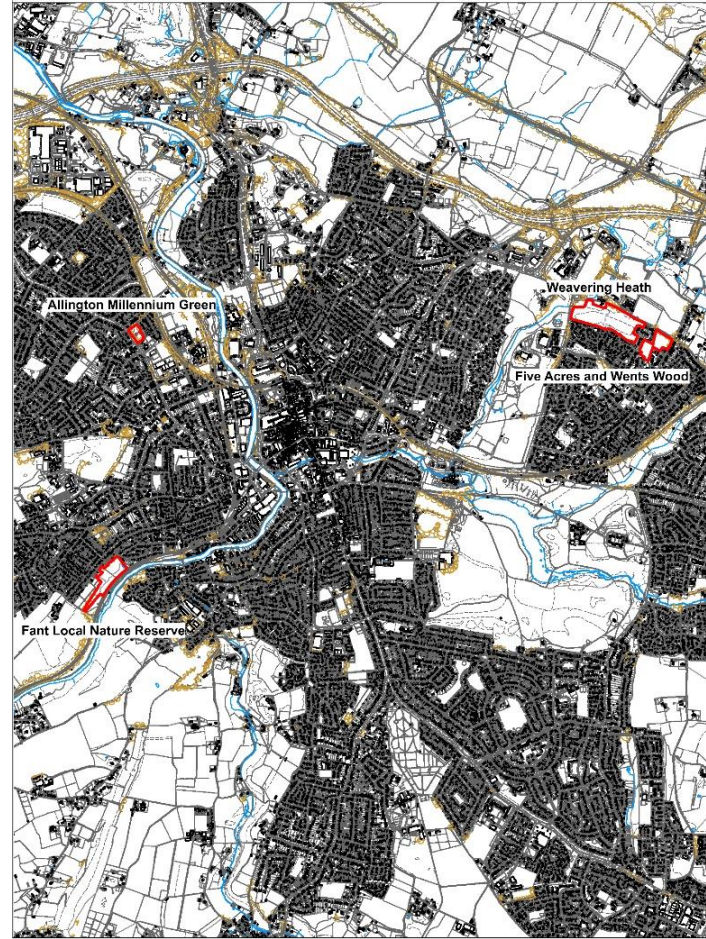


11 Add boundaries for newly declared Local Nature Reserves: Allington Millennium Green, Fant, Weaving Heath Five Acre and Wents Wood.

Local Nature Reserves



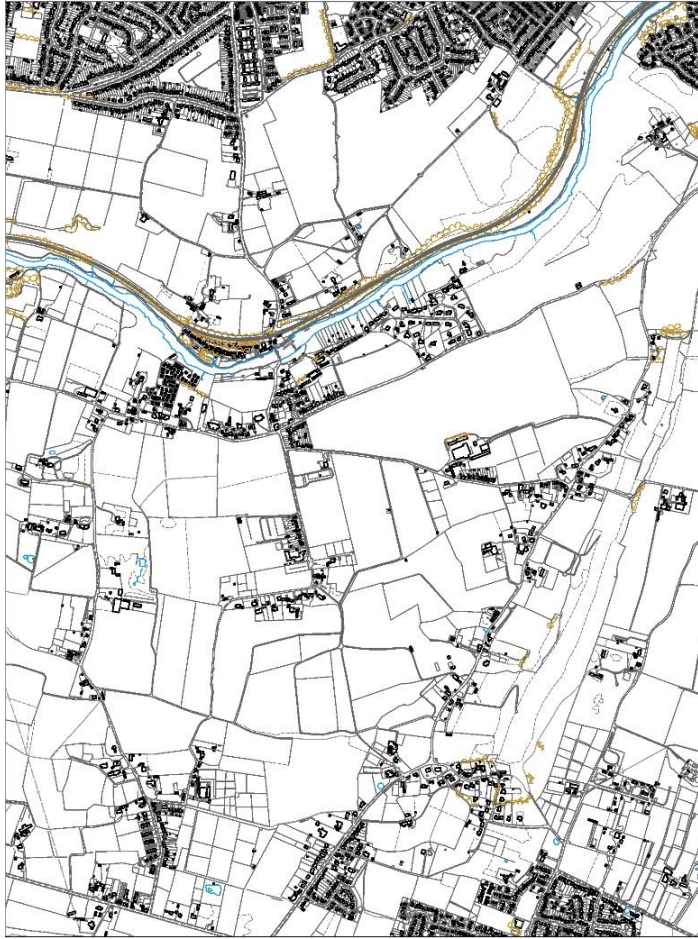
Local Nature Reserves



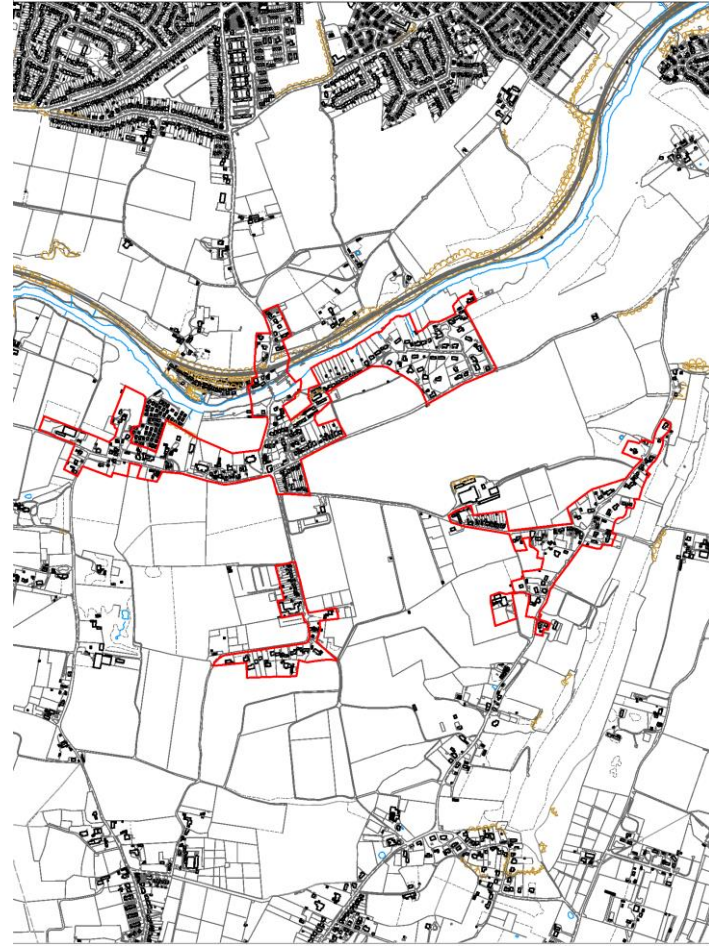
12

East Farleigh has a defined settlement boundary on the Policies Map, and this will be added to the LPR document for clarity.

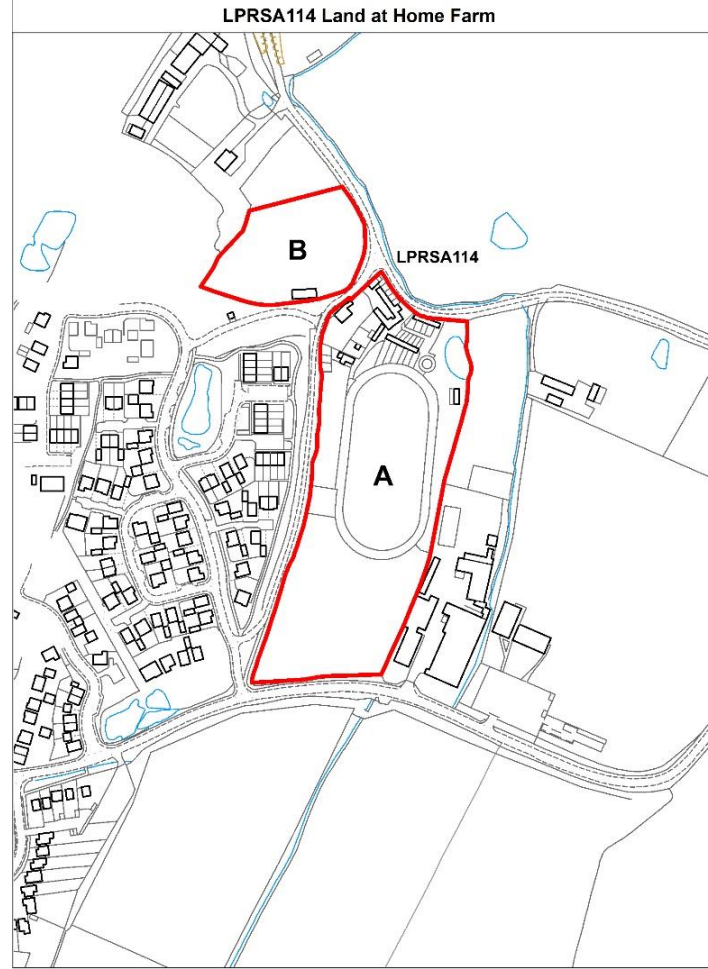
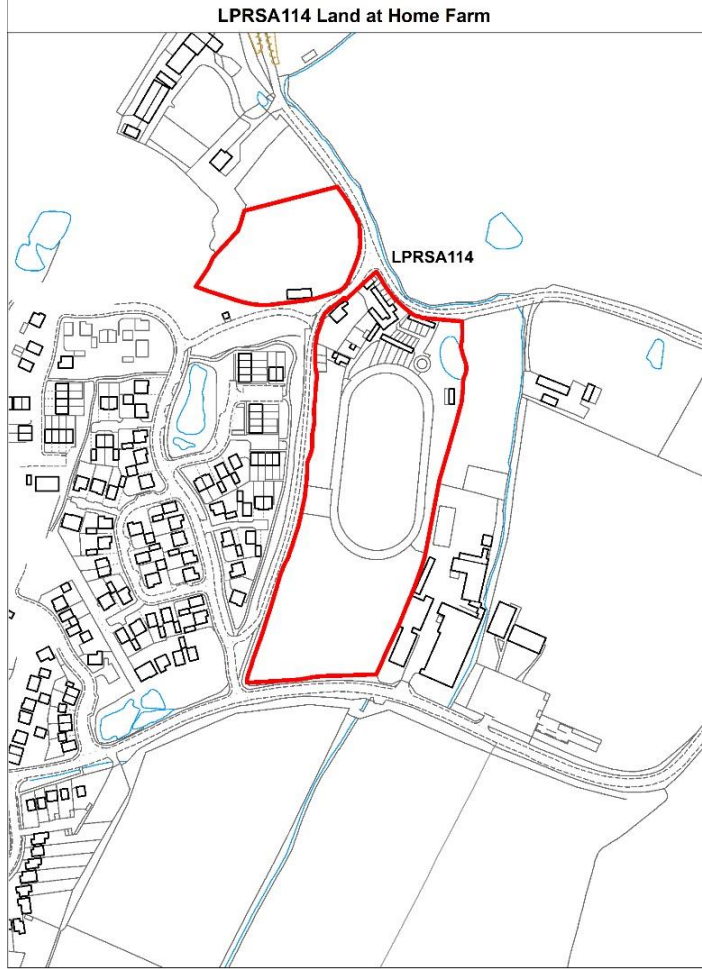
East Farleigh Larger Village



East Farleigh Larger Village

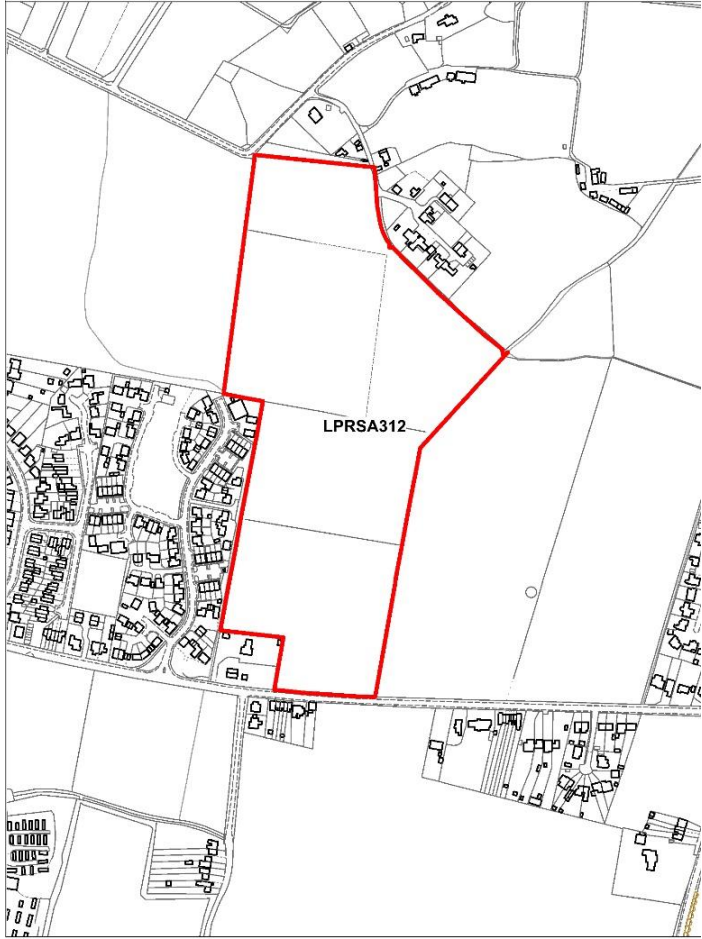


13 LPRSA 144 Home Farm - Amend diagram on page 86 to clarify the two distinct land parcels (A and B)

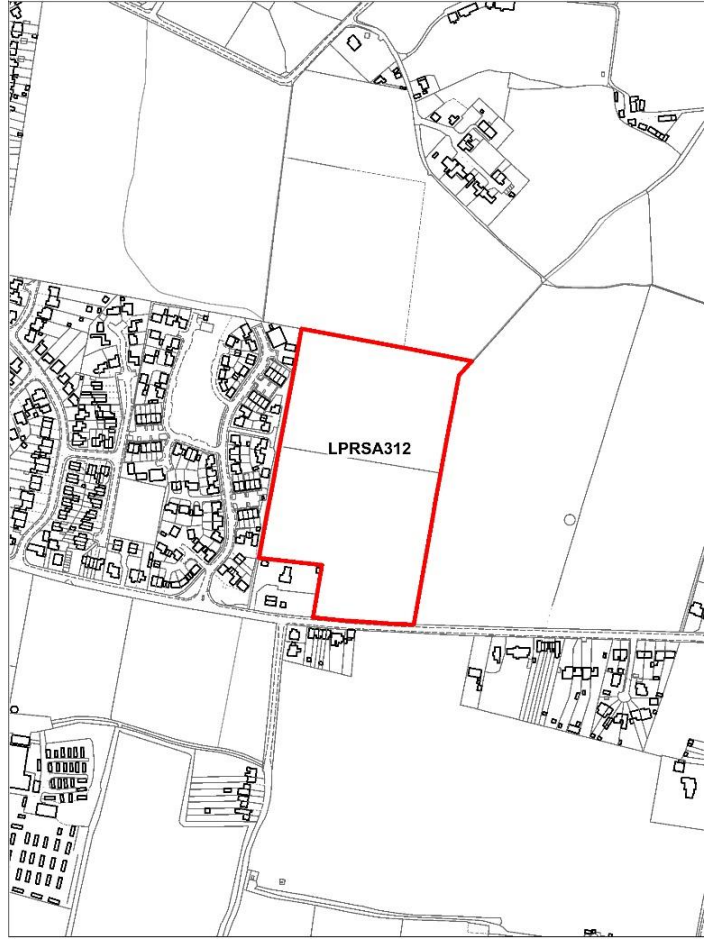


14 Retain site LPRSA312 within the policies map with the amended boundary

LPRSA312 Land North of Heath Road



LPRSA312 Land North of Heath Road



Maidstone Borough Council

**Maidstone Local Plan
Review Sustainability
Appraisal
SA Report Addendum:
Main Modifications**

Draft final report
Prepared by LUC
September 2023

Maidstone Borough Council

Maidstone Local Plan Review Sustainability Appraisal

SA Report Addendum: Main Modifications

Version	Status	Prepared	Checked	Approved	Date
1.	First draft	K Williamson R Myerscough	K Williamson J Pearson J Allen	J Allen	14.08.2023
2.	Revised draft to reflect MBC review and amended Main Mods	K Williamson	J Pearson	J Pearson	29.08.2023
3.	Draft final report	K Williamson	J Pearson	J Pearson	06.09.2023

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Appendix A **Schedule of Main Modifications with SA implications** **A-1**

Appendix B **Sustainability Appraisal matrices for new policy LPRSP10** **B-1**

Policy LPRSP10 Housing Delivery	B-2
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Appendix C **Assessment criteria** **C-1**

Appendix D **Reference table of site allocations** **D-1**

Introduction

1.1 This SA Addendum report presents an assessment of the implications of Maidstone Local Plan Review's Main Modifications for the findings of the September 2021 Sustainability Appraisal (SA) that accompanied Regulation 19 Pre-submission consultation on the plan and that was subsequently submitted as an Examination document.¹ This SA Addendum should therefore be read alongside the September 2021 SA Report.

1.2 The addendum will be consulted on, along with the proposed amendments to the Local Plan Review, as part of the Main Modifications consultation.

Modifications to the Local Plan Review

1.3 The Maidstone Local Plan Review was submitted to the Secretary of State for independent examination in March 2022 along with proposed Main Modifications. The Stage 1 Hearings were held in September and November 2022; Stage 2 Hearings were held in May and June 2023. After the hearings, the Council amended their proposed Main Modifications to take into account the matters raised by representations, hearing statements and through the hearing sessions. These revised Main Modifications, which the Inspector considers to be necessary for soundness, are the subject of this SA Addendum.

1.4 LUC has also reviewed the proposed minor modifications to the Local Plan Review and does not consider that any of them would alter the previously reported SA findings.

Background

1.5 Maidstone Borough Council (the Council) commissioned LUC in November 2018 to carry out a Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), of the Local Plan Review.

1.6 There have been seven key stages in the SA of the Maidstone Local Plan Review to date:

- An SA Scoping Report was published for consultation in 2019.
- An SA Report that accompanied the Topic Paper Options was published for consultation in August 2020.
- An SA Report that accompanied the Spatial Strategy, Site Allocations and Garden Settlements Options document was published for consultation in November 2020.

- An SA Report that accompanied the Interim Local Plan Review was published for Regulation 18b consultation in November 2020.
- An SA Report that accompanied the Proposed Submission Local Plan Review was published for Regulation 19 consultation in September 2021.
- This SA Addendum was prepared in August 2023.

Maidstone Local Plan Review

1.7 The Maidstone Borough Local Plan (MBLP) was adopted in October 2017 and covers the period to 2031, anticipating and planning for the new homes, business premises, shops and infrastructure needed over the plan period.

1.8 The Local Plan Review document updates and supersedes the 2017 Local Plan, whilst 'saving' relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38. The Local Plan Review is a key document that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough's natural and built assets.

1.9 The Local Plan Review comprises:

- Spatial vision and objectives
- The Borough spatial strategy
- Spatial strategic policies
- Thematic strategic policies
- Detailed site allocation policies
- Development management policies

Baseline and evidence update

1.10 There have been a number of updated and revised evidence documents produced since the submission of the Maidstone Local Plan Review that have helped to inform the Council's Main Modifications. Where relevant, these documents have also helped to inform the SA of the Main Modifications. All of the evidence documents can be found on the examination website². The documents considered to be of

¹ Published by the Council as Regulation 19 document LPR 1.4 and as submission document LPRSUB 002

² Maidstone Borough Council (n.d.) Maidstone Local Plan Review examination website [online] Available at:

particular relevance to the SA are set out and summarised below.

Lidsing Garden Community: Transport Assessment Volume 1 - Sustainable Transport Strategy³

1.11 This report represents Volume 1 of a suite of documents which together form a Transport Assessment (TA) of Lidsing Garden Community mixed-use development. This strategy sets out the sustainable transport measures which are part of the overall design, including outlining development proposals and strategies for active travel, public transport, residual car trips, a framework community travel plan and enabling a wider modal shift. The strategy outlines off-site connections including upgrade of the existing links to Lordwood and Hempstead, as well as the repurposing of Chapel Lane to provide a dedicated walking and cycling route to the cluster of amenities at Hempstead Valley Shopping Centre. The strategy also outlines that the site will enable the adoption of electric vehicles and include car club vehicles.

Transport Assessment Volume 2 - Traffic Impact Assessment Part 1&2 (Main Text and Figures & Appendices)⁴

1.12 This report represents Volume 2 of a suite of documents which together form a Transport Assessment (TA) of Lidsing Garden Community mixed-use development. This report carries over all of the evidence reported in the 'Interim Transport Modelling of 'Core Scenario' report published in July 2022 into the structure of the Transport Assessment package and should be considered to supersede the interim report. It evolves the evidence base further to include the following key aspects of assessment:

- A more detailed review of the Stage 1 modelling assessment to provide a preliminary 'sifting' of network impacts based on clear quantified parameters in order to identify areas of impact that merit further appraisal – in particular which of the relevant sub-networks warrant assessment.
- A Stage 2 assessment of each of the impacted sub-networks, using turning movement level outputs of volume over capacity (V/C) at each junction to ascertain the net impact of development, thereby allowing a

second stage of 'sifting', again based on clear quantified parameters.

- A Stage 3 appraisal of each junction identified as being materially impacted from the stage 2 sifting; with consideration given to the scope for and nature of potential mitigation.
- A series of sensitivity tests revising the assumptions within the Core Scenario, including but not limited to a later horizon year with full build-out of the MBC Local Plan allocation (principally Heathlands) and the implications of Lower Thames Crossing.

Transport Assessment Volume 3 - Infrastructure Proposals⁵

1.13 This report represents Volume 3 of a suite of documents which together form a Transport Assessment (TA) of Lidsing Garden Community mixed-use development. This document supersedes the 2022 report 'Strategic Road Network Access – Options Appraisal and Design (Preliminary)' which principally considered matters of highways and provided summary details of high-level options that had been considered during initial evaluation of development potential, masterplan development and in particular highway access to the Strategic Road Network. This carries over the information included there and introduces further relevant evidence, focusing on the transport infrastructure which would be delivered as part of the Lidsing proposals. Additional information now included in the report includes:

- Supplementary transport modelling evidence to support the need for the new connection to M2 south of Junction 4.
- Greater detail on the design of the proposed M2 J4 connection and mitigation scheme, developed from multi-stage traffic modelling expertise.
- Additional detail, design refinement and commentary on the proposed 'spur' road from the new bridge crossing to M2 J4; also now consistent with the M2 J4 mitigation design.
- An update on engagement with National Highways regarding the scoping of the replacement bridge component of the infrastructure, including parameters agreed in-principle that influence the design.

<https://localplan.maidstone.gov.uk/home/local-plan-review-examination>

³ Charles & Associates (2022) Lidsing Garden Community: Transport Assessment Volume 1 - Sustainable Transport Strategy [pdf]

Available at:
<https://drive.google.com/file/d/1iPKbj3ocq5y8pQ3aoBlc8LFWfsVuo4p0/view>

⁴ Charles & Associates (2022) Transport Assessment Volume 2 - Traffic Impact Assessment Part 1 (Main Text) [pdf] Available at:
https://drive.google.com/file/d/1H8QIXj_mMmwh7j_Hoqw1ENYoSgWOh1Ph/view

⁵ Charles & Associates (2022) Transport Assessment Volume 3 - Infrastructure Proposals [pdf] Available at:
https://drive.google.com/file/d/1rwdy3QA-mrq-ira8L_OLi2_9j_c0xQcc/view

- Initial preliminary structural design concepts as prepared by the site promoter's structural engineer.

Lidsing Position Statement on Bus Connections - Transport Assessment (TA)⁶

1.14 This was prepared to support the Lidsing Garden Community allocation in the Maidstone Local Plan Review, which outlined the sustainable transport connections which would be provided including bus services.

1.15 Post the publication of the Transport Assessment in August 2022⁷ (post plan submission), stakeholder engagement continued to ensure that the proposals reflect the current context. The Position Statement updates the TA Volume 1, setting out the latest discussions between Charles & Associates (the site promoter), the local authorities and bus operators, based on the bus proposals that were set out in TA Volume 1. In particular, the Position Statement outlines that:

- The bus connections that were outlined in the Transport Assessment would provide connectivity for residents in the Lidsing Garden Community to access the Medway urban core and Maidstone, and would enable residents in the surrounding areas to access employment and amenities at Lidsing.
- Arriva Southern Counties continue to support the proposals for the extension of route 166 from Lordwood through the Lidsing site to Hempstead, as outlined in the TA. The Lidsing proposal would thus be effectively integrated into the nearby areas of Medway with suitable public transport connections.
- The extension of additional complementary services has been explored further with KCC and local operators who are also broadly supportive.

Note on Department for Transport Circulars 02/2013 and 01/2022⁸

1.16 This note was provided in relation to the Heathlands Garden Settlement ('Heathlands') proposed for allocation within the Maidstone Local Plan Review (LPR). At the time of the November 2022 Stage 1 Hearings, DfT Circular 02/2013 was the policy applicable at that time to new developments and their interaction with the Strategic Road Network. On 23 December 2022, an update to the policy was provided through

the publication of DfT Circular 01/2022 'Strategic Road Network and the Delivery of Sustainable Development' which supersedes the previous Circular 02/2013. It was agreed with National Highways that Heathlands should be assessed under Circular 02/2013 for the purposes of the Local Plan Examination but that future assessments of Heathlands, post the Examination, would be considered under Circular 01/2022.

1.17 The Technical Note sets out the requirements of the Circulars in relation to the difference in the assessment approach that would be applied to Heathlands. The aim of the Technical Note is to demonstrate that while the current assessments completed under Circular 02/2013 are robust at this Plan-making stage, the difference in approach identified under Circular 01/2022 would not be so significant that it would change the conclusions regarding the acceptability of the Heathlands development.

1.18 The Technical Note concludes that the assessments completed as part of the Heathlands Transport Impact Assessment would also be broadly compliant with Circular 01/2022, and that there is no risk to the acceptance of the Heathlands allocation in the emerging Local Plan based on Circular 02/2013 when tested against the current Circular 01/2022 which will apply to the future assessment of the impacts associated with the proposed development. Future, more detailed assessments will be completed to comply with Circular 01/2022 to accompany a subsequent SPD and outline planning application.

Heathlands Garden Settlement: Heathlands Transport Impact Assessment⁹

1.19 Responding to the Inspectors thoughts and requirements preceding the LPR Examination Stage 1 Hearings, this Transport Impact Assessment (TIA) provides additional assessments regarding the traffic impact of Heathlands at M20 Junction 8 and along the A20 corridor as per the scope of work discussed and agreed with Kent County Council and National Highways on 15th December 2022. The assessments are provided to a level of detail proportionate to plan-making to confirm the reasonable prospect of deliverable highway mitigation solutions. The TIA demonstrates that the Heathlands development will be required to provide a package of highways improvement works in mitigation for the impact of the development to 2037 and 2050. It identifies a high-level

⁶ Charles & Associates (2022) Lidsing Position Statement on Bus Connections – Transport Assessment (TA) [pdf] Available at: <https://drive.google.com/file/d/1yJ7SMS3rdrF40Lbzd2Dz5X5xOhFXLymr/view>

⁷ Charles & Associates (2022) Lidsing Garden Community: Transport Assessment Volume 1 - Sustainable Transport Strategy [pdf] Available at: <https://drive.google.com/file/d/1jPKbj3ocq5y8pQ3aoBlc8LFWfsVuo4p0/view>

⁸ WSP (2023) Note on Department for Transport Circulars 02/2013 and 01/2022 [pdf] Available at: https://drive.google.com/file/d/1C4rv80_UhjECPm1skCAvKYFLNgouaAJ/view

⁹ WSP (2023) Heathlands Garden Settlement: Heathlands Transport Impact Assessment [pdf] Available at: <https://drive.google.com/file/d/1dHM1eSk8GZNyn3WTPMvXzSI131f-X7hF/view>

package of mitigation to come forward via s106 or s278 Agreements and the TIA states there is a reasonable prospect of a deliverable solution to junction improvements at M20 Junction 8 and includes a headline menu of works along the A20 corridor to facilitate the development, insofar as demonstrably necessary. The promotor's viability review includes the costs of the mitigation presented within this TIA and has confirmed that the works could be funded by Heathlands.

Invicta Barracks: Invicta Barracks Traffic Modelling and Access Junction Review Update¹⁰

1.20 This update relates to the Regulation 19 Maidstone Local Plan Review allocation of land for redevelopment at Invicta Park Barracks, Maidstone, Kent (the 'IPB site') for mixed use housing, leisure; community uses and commercial / employment.

1.21 The Technical Note sets out the outcome of traffic modelling undertaken to assess the impact of the IPB site on the strategic and local road network, including an update of previous junction capacity analysis for the roundabout junction of the A229 Royal Engineers Road which serves the existing Barracks. The Technical Note concludes that the addition of background traffic growth with and without the development of the IPB site, as per modelled traffic flows for the 2037 future year, is predicted to take the junction beyond practical capacity. It therefore supports a part-signalisation layout. It also forecasts that in 2037, minimal additional congestion is caused by the addition of the Invicta Park Barracks development traffic, with no junctions operating beyond capacity as a direct result of the development traffic.

Lidsing Gardens Settlement: Lidsing Technical Note on Modelling for M2 Junction 4¹¹

1.22 As part of the Maidstone Local Plan Review, detailed junction modelling for M2 Junction 4 was undertaken. Although both models were completed to industry standards, some differences were identified when comparing the results. These discrepancies are a result of factors applied to the assumptions and methodology and are therefore entirely acceptable in this instance. This note presents the details of the comparison and context of the decision made regarding the model preference.

1.23 The note concludes that the discrepancy found is entirely justifiable and only due to the information not being available

during the time of modelling. The decision to use the assessment undertaken by Lidsing promotor is acceptable, incorporating the partial signalisation proposed at M2 J4 eastbound slip road. However, this case is specific only to M2 J4 junction model analysis and should be treated in isolation. This does not impact any of the strategic assessments previously undertaken. The Kent Transport Model remains the appropriate tool for assessing strategic impacts and providing transport evidence.

Lidsing Note on Department for Transport Circular 01/2022¹²

1.24 This note considers the implications of the publication of the DfT Circular 01/2022, superseding C02/2013 on the current and future promotion of development at Lidsing Garden Community. National Highways has confirmed that that promotion of development at Lidsing in the Maidstone Local Plan review process will fall under the provisions of the earlier circular, having been substantially advanced prior to C01/2022's publication. However, they have requested that this note be prepared to consider the risks and implications of future application of 01/2022 in the planning process, focusing therefore on significant differences.

1.25 In comparison to C02/2013, C01/2022 reinforces the role of sustainable development in supporting wider national policy objectives, beyond simply those related to transport. It sets out an aspirationally high standard for the definition of sustainable development early in the document, making clear that it is fundamental to all further considerations.

1.26 C01/2022 is now more explicit that the need for new connections to the SRN to be established through the plan making process, with limited exceptions, needs to be determined by what is in effect (but explicitly stated) to be a sequential type test – which exhausts all options for sustainable travel-led solutions, before considering such new connections. The new policy also expands such considerations to now include significant capacity enhancements to the SRN also being plan led. On this matter, C01/2022 is now clear that Local Plans should not make any presumption that such infrastructure will be funded through future RIS.

1.27 C01/2022 is more explicit on the requirement for Local Plans to not rely upon the SRN for transport accessibility. The Lidsing proposals accord with this principle in securing the delivery of new local road and transport infrastructure that

¹⁰ WSP (2023) Invicta Barracks: Invicta Barracks Traffic Modelling and Access Junction Review Update [pdf] Available at: https://drive.google.com/file/d/1Mq_iLQ-oA136ktVa20SrRLXhJuxFENRr/view

¹¹ Jacobs (2023) Lidsing Gardens Settlement: Lidsing Technical Note on Modelling for M2 Junction 4 [pdf] Available at:

<https://drive.google.com/file/d/1-OIC0KhLkcobvXm4ueZSDjBXRtMJTeQQ/view>

¹² Charles & Associates (2023) Lidsing Note on Department for Transport Circular 01/2022 [pdf] Available at:

https://drive.google.com/file/d/1H_Ope72t0MIGt41t3H8IZqVig7EIZKq/view

reduces reliance on the SRN, albeit it achieves this by means of a new in-direct connection to it.

1.28 C01/2022 takes the already established principle of supporting sustainable development in the decision-taking process and enshrines it as an obligation on all development for which NH are consulted. The new circular embraces the principles of 'decide and provide', replacing the conventional approach of seeking to predict demand and mitigate accordingly. The latest circular does however leave open a potential contradiction between the fundamental principle, that providing new highway capacity perpetuates car dependence and challenges the success of sustainable development – with the prime objective of NH to maintain the effective operation of the SRN.

Lidsing Technical Note on Indicative Phasing and Mitigation¹³

1.29 This technical note supports the proposed allocation for mixed-use development at Lidsing Garden Settlement under Policy SP4(B) of the Maidstone Local Plan Review. To expand on previous work, including a Transport Assessment (TA), this note sets out a phasing strategy for the delivery of the site and the associated mitigation measures on the surrounding highway network. The aforementioned evidence has informed the 'Phasing & Delivery' table included in the policy Main Modifications, in particular the narrative regarding indicative complementary infrastructure. The note provides narrative on the development phasing to provide context for the infrastructure delivery, and represents a summary of the evidence upon which the infrastructure phasing has been established within the policy.

1.30 The technical note concludes that the strategy will enable delivery of housing and employment space early in the Local Plan period using initial access from Lordswood and Hempstead for the residential areas, and an interim access arrangement from M2 Junction 4. It outlines that further development will come forward with the completion of the west-east link road which will facilitate the orbital bus service, and that to enable the final stages of development, the M2/Maidstone Road bridge will be replaced and realigned. Off-site mitigation on the Medway and Kent highway networks would be delivered during these stages including potential supporting infrastructure on the rural road network, although both will be appropriately subject to a 'monitor and manage' implementation strategy.

Lidsing Technical Note on Impact for rural road network¹⁴

1.31 This note focuses on a comparison between traffic forecasts derived from the Medway AIMSUN and KCC VISUM strategic models for the purposes of considering the likely impact and thus need for mitigation on the rural lanes, including through Bredhurst and Boxley. This note provides an overview for both models and the future year scenarios that were used in each model for obtaining output. It also discusses the similarities and differences between the two models as well as the traffic levels indicated by each one – especially in relation to the rural network south of the M2. It goes on to examine a second element, the specific gross traffic generation and assignment forecast by each model, and to confirm that the models are making reasonably consistent assumptions in this regard.

1.32 The technical note concludes that as a large strategic site within the LPR, the Lidsing proposals would generate additional volumes of road traffic, but the proposed new link road would also result in reassignment of off-site traffic away from currently available routes with overall benefits. In addition, it notes that the results from the two models should not be compared directly. The two models show a broadly congruent pattern of flow increases and decreases when comparing the without and with LPR scenarios, they also broadly concur in the assignment of this traffic onto the local highway network. Where differences exist, these are generally explained by the coding of the site's own infrastructure and its connections to the surrounding highway network. In the Bredhurst area, both the models show that the overall LPR would result in a reduction in traffic flows on the modelled key links. Both of the models also show that the overall LPR would generate additional traffic on the Boxley corridor. However, they also show that the infrastructure associated with the Lidsing proposals would provide significant mitigation on this corridor.

Heathlands Railway Station - Position Statement¹⁵

1.33 This report sets out a review of current station options for Heathlands, in particular the viability, feasibility and deliverability of the two main options: providing an additional station at Heathlands, or making use of the existing station at Lenham as a railhead for the Heathlands Garden Community.

1.34 The report concludes that subject to confirmation through the Strategic Outline Business Case, a new station for Heathlands is the more viable solution, as it is operationally

¹³ Charles & Associates (2023) Lidsing Technical Note on Indicative Phasing and Mitigation [pdf] Available at: <https://drive.google.com/file/d/1Julz4nFqHxZB4A8-2IV5tBfJSl3a3fuz/view>

¹⁴ Charles & Associates (2023) Lidsing Technical Note on Impact for rural road network [pdf] Available at:

<https://drive.google.com/file/d/1tIK4TQJYHA8wBZVvorujLwmlzqEYv-Rf/view>

¹⁵ Homes England and Maidstone Borough Council (2022) Heathlands Railway Station - Position Statement [pdf] Available at: https://drive.google.com/file/d/1CMrnFJ4uAPtqPGOp_yAQ9s6-1wuJcBNb/view

feasible, attracts the greatest number of rail users (thus maximising revenue) and does most to promote sustainability. However, should a new station at Heathlands not move forward, an alternative solution using the existing Lenham Station is still deliverable, producing sustainability benefits albeit on a smaller scale than the preferred solution.

Appendix 2: Maidstone LP Extended Forecast Modelling Report¹⁶

1.35 This Report describes the principles, assumptions and methodology employed to develop the additional transport modelling work using the Maidstone Local Transport Model. This work was a follow up to the previous study undertaken for the Maidstone Local Plan which aims to increase the robustness of the conclusions drawn. The scope of work includes:

- Rerunning the 2037 Reference Case to incorporate the removal of Binbury Park Development from all scenarios and removal of the associated proposed scheme at M20 J7. The proposed development was a live planning application at the time of the previous study. Subsequently, MBC has made a decision not to grant the planning permission.
- Therefore, rerunning 2037 Preferred Option to be on a consistent basis with the Reference Case in its treatment of Binbury Park and M20 J7.

1.36 Developing the 2050 Reference Case and Preferred Option scenarios to incorporate inputs from full build out of the garden settlements.

Update to Housing Trajectory and Deliverability (update to ED100)¹⁷

1.37 In response to the Inspector's comments in his interim report into the Stage 1 LPR hearings [ED70]¹⁸, ahead of the Stage 2 hearings and to aid the discussions on this matter during the scheduled housing land supply matter, the Council prepared a brief note on updates to the housing trajectory position¹⁹. Update to Housing Trajectory and Deliverability (update to ED100) updates this note and outlines that from 1st

April 2022 to 31st March 2023, there were 1,064 (net) new homes completed across the borough.

1.38 In ED100, the Council enacted the Inspector's suggestion to adopt a stepped trajectory for the delivery of housing across the Local Plan Review plan period, including steps to achieve this. This means that the annual rate at which they are delivered will increase through a series of 'steps' rather than being a consistent number across the plan period.

1.39 The note updated the stepped approach plan, outlining that the stepped approach will ensure a plan-led system that equates to the delivery of 19,669 homes over the 17-year plan period. It includes that from 2023/24-2027/28 5,000 dwellings will be delivered, 2028/29-2032/33 5,750 dwellings will be delivered and that 2033/34-2037/38 6,762 dwellings will be completed.

1.40 The note also outlines the emerging updated supply position for over the LPR plan period. It highlights that the trajectory continues to demonstrate a positive cumulative supply balance, dropping only marginally in the final year of the plan period. The Council is confident that this minimal undersupply can be addressed during the plan, or through a subsequent review. The note also provides an indicative 5-year housing land supply position which will be subject to confirmation through final discussions with promoters/developers/landowners and will be published online in the autumn.

Interim Gypsy & Traveller Accommodation Assessment (GTAA)²⁰

1.41 The primary objective of this Interim Gypsy and Traveller Accommodation Assessment (GTAA) is to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showmen accommodation in Maidstone Borough Council (the Council). The Interim GTAA provides a credible evidence base which can be used to aid the implementation of Local Plan Policies and, where appropriate, the provision of new Gypsy and Traveller pitches and Travelling Showmen plots for the period 2019 to 2039/40 to cover the new Maidstone Local Plan period and the 15-year requirements set out in PPTS. The assessment uses a combination of desk-based research, stakeholder interviews

¹⁶ Jacobs (2022) Appendix 2: Maidstone LP Extended Forecast Modelling Report [pdf] Available at: https://localplan.maidstone.gov.uk/_data/assets/pdf_file/0019/42430/6/ED4B-Appendix-2-Maidstone-LP-Extended-Forecast-Modelling-Report-V3.pdf

¹⁷ Maidstone Borough Council (2023) Update to Housing Trajectory and Deliverability (update to ED100) [pdf] Available at: <https://drive.google.com/file/d/1ctmmh-oTQ6YSgEbDuJz70nbYUDxuff/view>

¹⁸ The Planning Inspectorate (2023) Examination of the Maidstone Local Plan Review [pdf] Available at:

https://drive.google.com/file/d/1sdzi7ptc4dkJbwmQJ-NSb8KZDWII_xTR/view

¹⁹ Maidstone Borough Council (2023) Housing Trajectory and Deliverability (Update to ED66) [pdf] Available at: https://drive.google.com/file/d/1gRvKQt0dZYWgTnVScJa2_C-5abdlF4H/view

²⁰ Opinion Research Services (2023) Interim Gypsy & Traveller Accommodation Assessment (GTAA) [pdf] Available at: <https://drive.google.com/file/d/1k7aSD708XBipNi8Euix3VpSrZ24lvp18/view>

and engagement with members of the travelling community living on all known sites, yards, and encampments. The assessment identifies that the total need from Gypsy and Traveller households is for 604 pitches.

Housing Land Supply Analysis Paper 2022²¹

1.42 The purpose of this paper is to provide detail on the components that contribute towards the Council's 5-year housing land supply at 1 April 2022; report on the Council's 20-year housing land supply progress; and to demonstrate the Council's performance against national requirements including the Housing Delivery Test (HDT).

1.43 Key findings of the Council's Housing Land Supply 2021/22 update paper include:

- At 1st April 2022 the Council can demonstrate 5.1 years' worth of deliverable housing sites against the Local Plan housing target of 883 dwellings per annum or 17,660 dwellings over the plan period.
- The 5-year housing land supply is made up of detailed planning consents (86%), outline planning consents (5%), allocated sites with no consent (4%) and a small sites windfall allowance of (5%).
- The 20-year supply position has a surplus of 603 dwellings measured against the housing target of 17,660 dwellings.
- There were 1,627 dwellings (net) completed during the monitoring year 2021/22, bringing the total completed dwellings for the Local Plan period to 10,722.
- Work has commenced on sites totalling 2,790 dwellings at 1 April 2022, and this indicates that good progression is expected on dwelling completions during 2022/23.
- In 2021/22, over 70% of new homes were built on greenfield sites, taking the split of development on greenfield/brownfield sites over the plan period to date to 50% on each.
- Maidstone has a 162% result measured against the standard Housing Delivery Test.
- Nutrient neutrality issues arising in the Stour catchment continue to result in potential delays to the delivery of the Lenham Broad Location sites.

Amended Heathlands Economic Report²²

1.44 This report provides evidence of the market demand for, and the deliverability of, the commercial elements of Heathlands Garden Community. It considers the number of jobs which could be generated by the Heathlands Garden Community, reviewing and updating evidence base document LPR 1.90 'Heathlands Garden Community: Employment Analysis' (2021). Finally, this report considers the incubation and early phases deliverables of the Garden Community, in terms of employment generating uses (Employment Land Method Statement), building on the evidence base documents including LPR 5.20 Heathlands Garden Community Roadmap (2022). Key conclusions of the report include:

- There is a need, both for light industrial units and larger B2/B8 premises, uses which could be accommodated at the Heathlands Garden Community.
- While there are some existing warehouse businesses around Lenham and Harrietsham, the site of the Garden Community, i.e., on the A20 with no direct M20 access, will not be a desirable one for logistics operators. Additionally, 14 ha, possibly split into multiple sites would be insufficient land to support a logistics scheme of any significance.
- Based on the existing profile of premises in Maidstone Borough, the need is for multi-occupancy and likely serviced office schemes which could support micro business start-up and early stages growth.
- In relation to food production and life sciences specialist services, it seems unlikely that a large number of the businesses which will occupy commercial premises at the Heathland Garden Community will be in food sectors.
- The Heathlands Employment Analysis concluded that there is the potential to create around 3,170 fixed, on-site employment places within Heathlands, when the development is fully built out, plus another 1,330 from homeworking within the 5,000 homes (total 4,500 jobs). BE Group has revisited the assumptions and reviewed the latest market intelligence to update the overall jobs estimate.

Heathlands - Refined Minerals Resource Assessment²³

This assessment evaluates the potential of the area as a viable mineral resource, and the potential for reuse of the

²¹ Maidstone Borough Council (2022) Housing Land Supply Analysis Paper 2022 [pdf] Available at: https://drive.google.com/file/d/1yWtAuTcvjKIDx_5oIW-Nm-vRiCrmaEyG/view

²² Homes England and Maidstone Borough Council (2022) Amended Heathlands Economic Report [pdf] Available at:

https://drive.google.com/file/d/1_hxQ8sWu7DgNvBLaoAwrubjc6vXVS/W1y/view

²³ RSK Geosciences (2022) Heathlands - Refined Minerals Resource Assessment [pdf] Available at: <https://drive.google.com/file/d/115qPTt6l0kdRByJTzfdL7iNnnOz2m8bn/view>

materials within construction site operations during redevelopment. The report initially identifies the potential land-won mineral reserves and resources beneath the proposed development, which include the Sandgate Formation, Folkstone Formation, Hythe Formation and Sub Alluvial River Deposits. The Folkstone Formation has been confirmed as the principal mineral reserve of economic value beneath the site. The reserves (considered potentially viable for extraction) have already been allocated for prior extraction (Lenham Quarry and Chapel Farm West). No additional areas have been identified where mineral safeguarding should be enforced to prevent sterilisation.

Economic Development Strategy 2021²⁴

1.45 This strategy sets out the Council’s vision and ambition for the future growth and development of Maidstone Borough’s economy. Its action plan is based around the five strategic priorities of “open for business”, “a greener, more productive economy”, “a thriving rural economy”, “inclusive growth” and “destination Maidstone town centre”. It aims to:

- Review and ‘sense check’ the current economic vision for the Borough;
- Provide a set of new interventions for the Council to clearly articulate and execute its strategy to grow the local economy and increase productivity;
- Set a five-year action plan against these interventions to support the vision;
- Consider local economic impacts and opportunities from Brexit, changes to the national and local growth agenda and the Local Plan Review/emerging policies; and
- Align policy development and actions with wider strategic growth opportunities at the Kent and Medway, sub-regional and national level.

1.46 The Council’s action plan and approach to delivering this Economic Development Strategy over the next few years aims to focus on:

- Taking a proactive role in creating sustainable communities and leading master planning, guided by a new Local Plan for the Borough to 2037;
- Working with partners to get infrastructure planned, funded and delivered;

- Promoting inward investment in the Borough, for example by building a new innovation centre for Maidstone at the Kent Medical Campus;
- Working with partners to redevelop and deliver plans for key development sites, including a series of Opportunity Areas in Maidstone town centre; and
- Intervening where necessary in the market, to deliver key employment sites.

Update to review of policies, plans and programmes

1.47 Since the submission of the Maidstone Local Plan review, the following international and national policy documents of relevance to the SA have been produced or updated.

International

1.48 Declaration on Forests and Land Use (COP26 Declaration) (2021)²⁵: international commitment to halt and reverse forest loss and land degradation by 2030, while delivering sustainable development and promoting an inclusive rural transformation.

National

1.49 The Carbon Budget Delivery Plan (2023)²⁶ explains how the government intends to meet its legally-binding climate goals, setting out a package of quantified and unquantified proposals and policies, and associated timescales and delivery risks this also includes:

- wider matters in connection with carbon budgets
- the contribution of these proposals and policies to sustainable development
- the impact the package has on sectors of the economy

1.50 Powering up Britain (2023)²⁷ is a collection of policy documents relating to climate change, setting out the department’s approach to energy security and net zero. In particular, Powering up Britain includes four key areas of action:

- decarbonising electricity generation;
- improving energy efficiency;

²⁴ Maidstone Borough Council (2021) Economic Development Strategy 2021 [pdf] Available at: <https://drive.google.com/file/d/1rK9l6f3zVXPGQTnR-ArWB5oWylk-jSzH/view>

²⁵ United Nations (2021). Declaration on Forests and Land Use. (See <https://ukcop26.org/glasgow-leaders-declaration-on-forests-and-land-use/>)

²⁶ Department for Energy Security and Net Zero (2023) Carbon Budget Delivery Plan (see: <https://www.gov.uk/government/publications/carbon-budget-delivery-plan>)

²⁷ Department for Energy Security and Net Zero (2023) Powering up Britain (see: <https://www.gov.uk/government/publications/powering-up-britain>)

- electrifying transport;
- and developing low-carbon heating

1.51 The Energy Security Plan (2023)²⁸ sets out the steps that the government is taking to improve the UK's energy system resilience, particularly in the current geopolitical context. Key commitments include:

- Looking at the role gas storage and other sources of flexibility can play in gas security.
- Delivery of energy efficiency upgrades through the Great British Insulation Scheme.
- Extension of the Boiler Upgrade Scheme to 2028.
- Setting up Great British Nuclear to lead delivery of the new nuclear programme.
- Launching a competitive process to select the best Small Modular Reactor technologies.
- Launching the Floating Offshore Wind Manufacturing Investment Scheme, to provide up to £160 million investment in port infrastructure projects.
- Publishing action plans on reducing the development time for transmission network projects and on accelerating electricity network connections.
- Announcing the Track-1 negotiation project list of carbon capture usage and storage (CCUS) projects; launching a process to expand Track-1 clusters; and establishing two further (Track-2) CCUS clusters.
- Announcing a shortlist of projects for the first electrolytic hydrogen production allocation round.
- Announcing successful applicants of the first competition window for Strands 1 and 2 of the Net Zero Hydrogen Fund (development and capital co-funding) and launching a second competition window.
- Consulting on revised energy National Policy Statements which underline the national need for new energy infrastructure with the intention of expediting planning processes.

1.52 The Net Zero Growth Plan (2023)²⁹ outlines the Government's plans to reach net zero and unlock the financial benefits that this can bring. Key commitments include:

- Publishing an addendum to the Resources and Waste Strategy which will focus on net zero and include a plan

to achieve the near elimination of biodegradable municipal waste going to landfill.

- Responding to the consultation on a revised Waste Prevention Programme for England alongside the new programme 'Maximising Resources, Minimising Waste'.
- Providing up to £20 billion of funding for early deployment of CCUS to unlock private investment and jobs.
- Consulting on an ambitious Zero Emission Vehicle mandate; publishing the Low Carbon Fuels Strategy in 2023; and legislating to include recycled carbon and nuclear derived fuels in renewables transport fuel schemes.
- Consulting on transition planning disclosure requirements for the UK's largest companies and the UK Green Taxonomy, as well as on steps and interventions needed to support the growth of high integrity voluntary markets and to protect against greenwashing.
- Introducing a regulatory framework for heat networks; beginning the implementation of heat network zoning by 2025; and confirming funding of £15 million for the 2023/24 Home Decarbonisation Skills Competition and the £5 million Heat Training Grant for heat pump and heat network skills. Growth and decarbonisation of the UK heat network market will continue through the Green Heat Network Fund and the Heat Network Efficiency Scheme, including £220 million for the Heat Network Transformation Programme over 2025/6 and 2026/7.
- Considering options for integrating greenhouse gas removals in the UK Emissions Trading Scheme.
- Publishing the Biomass Strategy in 2023, which will outline the role that bioenergy with carbon capture and storage (BECCS) can play in reducing carbon emissions.
- Taking forward the next steps in the Review of Electricity Market Arrangements.

1.53 The Levelling Up the United Kingdom White Paper (2022)³⁰ sets out how the UK Government aims to spread opportunity more equally across the UK. It comprises 12 UK-wide missions to achieve by 2030 across four broad areas:

- boosting productivity and living standards by growing the private sector, especially in those places where they are lagging;

²⁸ Ibid

²⁹ Ibid

³⁰ Department for Levelling Up, Housing and Communities (2022) White Paper Levelling Up the United Kingdom (see:

<https://www.gov.uk/government/publications/levelling-up-the-united-kingdom>)

- spreading opportunities and improving public services, especially in those areas where they are weakest;
- restoring a sense of community, local pride and belonging, especially in those places where they have been lost; and
- empowering local leaders and communities, especially in those places lacking local agency.

1.54 The Levelling Up and Regeneration Bill (2022)³¹ sets out the direction for planning and makes provisions to support the levelling-up agenda. It seeks to streamline the planning process whilst attaching greater weight to development plans. It also aims to improve infrastructure delivery with a new levy system, improve alignment between plans to address cross-boundary issues, and will introduce added protection for heritage assets. The Bill also states that existing EU-generated systems of SEA, HRA and EIA will eventually be replaced by a simpler process known as ‘Environmental Outcomes Reports’.

1.55 A fairer private rented sector White Paper (2022)³² aims to build upon the vision of the Levelling Up White Paper and reform the Private Rented Sector and improve housing quality. It outlines that everyone deserves a secure and decent home and outlines measures to improve the experience of renters in the Private Rented Sector.

1.56 The Cycling and Walking Investment Strategy Report to Parliament (2022)³³ sets out the objectives and financial resources for cycling and walking infrastructure. It states the Government’s long-term ambition is to make walking and cycling the natural choices for shorter journeys. It aims to double cycling by 2025, increase walking activity, increase the percentage of children that usually walk to school and reduce the number of cyclists killed or seriously injured on England’s roads.

1.57 The British energy security strategy (2022)³⁴ sets out how the UK will enhance its energy security, setting out plans for future deployment of wind, new nuclear, solar and hydrogen, and for supporting the production of domestic oil and gas in the nearer term. The strategy builds on the Prime Minister’s ‘ten-point plan for a green industrial revolution’, and the ‘Net zero strategy’. Key aims and commitments include:

- New commitments to supercharge clean energy and accelerate deployment, which could see 95% of Great Britain’s electricity set to be low carbon by 2030.
- Supporting over 40,000 more jobs in clean industries, totalling 480,000 jobs by 2030.
- Accelerated expansion of nuclear, wind, solar, hydrogen, oil and gas, including delivering the equivalent to one nuclear reactor a year instead of one a decade.
- Offshore wind – aim of providing up to 50GW by 2030, of which 5GW is planned to be from floating offshore wind in deeper seas. This is aimed to be underpinned by new planning reforms to cut the approval times for new offshore wind farms from 4 years to 1 year and an overall streamlining which will aim to reduce the time it takes for new projects to reach construction stages while improving the environment.
- Oil and gas - a licensing round for new North Sea oil and gas projects is planned to launch in Autumn, with a new taskforce providing bespoke support to new developments.
- Onshore wind – The Government plan to consult on developing partnerships with a limited number of supportive communities who wish to host new onshore wind infrastructure in return for guaranteed lower energy bills.
- Heat pump manufacturing - The Government aim to run a Heat Pump Investment Accelerator Competition in 2022 worth up to £30 million to make British heat pumps, with hopes to reduce demand for gas.

1.58 COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)³⁵ sets out the Government’s plan to prevent, mitigate and respond to the mental health impacts of the pandemic during 2021 and 2022. Its main objectives are to support the general population to take action and look after their own mental wellbeing; to take action to address factors which play a crucial role in shaping mental health and wellbeing outcomes; and, to support services to meet the need for specialist support.

³¹ Department for Levelling Up, Housing and Communities (2022) Levelling Up and Regeneration Bill (online) Available at: <https://www.gov.uk/government/collections/levelling-up-and-regeneration-bill>

³² Department for Levelling Up, Housing and Communities (2022) A fairer private rented sector (see: <https://www.gov.uk/government/publications/a-fairer-private-rented-sector/a-fairer-private-rented-sector#executive-summary>)

³³ Secretary for Transport (2022) Cycling and Walking Investment Strategy Report to Parliament 2022 (online) Available at: <https://assets.publishing.service.gov.uk/government/uploads/system/u>

[loads/attachment_data/file/1087944/Cycling-and-walking-investment-strategy-report-to-Parliament-2022-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/attachment_data/file/1087944/Cycling-and-walking-investment-strategy-report-to-Parliament-2022-web.pdf)

³⁴ Department for Business, Energy & Industrial Strategy and Prime Minister’s Office, 10 Downing Street (2022) British energy security strategy (see: <https://www.gov.uk/government/publications/british-energy-security-strategy>)

³⁵ Department for Health and Social Care and Cabinet Office (2021) COVID-19 mental health and wellbeing recovery action plan (see <https://www.gov.uk/government/publications/covid-19-mental-health-and-wellbeing-recovery-action-plan>)

Methodology

1.59 The approach to assessing the SA implications of the proposed Main Modifications firstly involved considering each proposed modification as set out in the Schedule of Main Modifications. A column was added to the Schedule of Main Modifications to consider and record whether the proposed modification would be likely to change the SA findings presented in the Regulation 19 SA Report. Many of the proposed modifications relate to the supporting text to the policies. To ensure consistency with previous iterations of the SA, the implications of the proposed modifications to the supporting text were considered together with the proposed modifications to the policy wording. The Schedule of Main Modifications with the additional SA implications column is presented in **Appendix A** of this SA Addendum. The SA findings are also summarised in the main body of this report, including via **Table 1.3**, which sets out the likely sustainability effects in relation to all SA objectives for any policies where the SA has concluded that the Main Modifications will result in a change to the effects identified at Regulation 19 stage.

1.60 In addition to the Schedule of Main Modifications, the Council prepared a Schedule of Minor Modifications. These were reviewed but it was considered that none of them would significantly alter the previously reported SA findings.

1.61 Appraisal matrices for new or rewritten policies are provided in **Appendix B**.

SA framework

1.62 The proposed Main Modifications were appraised in relation to their likely effect on achievement of the sustainability objectives set out in the SA framework.

1.63 The assessments reported in this document used the same sustainability objectives that provided the framework for the SA work at earlier stages of plan preparation, as reproduced in **Table 1.2**. The SA objectives are set out in the first column of the table, with sub questions set out in the second column. The sub questions are not intended to be exhaustive but helped to guide identification of the likely sustainability effects of the Local Plan Review. The final column of the table identifies which of the topics specified in the SEA Regulations are addressed by each SA objective.

Form of assessment and use of SA matrices

1.64 The SA uses colour-coded symbols to indicate the likely sustainability effects of a policy or site allocation in relation to each SA objective. **Table 1.1** shows how these symbols were applied during the appraisals.

Table 1.1: Key to symbol and colour coding used in the SA

Symbol	Description
++	Significant positive effect likely
+	Minor positive effect likely
0	No or negligible effect likely
N/A	Assessment criterion not applicable
-	Minor negative effect likely
--	Significant negative effect likely
+/-	Mixed effect likely
?	Likely effect uncertain

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Table 1.2: SA Objectives and Assessment Criteria

SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
SA 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home.	<p>Provide for local housing need?</p> <p>Deliver the range of types, tenures and affordable homes the borough needs over the Plan Period?</p> <p>Provide for the housing needs of an ageing population?</p> <p>Provide attractive places to live via multifunctional green infrastructure?</p>	Population, Human Health and Material Assets
SA 2: To ensure ready access to essential services and facilities for all residents.	<p>Provide for sufficient local services and facilities to support new and growing communities (e.g. schools, employment training and lifetime learning facilities, health facilities, sport and recreation, accessible green space / multifunctional green infrastructure, services in local centres)?</p> <p>Provide housing within proximity to existing services and facilities that are accessible for all, if not to be provided on site?</p>	Population, Human Health and Material Assets
SA 3: To strengthen community cohesion.	<p>Facilitate the integration of new neighbourhoods with existing neighbourhoods?</p> <p>Promote developments that benefit and are used by existing and new residents in the borough, particularly for the borough's most deprived areas?</p> <p>Help to support high levels of pedestrian activity/ outdoor interaction, where people mix?</p> <p>Help to reduce levels of crime, anti-social behaviour and the fear of crime?</p> <p>Increase the number of community facilities that can be used for community gatherings e.g. cultural activities, trainings etc.?</p>	Population and Human Health
SA 4: To improve the population's health and wellbeing and reduce health inequalities.	<p>Promote health and wellbeing by maintaining, connecting, enhancing and creating multifunctional open spaces, green infrastructure, and recreation and sports facilities and improving people's access to nature?</p> <p>Protect health and wellbeing by preventing, avoiding and mitigating adverse health effects associated with air and noise pollution, vibration and odour?</p> <p>Promote healthy lifestyles by encouraging and facilitating walking and cycling?</p> <p>Safeguard human health and well-being by promoting climate change resilience through sustainable siting, design, landscaping and infrastructure?</p> <p>Allocate additional sites for open space in relation to population growth?</p>	Population, Human Health and Climatic Factors

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SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	Create vibrant, multifunctional countryside in and around towns?	
SA 5: To facilitate a sustainable and growing economy.	<p>Provide an adequate supply of land and infrastructure to meet the borough's forecast employment needs?</p> <p>Allow for sufficient flexibility to respond to uncertainties and changing economic circumstances?</p> <p>Support opportunities for the expansion and diversification of business and inward investment?</p> <p>Provide for new and improved education and training facilities leading to a work ready population of school and college leavers?</p>	Population, Human Health and Material Assets
SA 6: To support vibrant and viable Maidstone town centre.	<p>Maintain and enhance the economic vitality and vibrancy of Maidstone town centre?</p> <p>Facilitate diverse and flexible town centre uses?</p> <p>Ensure high quality design and pedestrian and cyclist friendly public realm?</p> <p>Encourage a mixture of residential, commercial, retail, leisure and community uses?</p> <p>Encourage safe and attractive evening activities?</p> <p>Provide green infrastructure to provide multiple benefits for health and wellbeing, climate change adaptation, recreation and public amenity (e.g. shade and air quality)?</p>	Population, Human Health and Material Assets
SA 7: To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce road traffic congestion.	<p>Promote the delivery of integrated, compact communities made-up of a complementary mix of land uses?</p> <p>Support the maintenance and expansion of public transport networks including areas with sufficient demand for the introduction of new public transport?</p> <p>Help to address road congestion in and around Maidstone town centre and its causes?</p> <p>Enhance connectivity of the sustainable transport network and provide new cycling and walking infrastructure to enable modal choice?</p>	Air, Climatic Factors, Population and Human Health
SA 8: To conserve the borough's mineral resources.	Avoid the unnecessary or unjustified sterilisation of mineral resources?	Material Assets
SA 9: To conserve the borough's soils and make efficient and effective use of land.	<p>Promote and support the development of previously developed land, and under-utilised land and buildings?</p> <p>Take an appropriate approach to remediating contaminated land?</p> <p>Minimise development on the borough's best and most versatile agricultural land?</p>	Soil and Human Health

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SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	Encourage integrated, compact communities?	
SA 10: To maintain and improve the quality of the borough's waters and achieve sustainable water resources management.	<p>Minimise inappropriate development in Source Protection Zones?</p> <p>Ensure there is sufficient waste water treatment capacity to accommodate the new development?</p> <p>Avoid water pollution due to contaminated runoff from development?</p> <p>Support efficient use of water in new development?</p>	Water
SA 11: To reduce air pollution ensuring lasting improvements in air quality.	<p>Minimise increases in traffic in Air Quality Management Areas?</p> <p>Contain measures which will help to reduce congestion?</p> <p>Facilitate the take up of low / zero emission vehicles?</p> <p>Enable a choice of more sustainable modes?</p>	Air and Human Health
SA 12: To avoid and mitigate flood risk.	<p>Minimise inappropriate development in areas prone to flood risk and areas prone to increasing flood risk elsewhere, taking into account the impacts of climate change?</p> <p>Minimise flood risk and promote the use of SuDS, flood resilient design and natural flood management measures?</p>	Water, Material Assets, Climatic Factors and Human Health
SA 13: To minimise the borough's contribution to climate change.	<p>Promote energy efficient design?</p> <p>Encourage the provision of renewable energy infrastructure where possible?</p> <p>Minimise greenhouse gas emissions from transport?</p>	Climatic Factors
SA 14: To conserve, connect and enhance the borough's wildlife, habitats and species.	<p>Help to deliver biodiversity net gain?</p> <p>Conserve and enhance designated and undesignated ecological assets, taking into account the impacts of climate change?</p> <p>Ensure current ecological networks are not compromised, and future improvements in habitat connectivity are not prejudiced?"</p> <p>Help to conserve, connect and enhance ecological networks, taking into account the impacts of climate change?</p>	Biodiversity, Flora and Fauna and Human Health

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SA objective	Appraisal questions: Dows/Will the Local Plan Review...	Relevant SEA topics
	<p>Provide and manage opportunities for people to come into contact with resilient wildlife places whilst encouraging respect for and raising awareness of the sensitivity of such locations?</p> <p>Ensure that the biodiversity value of brownfield sites is identified, protected and enhanced?</p>	
SA 15: To conserve and/or enhance the borough's historic environment.	<p>Conserve and enhance the borough's designated and non-designated heritage assets, including their setting and the wider historic environment?</p> <p>Outline opportunities for improvements to the conservation, management and enhancement of the borough's heritage assets, particularly heritage at risk?</p> <p>Promote access to, as well as enjoyment and understanding of, the local historic environment for the borough's residents and visitors?</p>	Cultural Heritage, Architectural and Archaeological Heritage and Human Health
SA 16: To conserve and enhance the character and distinctiveness of the borough's settlements and landscape.	<p>Protect the borough's sensitive and special landscapes, including the Kent Downs AONB?</p> <p>Safeguard the character and distinctiveness of the borough's settlements?</p>	Landscape and Cultural Heritage

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SA of Main Modifications to Site Allocations

1.65 This section outlines the proposed modifications to the Local Plan Review since the Pre-submission stage and presents the SA findings for these.

Modifications to site allocations boundaries

1.66 The proposed modifications to site boundaries in relation to Allocation **LPRSA072** and Allocation **LPRSA312** do not change the effects that were identified in the Regulation 19 SA.

When the sites were assessed on a 'policy off' basis, both sites were considered to have the potential for negative effects on **SA objective 16: Landscape**, and **LPRSA312** was also considered to have potential for major negative effects on **SA objective 14: Biodiversity**; however, the Regulation 19 SA noted that there was sufficient mitigation within the policy wording to reduce the effects of the site allocations to minor negative in relation to SA objective 16: Landscape and SA objective 14: Biodiversity. The proposed boundary changes do not affect this assessment and there are **no changes to the original effects scores**.

Modifications to site allocations policies

Allocation LPRSA172

1.67 The proposed Main Modifications alter the findings of the SA because the added requirement to protect the open character of the adjacent countryside and to avoid coalescence helps to limit the effects on adjacent open countryside, or having regard to the presence of the AONB or local landscape value. Therefore, **the significant negative effect for policy LPRSA172 in relation to SA objective 16: Landscape has been reduced to minor negative**.

Allocation LPRSA114

1.68 The removal of the requirement for a local historic impact assessment reduces the potential for defining locally appropriate mitigation that would lessen the harm of development to nearby heritage assets. Therefore, in relation to **SA objective 15: Historic environment, there is greater potential for adverse effects, resulting in the allocation policy's effect being changed from uncertain minor negative to uncertain significant negative**.

Allocation LPRSA295 and LPRSA314

1.69 Identified improvements to cycle access as a key infrastructure requirement to be supported by development at Marden will help to reinforce the previously identified minor positive effect for site allocation policy LPRSPA295 and LPRSA314 in respect of SA objective 7: Sustainable Travel but will not result in a change in the effects score.

1.70 The addition of criteria relating to offsite impacts on the SSSI **improve the appraisal scoring** for site allocation policy LPRSPA295 & LPRSA314 in relation to **SA objective 14: Biodiversity from a minor negative effect to a negligible effect**.

Allocation LPRSA312

1.71 The majority of the Main Modifications for Policy LPRSA312 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning or sustainability effects of the policy.

1.72 The Main Modifications remove the requirement for a local historic impact assessment. Given its proximity to nearby heritage assets (including listed buildings, archaeological assets and the Linton Conservation Area) **there is greater potential for adverse effects on SA objective 15: Historic Environment, resulting in the allocation policy's effect being changed from uncertain minor negative to significant negative uncertain**.

1.73 Changes to the site boundary increase the distance to designated sites and reduce impacts on ancient woodland. The score for **SA objective 14: Biodiversity is improved from significant negative to minor negative with uncertainty**.

Allocation LPRSA248

1.74 The majority of the Main Modifications for Policy LPRSA248 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning or sustainability effects of the policy.

1.75 The Main Modifications for allocation **LPRSA248** include requirements for SUDS measures, which strengthens the sites sustainability regarding SA objective 12: Flooding. However, the southern part intersects with Flood Zone 3 and small parts of the site are subject to high levels of surface water flood risk. This addition is thus not considered to mitigate flood risk to the extent to strengthen the effect from minor negative.

1.76 The GIS-based site options SA identified significant negative effects with uncertainty for site 248 in relation to SA objective 15: Historic Environment, given the site's proximity to heritage assets, in particular the Yalding Conservation Areas and associated listed buildings and area of archaeological

interest. The Regulation 19 site-specific allocation policy for site 248 required a historic impact assessment, reducing the effect to minor negative with uncertainty. Deletion of this requirement means that the **SA effects score in relation to SA objective 15: Historic Environment reverts from a minor negative effect to significant negative with uncertainty.**

Other modifications to site allocations

1.77 The majority of the other proposed modifications have no effect on the appraisals for the site allocations.

SA of Main Modifications to non-site allocation policies

Introductory text, Spatial Portrait and Key issues, Vision and Objectives

The proposed modifications do not affect the SA findings, as they primarily relate to factual and contextual updates.

Spatial Strategic policies, Strategic Thematic policies and Development Management policies

1.78 The majority of proposed modifications have no effect on the appraisals for the strategic policies. The following policies have been re-appraised as the proposed modifications were considered to affect the SA objectives, as set out in **Appendix A.**

New policy LPRSP10 Housing Delivery

1.79 New Policy **LPRSP10 Housing Delivery** is an overarching policy that sets out the strategic approach to housing delivery across the borough, the approach to monitoring development and how development will come forward through Neighbourhood Development Plans. A full appraisal of **LPRSP10** is set out in **Appendix B.**

1.80 **LPRSP10** sets out a stepped housing trajectory reflecting updated evidence in relation to housing delivery prior to the submission of the local plan, and the time it is likely to take for large housing allocations to come forward within the plan period.,

1.81 There is a small shortfall in meeting the full quantum of the total objectively assessed housing need across the Plan Period and the Inspector has set out his position in relation to the shortfall and LPRSP10 in ED117³⁶, Given that LPRSP10 takes additional steps to increase the robustness of housing

delivery, **significant positive effects** are anticipated in relation to **SA objective 1: Housing.**

1.82 Acknowledging the time required for large scale allocations of garden settlements to come forward provides for the processes required to develop the required infrastructure and services to support these new communities without overwhelming existing services and facilities. Incorporating an approach which allows for new development to be influenced by the neighbourhood planning process may provide additional safeguards in terms of ensure that required service provision is delivered to support new housing growth at the smaller villages. As a result of the above, **significant positive effects** are anticipated in relation to this **SA objective 2: Infrastructure.**

1.83 Policy **LPRSP10** provides a framework for the timing of housing delivery across the revised plan period, reflecting the likely timing of sites coming forward. This acknowledgement of timing of supply will support delivery of supporting services and infrastructure across the plan area. This will facilitate community cohesion through the integration of new homes in to existing and new communities. As **such mixed significant positive and significant negative effects (prior to mitigation)** are anticipated in relation to **SA objective 3: Community.** The negative effects are uncertain as individuals are likely to have different views about new development, which may be either positive, negative or mixed.

1.84 Health and wellbeing are affected by a number of matters, including lifestyles, life chances and personal wealth and opportunity. In addition, environmental pollution such as air quality or noise also has the potential to affect health and wellbeing.

1.85 Policy **LPRSP10** reiterates focus of development within Maidstone as set out in **LPRSS1.** Maidstone has a designated air quality management area (AQMA) closely linked to strategic roads in the settlement. **LPRSP10** does not affect the likely increase in the potential for more people to be present within (and potentially exacerbate existing conditions within) the AQMA, leading to negative health effects. Considering the development planned for across Maidstone, air quality assessment work concluded that effects on human health relating to air quality receptors would not be significant. The potential effects relating to air pollution are discussed further under SA objective 11: Air Quality.

1.86 **Mixed effects** are anticipated in relation to **SA objective 4: Health,** including the **significant positive effects** identified in relation to the provision of new green infrastructure and enhanced opportunities for active lifestyles, and **significant**

³⁶ ED117 Letter from Inspector to MBC:
<https://drive.google.com/file/d/1ORfhLEuNSSd5GqkwLhE8OR5DHlxjELwc/view>

negative effects (prior to mitigation) in relation to the potential air quality, noise and odour effects.

1.87 The Council has prepared an employment need assessment which identifies that the minimum floorspace required to meet the forecasted need is 119,250 square metres between 2021-2038. This level of employment is anticipated to aid in the development of a stronger economy in the borough resulting in significant positive effects. **LPRSP10** sets out the delivery timeline for housing development that will provide support for increased economic growth. **Significant positive effects** are therefore anticipated in relation to **SA 5: Economy**.

1.88 Although policy **LPRSP10** only sets out the stepped trajectory for the spatial policy for housing within **LPRSS1**, the increase in population in the plan area is likely to increase potential expenditure in the centre of Maidstone as well as an increased labour force and increased skills supply. In light of the above, **significant positive effects** are anticipated in relation to **SA objective 6: Town Centres**.

1.89 Policy **LPRSP10** sets out a delivery strategy for **LPRSS1**, which sets out that Maidstone urban area will be the main focus for development. The strategy to focus development to Maidstone town, and to service centres which generally cater for day-to-day needs is likely to result in **significant positive effects**. However, the potential for some development locations to result in increased travel by private motorised vehicle such as the Junction 8 employment site are considered likely to result in **minor negative effects (prior to mitigation)**. **Uncertainty** is recorded against the findings in relation to **SA objective 7: Transport**, based on the potential for sustainable travel which may potentially be delivered due to the various existing context and proposed infrastructure in relation to transport.

1.90 Although the policies focus the majority of development on Maidstone town, there are some development areas which will conflict with Mineral Safeguarding Areas. In accordance with the above, **minor negative effects (prior to mitigation)** are anticipated in relation to **SA objective 8: Mineral Safeguarding**. Given that further evidence will be required at sites that fall within land that take in safeguarded mineral to determine the potential impact on the safeguarding of mineral resources, the effect is uncertain.

1.91 It is likely that development within Maidstone will occur on brownfield land. New garden settlements will require large scale development of greenfield sites. As there is uncertainty around the grading of the agricultural land involved, there is uncertainty over the effect on soils. The development dispersed across urban extensions to Maidstone town and at rural service centres and larger villages are also likely to affect areas of high-quality agricultural land. In accordance with the

above **significant negative effects** are anticipated in relation to this **SA objective 9: Soils**.

1.92 Kent is one of the driest regions in England and Wales. Water use in the borough is high by both national and international standards, and some water bodies in Maidstone are failing to meet the Water Framework Directive objective of 'good status'. These issues are likely to be exacerbated by additional housing and economic growth, coupled with climate change. The significant majority of the borough, including Maidstone town, is within a surface water drinking water safeguarding zone, and the provisions of policy **LPRSP10** direct the significant majority of development to locations which intersect this. In addition, the entirety of the Lidsing garden settlement falls within SPZ 3 (but is not within any other water protection or safeguarding areas) and approximately two fifths of the Heathlands site is within SPZ 3, the remainder being outside any other water protection or safeguarding areas. In accordance with the above, **minor negative effects** are anticipated in relation to **SA objective 10: Water**.

1.93 **Minor yet uncertain negative effects** are anticipated in relation to **SA objective 11: Air Quality, prior to mitigation**. These are uncertain as how and where people choose to travel, and by what method is affected by a number of factors which may affect the severity of any effects in relation to air quality.

1.94 Fluvial flood risk within Maidstone is concentrated in the southern and south-western part of the borough, as well as in Maidstone town centre. Policy **LPRSP10** supports the direction of a significant amount of development to Maidstone town centre and the rural service centres in the south of the borough, including Marden, Staplehurst, and Headcorn. Many of the locations in the south of the borough contain areas identified as being higher risk flood zones (Flood Zones 2 or 3). Within Maidstone town, areas of higher flood risk are mainly found close to the River Medway. Although the proposed garden settlements of Lidsing and Heathlands do not include a significant area identified as being at surface water flood risk, a substantial part of the Heathlands location has relatively high groundwater flood risk. It is possible that development here could lead to effects in relation to this such as increased flood risk on site or in surrounding areas.

1.95 In addition, the creation of more impermeable surfaces may create additional flood risk, although the likelihood and potential severity of this will be affected by the design of new development.

1.96 In accordance with the above, **significant negative effects** are anticipated in relation to **SA objective 12: Flooding**, prior to mitigation.

1.97 Policy LPRSP10, through supporting the delivery of the plan's spatial strategy is likely to result in **significant negative effects (prior to mitigation)** in relation to **SA objective 13: Climate Change** due to the increased greenhouse gas emissions. However, the allocation of development to locations which generally will facilitate the use of sustainable modes of travel (thereby reducing the likely potential of greenhouse gas emissions) is considered likely to result in minor positive effects.

1.98 The Borough contains and is close to a wide variety of both designated and non-designated natural habitats and biodiversity including a Special Area of Conservation (SAC), Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs), priority habitats and ancient woodland. In addition, many Biodiversity Opportunity Areas have been identified within the borough, indicating where enhancement could be most beneficial. The focus of development to Maidstone urban area supported by LPRSP10 may affect local wildlife sites here through, for example, increased disturbance. However, the focus of development on the urban area is likely to lead to fewer implications in relation to international designations.

1.99 Significant negative effects in relation to **SA objective 14: Biodiversity**, are considered possible **prior to consideration of mitigation**, for example in relation to potential implications for wildlife designations, including on the Stodmarsh European designations.

1.100 There are 41 Conservation Areas within the borough. Maidstone town will remain the focus of development, and there are no additional locational criteria within LPRSP10 to qualify the spatial strategy. Maidstone town includes numerous heritage designations including listed buildings, conservation areas, scheduled monuments and areas of archaeological potential and Mote Park registered Park and Garden.

1.101 As such **significant negative effects** are anticipated in relation to **SA objective 15: Historic Environment, prior to consideration of mitigation**. However, **uncertainty** around these effects exists as such effects are influenced by the form and design of new development.

1.102 Development within existing settlements would have a lower risk of adversely affecting the landscape, although this would depend on the scale and massing of development, and effects from edge of settlement development on greenfield land may affect landscape character and distinctiveness. The proposed garden settlements will result in the introduction of large urban developments at Lidsing and Heathlands. As a result of the development distribution, it is likely that development would adversely affect the landscape as each potential development location lies within areas of very high to moderate landscape sensitivity. As such, **prior to mitigation**,

significant negative effects are expected in relation to **SA 16: Landscape**.

1.103 Measures to limit the potential for negative effects and strengthen the positive effects identified for **LPRSP10** are recommended in the mitigation sections of the appraisals in relation to each SA objective, within **Appendix B** of this report.

Policy LPRSP4(A)

1.104 Most modifications provide greater certainty in relation to required infrastructure and phasing of development across the plan period, but these do not affect the SA effects previously identified for the policy.

1.105 The significantly more detailed landscape and design requirements within the policy text will provide more certainty that mitigation of potential negative effects on the Kent Downs AONB will be effective. However, as mitigation was already recognised by the SA in concluding a minor rather than significant negative effect in relation SA objective 16: Landscape, the previous SA score remains unchanged.

1.106 Provisions for education provision are now more specific, including a requirement for on-site secondary school provision rather than on- or off-site. This will help to reinforce the previously assessed significant positive/ significant positive with uncertainty effects in relation SA objectives 2: Services & Facilities and 7: Sustainable Travel.

1.107 New policy requirements to avoid the potential effects of odour from the wastewater treatment works help to mitigate the previously identified minor negative effects in relation to This together with the new requirement for on-site provision of a medical facility **improves the effects score for SA objective 4: Health from significant positive, minor negative to significant positive**.

1.108 The new policy requirements for provision of on-site secondary school and medical facilities also improve the previous effects score in relation **to SA objective 3: Community from significant negative uncertain, minor positive uncertain to minor negative uncertain, minor positive uncertain** due to the reduced potential for pressure on existing facilities in neighbouring settlements.

1.109 Wording changes that signal a move from a 'predict and provide' to a 'vision and validate' approach to mobility and the requirement for a detailed transport assessment as part of the SPD as well as provision of transport strategy based on this before first occupation should help to reduce the potential for traffic growth associated with the Heathlands allocation. The strengthened requirement for provision of a new railway station on-site was already assumed by the Regulation 19 SA. Overall, no changes are expected to previously identified SA effects relating to travel and transport.

1.110 The policy changes strengthen environmental conservation and enhancement, particularly in relation to the historic environment, although no changes are predicted to previously the identified SA scores.

Policy LPRSP6(C)

1.111 There are no significant changes to the SA in relation to the deleted site H1(38), which was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The overall quantity of housing is assessed under policies LPRSS1 and LPRSP10.

1.112 Additional protection for the SSSI does not impact the original SA score for the overarching Regulation 19 policy for Headcorn LPRSP6(C), which determined there would be a negligible effect for SA objective 14: Biodiversity. However, it provides mitigation for the potential minor negative effect on the River Beult SSSI identified for linked site allocation policy LPRSA310, improving the Regulation 19 SA score for SA objective 14: Biodiversity of minor positive, minor negative to minor positive.

Policy LPRSP6(E)

1.113 The modifications to the figure at page 84 serve to further illustrate Policy LPRSP6(E), and thus do not affect the SA. Changes under LPRSP6(E) relating to the site allocations are set out above for LPRSPA295 and 314.

Policy LPRSP7(D)

1.114 There are no significant changes to the SA in relation to the deleted site H1(65), which was carried forward from the adopted Local Plan and not reassessed in the Regulation 19 SA. The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP10.

1.115 The modifications to the map on page 95 serve to further illustrate Policy LPRSP7(D), and thus does not affect the SA.

1.116 The addition of criteria relating to offsite impacts on the SSSI improve the appraisal scoring for site allocation policy LPRSA248 in relation to SA objective 14: Biodiversity from minor negative with uncertainty to negligible.

Policy LPRSP9

1.117 Negligible effects were previously identified for strategic policy LPRSP9: Development in the Countryside in relation to the majority of SA objectives, generally because the policy is silent on most issues, with other reasons noted below for SA objectives 1 and 6. The only exception is for SA objective 9: Soils because the policy supports the efficient use of the borough's agricultural land and soil resource. In relation to SA

objective 1: Housing, although the inclusion of the word 'significant' in relation to harm is more supportive of sustainable development in the countryside, negligible effects are expected, noting that effects of the amount of housing provided by the Local Plan are appraised elsewhere in this report, at the scale of the plan area as a whole.

1.118 The addition of wording in relation to 'significant harm' to the rural character or appearance of an areas would result in **minor negative effects on SA objective 14 and SA objective 15: Historic Environment, instead of the previous negligible effects.**

1.119 Supporting opportunities for walking and cycling will also generate **minor positive effects on SA objective 7 Sustainable Transport, from a previously identified negligible effect.**

Policy LPRSP14(A)

1.120 The effect for SA objective 9: Soils has been strengthened from a **negligible effect to a minor positive effect**, because there is now a requirement for the encouragement of better soil handling practices.

1.121 In addition, the effect for SA objective 16: Landscape has been strengthened from a **minor positive to a significant positive** as the policy requires the protection of positive landscape character, with the Main Modification expanding this to include Landscapes of Local Value and including that mitigation should be provided through the provision of adequate buffers and in accordance with national guidance.

1.122 The Main Modifications for Policy LPRSP14(A) also includes reference to the protection of ecosystem services, Local Wildlife Sites and much more detailed requirements to designed to avoid adverse effects on the North Downs Woodland SAC. This strengthens the positive effect for SA14: Biodiversity, however the effect is already recorded as significant positive, and so remains unchanged.

Policy LPRQ&D6

The additional information regarding M4(2) compliant dwellings expands the initial text on such dwellings and so does not change the meaning over the overall policy and thus does not alter the assessment.

1.123 The Main Modification regarding M4(3) properties enhances provision of high-quality properties for those who use wheelchairs, thus the effect for policy LPRQ&D6 regarding SA objective 1: Housing has been strengthened from **minor positive to significant positive.**

SA of Minor Modifications

1.124 In addition to the table of Main Modifications required to make the Local Plan Review 'sound', the Council has prepared a schedule of minor modifications. The minor modifications are made for clarity or other reasons not directly related to the soundness of the Local Plan Review. There are no minor modifications that would affect the SA, which are not already picked up within the Main Modifications.

Reasonable Alternatives

1.125 The proposed Main Modifications to the Local Plan Review policies generally do not introduce any major new provisions with the potential to significantly alter the previously reported SA findings for the Proposed Submission Plan. As such, there is no need for the SA to appraise reasonable alternatives to these Main Modifications.

1.126 Modifications to policies **LPRSS1** and **LPRSP10** set out an extended plan period and include increases to housing provision and employment land to reflect the identified need within the evidence base documents. The SA considered **LPRSS1** at the pre-submission stage on the basis that housing need and the requirement for employment would be met in full across the plan period. **LPRSP10** implements the quantum of development and spatial element of housing within **LPRSS1**, across the plan period and does not place additional policy requirements on the plan. There is no need to consider additional alternatives in relation to **LPRSP10**.

1.127 There are no new sites proposed. Site boundaries have been amended in relation to **LPRSA072** and **LPRSA312**. The SA appraised the original boundaries of these sites at Pre-submission stage on a 'policy-off' basis and this SA Addendum appraises the revised boundaries, also on a 'policy-off' basis. Since the boundary changes do not substantially increase the number of homes provided by the Plan, there is no significant new provision relative to the Pre-submission Plan and again, no need to consider whether any new reasonable alternatives to these sites require appraisal by the SA at the current stage.

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Table 1.3: Revised SA findings for policies for which Main Modifications resulted changes to effects

Policy reference	SA 1	SA 2	SA 3	SA 4	SA 5	SA 6	SA 7	SA 8	SA 9	SA 10	SA 11	SA 12	SA 13	SA 14	SA 15	SA 16
LPRSP4(A)	++	++	--?/+?	++	++	+	++?/-?	0	--	--	-	-	-	+?	-	-
LPRSP6(C)	0	0	+	+	0	0	0	0	0	0	N/A	0	0	+	0	0
LPRSP6(E)	0	0	+	+	0	0	0	0	0	0	N/A	0	0	0	0	0
LPRSP7(D)	0	0	+	+	0	0	0	0	0	0	N/A	0	0	0	0	0
LPRSP9	0	0	0	0	0	0	+	0	+	0	N/A	0	0	-	-	0
LPRSP10	++	++	++/--?	+/-	++	++	++?/-?	-?	--	-	-?	--	--/+	--	--?	--?
LPRSP14(A)	0	+?	+?	+	0	0	+	+	+	+	+?	+	0	++	+?	++
LPRSA172	0	-	+	+	0	+	-	-	--	-	N/A	0	-	-	-?	-
LPRSA114	0	--	+	+	--	+	+	0	-	-	N/A	--?	-	-	--?	-
LPRSA295 & 314	0	-	+	+	0	+	+	-	--	-	N/A	-	-	0	-?	-?
LPRSA312	+	-	0	+	0	+	-	-	--	-	N/A	0	-	-?	--?	0?
LPRSA248	0	-	+	+	0	+	+	-	--	-	N/A	-	0	0	--?	-
LPRQ&D6	++	0	0	+	0	0	0	0	0	+	0	0	0	0	0	0

Summary of SA findings

1.128 This SA Addendum has considered the implications of the Main Modifications in relation to the SA findings reported within the Regulation 19 Sustainability Appraisal. The findings for modifications to the policies are set out in full within **Appendix B** of this report.

Summary of SA findings for new policy

1.129 Policy **LPRSP10** is a new policy and has been appraised for the first time. Policy **LPRSP10 Housing Delivery** is an overarching policy that sets out the strategic approach to housing delivery across the borough, the approach to monitoring development and how development will come forward through Neighbourhood Development Plans. A full appraisal of **LPRSP10** is set out in **Appendix B**.

1.130 There is a small shortfall in meeting the full quantum of the total objectively assessed housing need across the Plan Period and the Inspector has set out his position in relation to the shortfall and **LPRSP10** in ED117³⁷. Given **LPRSP10** takes additional steps to increase the robustness of housing delivery, **significant positive effects** are anticipated in relation to **SA objective 1: Housing**.

1.131 Incorporating an approach which allows for new development to be influenced by the neighbourhood planning process may provide additional safeguards in terms of ensure that required service provision is delivered to support new housing growth at the smaller villages. As a result of the above, **significant positive effects** are anticipated in relation to this **SA objective 2: Infrastructure**.

1.132 This acknowledgement of timing of supply will support delivery of supporting services and infrastructure across the plan area. This will facilitate community cohesion through the integration of new homes in to existing and new communities. As such **mixed significant positive and significant negative effects (prior to mitigation)** are anticipated in relation to **SA objective 3: Community**. The negative effects are **uncertain** as individuals are likely to have different views about new development, which may be either positive, negative or mixed.

1.133 Mixed effects are anticipated in relation to **SA objective 4: Health**, including the **significant positive effects** identified in relation to the provision of new green infrastructure and enhanced opportunities for active lifestyles,

and **significant negative effects (prior to mitigation)** in relation to the potential air quality, noise and odour effects.

1.134 As **LPRSP10** sets out the delivery timeline for housing development that will provide support for increased economic growth. **Significant positive effects** are therefore anticipated in relation to **SA objective 5: Economy**.

1.135 Although policy **LPRSP10** only sets out the stepped trajectory for the spatial policy for housing within **LPRSS1**, the increase in population in the plan area is likely to increase potential expenditure in the centre of Maidstone as well as an increased labour force and increased skills supply. In light of the above, **significant positive effects** are anticipated in relation to **SA objective 6: Town Centres**

1.136 The strategy to focus development to Maidstone town, and to service centres which generally cater for day-to-day needs is likely to result in **significant positive effects**. However, the potential for some development locations to result in increased travel by private motorised vehicle such as the Junction 8 employment site are considered likely to result in **minor negative effects (prior to mitigation)**. **Uncertainty** is recorded against the findings in relation to **SA objective 7: Transport**, based on the potential for sustainable travel which may potentially be delivered due to the various existing context and proposed infrastructure in relation to transport.

1.137 It is likely that development within Maidstone will occur on brownfield land. New garden settlements will require large scale development of greenfield sites. In accordance with the above **significant negative effects** are anticipated in relation to this **SA objective 9: Soils**.

1.138 The creation of more impermeable surfaces may create additional flood risk, although the likelihood and potential severity of this will be affected by the design of new development. In accordance with the above, **significant negative effects** are anticipated in relation to **SA objective 12: Flooding**, objective prior to mitigation.

1.139 Policy **LPRSP10**, through supporting the delivery of the plan's spatial strategy is likely to result in **significant negative effects (prior to mitigation)** in relation to **SA objective 13: Climate Change** due to the increased greenhouse gas emissions.

1.140 Significant negative effects in relation to **SA objective 14: Biodiversity**, are considered possible prior to consideration of mitigation, for example in relation to potential implications for wildlife designations, including on the Stodmarsh European designations.

³⁷ ED117 Letter from Inspector to MBC:
<https://drive.google.com/file/d/1ORfhLEuNSSd5GqkwLhE8OR5DHlxjELwc/view>

1.141 Maidstone town includes numerous heritage designations including listed buildings, conservation areas, scheduled monuments and areas of archaeological potential and Mote Park registered Park and Garden. As such **significant negative effects** are anticipated in relation to **SA objective 15: Historic Environment**, prior to consideration of mitigation. However, **uncertainty** around these effects exists as such effects are influenced by the form and design of new development.

1.142 As a result of the development distribution, it is likely that development would adversely affect the landscape as each potential development location lies within areas of very high to moderate landscape sensitivity. As such, **prior to mitigation, significant negative effects** in relation to **SA objective 16: Landscape**, are expected.

Mitigation:

1.143 Measures to limit the potential for negative effects and strengthen the positive effects identified for this policy are recommended in the mitigation sections of the appraisals in relation to each SA objective, within Appendix B of this report. Development management policies within the Local Plan Review, and policies within the wider development plan will provide appropriate mitigation, where criteria are lacking within LPRSP10.

Summary of SA findings for modifications to existing policies

1.144 This section summarises where these appraisals have revealed the proposed Main Modifications would lead to changes in the previously reported SA findings, as summarised below. Like the original appraisals of these policies at earlier stages of plan-making, the effects identified relate to each individual policy. The extent to which these effects may be modified by other Local Plan Review policies is considered in the cumulative effects section of the SA and the implications of the Main Modifications for cumulative effects are considered in a separate section below.

- Allocation **LPRSA172** - The proposed Main Modification will alter the findings of the SA because the added requirement to protect the open character of the adjacent countryside and to avoid coalescence helps to limit the effects on adjacent open countryside, or having regard to the presence of the AONB or local landscape value. Therefore, **the significant negative effect for policy LPRSA172 in relation to SA objective 16: Landscape has been reduced to minor negative.**
- Allocation **LPRSA114**: The removal of the requirement for a local historic impact assessment will remove mitigation that would lessen the harm of development to nearby heritage assets, therefore in relation to **SA objective 15: Historic environment, the effect has been weakened from uncertain minor negative to significant negative.**
- Allocation **LPRSPA295 & 314**: The addition of criteria relating to offsite impacts on the SSSI **improve the appraisal scoring** for site allocation policy LPRSPA295 & 314 in relation to **SA objective 14: Biodiversity from minor negative to negligible.** The Main Modifications remove the requirement for a local historic impact assessment, given its proximity to nearby heritage assets, relating both to the presence of listed buildings and the nearby archaeological assets and Linton Conservation Area lying to the east, therefore **the effect for SA objective 15: Historic Environment is weakened to a significant negative effect from an uncertain minor negative effect.** Changes to the site boundary increase the distance to designated sites and reduce impacts on ancient woodland. The score for **SA objective 14: Biodiversity is improved from significant negative to minor negative with uncertainty**, as the policy criteria requires a Phase 1 Habitat survey.
- Allocation **LPRSA248**: The GIS-based site options SA identified significant negative effects with uncertainty for site 248 in relation to SA objective 15: Historic Environment, given the site's proximity to heritage assets, in particular the Yalding Conservation Areas and associated listed buildings and area of archaeological interest. The Regulation 19 site-specific allocation policy for site 248 required a historic impact assessment, reducing the effect to minor negative with uncertainty. Deletion of this requirement means that the SA effects score in relation to **SA objective 15: Historic Environment reverts from a minor negative effect to significant negative with uncertainty.**
- Allocation **LPRSA312** – The Main Modifications remove the requirement for a local historic impact assessment. Given its proximity to nearby heritage assets (including listed buildings, archaeological assets and the Linton Conservation Area) **there is greater potential for adverse effects on SA objective 15: Historic Environment, resulting in the allocation policy's effect being changed from uncertain minor negative to significant negative uncertain.** Changes to the site boundary increase the distance to designated sites and reduce impacts on ancient woodland. The score for **SA objective 14: Biodiversity is improved from significant negative to minor negative with uncertainty.**
- **Policy LPRSP4(A)**: New policy requirements to avoid the potential effects of odour from the wastewater

treatment works help to mitigate the previously identified minor negative effects in relation to **SA objective 4: Health**. This together with the new requirement for on-site provision of a medical facility **improves the effects score from significant positive, minor negative to significant positive**. The new policy requirements for provision of on-site secondary school and medical facilities also improve the previously effects score in relation to **SA objective 3: Community from significant negative uncertain, minor positive uncertain, to minor negative uncertain, minor positive uncertain**, due to the reduced potential for pressure on existing facilities in neighbouring settlements.

- **Policy LPRSP6(C):** Additional protection for the SSSI does not impact the original SA score for the overarching Regulation 19 policy for Headcorn LPRSP6(C), which determined there would be a negligible effect for SA objective 14: Biodiversity. However, it provides mitigation for the potential minor negative effect on the River Beult SSSI identified for linked site allocation policy LPRSA310, **improving the Regulation 19 SA score for SA objective 14: Biodiversity of mixed minor positive, minor negative to minor positive**.
- **Policy LPRSP6(E):** The modifications to the figure at page 84 serve to further illustrate Policy LPRSP6(E), and thus does not affect the SA. Changes under LPRSP6(E) relating to the site allocations are set out above for LPRSPA295 & 314.
- **Policy LPRSP7(D):** The addition of criteria relating to offsite impacts on the SSSI improve the appraisal scoring for site allocation policy LPRSPA248 in relation to **SA objective 14: Biodiversity from minor negative with uncertainty to negligible**.
- **Policy LPRSP9:** The inclusion of wording in relation to 'significant harm' to the rural character or appearance of an areas would result in **minor negative effects on SA objective 14 and SA objective 15, instead of the previous negligible effects**. Supporting opportunities for walking and cycling would provide for **minor positive effects on SA objective 7: Sustainable Transport**, from a previously negligible effect.
- **Policy LPRSP14(A):** The proposed Main Modification will alter the findings of the SA because the effect for **SA objective 9: Soils** has been strengthened from a **negligible effect to a minor positive effect**, because there is now a requirement for the encouragement of better soil handling practices. In addition, the effect for **SA objective 16: Landscape** has been strengthened from a **minor positive to a significant positive** as the policy requires the protection of positive landscape

character, with the Main Modification expanding this to include Landscapes of Local Value and including that mitigation should be provided through the provision of adequate buffers and in accordance with national guidance.

- **Policy LPRQ&D6:** The Main Modification regarding M4(3) properties enhances provision of high-quality properties for those who use wheelchairs, thus the effect for policy LPRQ&D6 regarding **SA objective 1: Housing** has been strengthened from **minor positive to significant positive**.

Summary of Habitats Regulations Assessment

1.145 LUC was commissioned by MBC to carry out an HRA of its Local Plan Review. The HRA of the Local Plan Review (Regulation19) was completed in September 2021 and published for consultation alongside the Local Plan Review. The Regulation 19 HRA identified the need for further work in relation to a decrease in water quality from nutrient enrichment at Stodmarsh SAC, SPA and Ramsar site, and air pollution from road traffic at North Downs Woodlands SAC before adverse effects on the integrity of European sites from the Local Plan Review could be ruled out.

1.146 Additional technical work was undertaken in relation to these two issues in preparation for and during the Local Plan Examination and the implications of this for the HRA set out in an HRA addendum produced in March 2022 and updated in July 2022. Since the Examination hearings, further technical work has been carried out in relation to air pollution at North Downs Wodlands SAC.

1.147 A further HRA Addendum has been produced to accompany consultation on the Main Modifications that considers the implications of the new technical work outlined above as well as the implications of the Main Modifications for the HRA findings. It concludes as follows:

Air pollution at North Downs Woodlands SAC

1.148 Modelling has demonstrated that adverse effects on the integrity of North Downs Woodlands SAC can be avoided, in relation to air pollution, alone or in combination with other plans or projects. The requirements for mitigation set out in LPR Policies SP14(A) and SP4(B) (as set out in the Main Modifications) are sufficient to conclude 'no adverse effects on integrity'. **<As set out in the HRA, this conclusion is subject to confirmation by Jacobs that the Main Modifications will not result in significant changes to the modelled traffic flows or nitrogen deposition on roads within 200m of European sites.>**

Recreation pressure at North Downs Woodlands SAC

1.149 The mitigation provided by policies LPRSP14(A) and SAP4(B) remains sufficient to address the effects of recreation pressure on North Downs Woodlands SAC and adverse effects on integrity can be ruled out.

Water quality at Stodmarsh SAC, SPA and Ramsar site

1.150 Nutrient neutrality can be achieved at the proposed Heathlands Garden Community and Lenham Broad Site Allocations. The safeguards embedded with the Local Plan Review policies (including those within the Main Modifications) ensure that adverse effects on the integrity of the Stodmarsh SAC and SPA/Ramsar can be avoided.

1.151 In light of the latest technical evidence and the Main Modifications the overall conclusion of the HRA is that there will be no adverse effects on any European sites arising from the Local Plan Review, alone or in combination with other plans or projects. **<Subject to receipt of the confirmation from Jacobs highlighted above>**

Cumulative effects

1.152 This SA of the proposed Main Modifications has identified changes to the sustainability effects of a small number of policies, as summarised above. The following changes are pertinent to the cumulative effects of the plan:

1.153 It is noted that Policy LPRSP14(C) retains the requirement for development involving the creation of new dwellings, retail and/or employment space to encourage a shift towards sustainable travel through the provision of electric vehicle infrastructure, although this is judged to be a weaker policy requirement than the more specific one that is proposed to be deleted from LPRTRA4. However, it is considered that the requirements within the Building Regulations Part S³⁸ adequately mitigate the weaker sustainability performance of Policy LPRTRA4 in isolation so that cumulative effects are unchanged relative to the SA of the Regulation 19 Local Plan Review.

1.154 The extended plan period, as set out in LPRSS1 and followed through with amendments to the overarching policies, will potentially extend the timeframe for environmental effects; however, this would not change the overall cumulative effect of the Proposed Submission Maidstone Local Plan review in relation to each SA objective, as recorded in **Chapter 9** of the Regulation 19 SA Report.

1.155 Where mitigation may be required in relation to proposed modifications, it is considered development management policies, and policies within the wider local plan

review, will address the relevant effects identified within the SA.

1.156 Mitigation through development management policies is particularly relevant for the following policies:

- LPRSA114, LPRSPA295, LPRSA314 and LPRSA248, where the removal of site specific wording in relation to the historic environment will be mitigated by wording within development management policy LPRSP14(B) Historic Environment.
- LPRSP10 where mitigation requirements will be met through development management policies, criteria within site specific policies, and policies within the wider development plan. For example, mitigation in relation to significant effects on SA objective 9: Soils, will be partially mitigated by policy CSM 5 in relation to mineral safeguarding within the Kent County Council Minerals and Waste Plan 2020.

Monitoring Indicators

1.157 There are no amendments proposed to the monitoring indicators within the Schedule of Main Modifications.

³⁸ HM Government (2021) Infrastructure for the charging of electric vehicles (online). Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1057375/AD_S.pdf

Appendix A

Schedule of Main Modifications with SA implications

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Chapter 1: Introduction

No modifications proposed.

Chapter 2: Introduction to the Maidstone Borough Local Plan Review

Mod ref	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA findings?
		Wording to be deleted is struckthrough New wording is <u>underlined</u>		
MM1 245	Para 2.5	Amend paragraph 2.5 as follows: This Local Plan Review document updates and supersedes the 2017 Local Plan, whilst 'saving' relevant policies contained within it, and ensuring that it is in line with the latest national planning requirements, including extending the plan period to 2037/38 <u>2038</u> . <u>A schedule of the 'saved' policies is included in Appendix 3.</u> The Local Plan Review is a key document that sets the framework to guide the future development of the Borough. It plans for homes, jobs, shopping, leisure and the environment, including biodiversity and climate change, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through the strategy that plans for growth and renewal whilst at the same time protects and enhances the borough's natural and built assets.	For plan effectiveness, consistency with the NPPF, and to align with Main Modifications with respect to the plan period.	No change to SA findings: this modification provides additional detail and does not affect the SA.
MM2	Para 2.11	Amend paragraph 2.11 as follows: <u>The Marine Management Organisation has produced a South East Marine Plan. Under the Marine and Coastal Access Act, any relevant authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must also have regard to the marine plan.</u> The Kent Minerals and Waste Local Plan identifies Mineral Safeguarding Areas whose purpose is to avoid the unnecessary sterilization of any mineral resources through incompatible development.	For plan effectiveness.	No change to SA findings: the South East Marine Plan forms part of the policy context for the assessments within the SA.

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MM3	Para 2.12	<p>Amend paragraph 2.12 as follows:</p> <p>Neighbourhood Development Plans, which are also called Neighbourhood Plans are prepared by Parish Councils and Neighbourhood Forums. A Neighbourhood Plan attains the same legal status as other documents within the Development Plan once it has been agreed at referendum and is made (brought into legal force) by the Borough Council. Government advises that a Neighbourhood Plan should support the strategic development needs set out in an adopted Local Plan and plan positively to support local development <u>meet certain basic conditions as set out in legislation</u>. One of the conditions is that Neighbourhood Plans must be prepared in accordance with the NPPF and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan Review. <u>A schedule of the policies that are 'strategic policies' for the purpose of neighbourhood planning are included in Appendix 4.</u></p>	For consistency with the NPPF.	No change to SA findings: this modification provides additional detail and does not affect the SA.
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Chapter 3: Spatial portrait and key local issues

4
No modifications proposed.

Chapter 4: Spatial vision and objective

Mod ref	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
MM4	Para 4.2	<p>Wording to be deleted is struckthrough</p> <p>New wording is <u>underlined</u></p> <p>Amend paragraph 4.2 as follows:</p> <p>Having regard to the Borough's Strategic Plan, as well as the other matters and strategic issues that the LPR will need to address, looking to the end of the plan period and beyond, the proposed spatial vision for the LPR is as follows:</p> <p>[Text box] By 2037 Maidstone: A borough open to and Eembracing growth which provides improved infrastructure, economic opportunity <u>and prosperity</u>, <u>along with</u> services, spaces, and homes for our communities, while addressing</p>	For consistency with the NPPF.	No change to SA findings: this modification provides additional detail and does not affect the SA.

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		<p>biodiversity and climate change challenges and protecting our heritage, natural and cultural assets. This will be achieved through the implementation of the Spatial Strategy as set out in Chapter 5 of this Local Plan Review.</p> <p><i>[Footnote]</i> 1NPPF paragraph 22 requirement to include a vision that looks further ahead (at least 30 years) to take into account the likely timescale for delivery of the new garden settlements.</p>		
247	MM5 Para 4.6	<p>Amend paragraph 4.6 as follows:</p> <p>Development will have regard to safeguarding and maintaining the character of the borough's landscapes including the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Great weight will be given to conserving and enhancing the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will conserve and enhance the landscape and scenic beauty of the Kent Downs and High Weald Areas of Outstanding Natural Beauty and their settings. Development will also conserve and enhance other distinctive landscapes of local value and heritage designations whilst facilitating the economic and social well-being of these areas, including the diversification of the rural economy.</p>	For consistency with the NPPF.	No change to SA findings: the new wording within the supporting text reflects the high level of protection for designated landscapes provide by the NPPF. Does not affect the SA score, as the effects of the NPPF formed part of the baseline against which the plan was assessed.
	MM6 Para 4.7	<p>Amend paragraph 4.7 as follows:</p> <p>To recognise the climate change emergency by ensuring that development supports the Council's ambition of becoming a carbon neutral borough by 2030 by delivering sustainable and, where possible, low carbon growth which protects and enhances the boroughs natural environment. The Council will, through local plan policy, seek to facilitate the necessary infrastructure to enable residents and businesses to minimise their impact on and respond to climate change.</p>	For plan effectiveness.	No change to SA findings: this modification provides additional detail and does not affect the SA.

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		<p>Developments will have considered the potential for the site to be delivered in a low carbon way, the incorporation of zero or low carbon technologies, and will include provision to enable future technologies and climate change adaptation. Additionally, development will give high regard to protection and enhancement of biodiversity. <u>Developers and the Council will work proactively with the sewerage service provider to ensure that any necessary upgrades to wastewater treatment works and/or the sewer network resulting from new development are identified early to ensure that performance of wastewater infrastructure is not diminished by the connection of new development.</u></p>		
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Chapter 5: The borough spatial strategy

Main Mod 248	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
MM7	LPRSS1	<p>Wording to be deleted is struckthrough</p> <p>New wording is <u>underlined</u></p> <p>Amend Policy LPRSS1 as follows: Maidstone Borough spatial strategy 2022-2037<u>2021-2038</u></p> <ol style="list-style-type: none"> 1. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for <u>a minimum of 17,74619,669</u> new dwellings. 2. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for a minimum of <u>119,250m2 employment floorspace as follows:</u> <ol style="list-style-type: none"> i. 33,430<u>36,650</u>m2 floorspace for office use; ii. 27,135<u>33,660</u>m2 floorspace for industrial use; iii. 40,990<u>48,940</u>m2 floorspace for warehousing use. 	<p>For consistency with the NPPF. To ensure the plan is justified and for plan effectiveness.</p>	<p>No change to SA findings: the changes to the plan period and overall quantum of development do not change the appraisal outcomes as the appraisal already assumed that development needs will be met in full through the</p>

249	<p>3. Between 20222021 and 20372038 provision is made through the granting of planning permissions and the allocation of sites for a minimum of 14,360m2 retail, food and beverage floorspace as follows:</p> <ul style="list-style-type: none"> i. 5,7265,990m2 floorspace for retail (convenience) use; ii. 1,1161,220m2 floorspace for retail (comparison) use; and iii. 6,9277,150m2 floorspace for food and beverage use. <p>4. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>Maidstone Urban Area</p> <p>5. Maidstone urban area will continue to be a focus for development in the borough. Best use will be made of available sites within the urban area. Renewal is prioritised within the town centre, which will continue to be the primary retail and office location in the borough, and for which further detailed masterplanning is proposed to ensure that the maximum benefit is realised from development in the town centre.</p> <p>Garden Settlement & Strategic Development Locations</p> <p>6. New, sustainable Garden Settlements are identified at Lenham Heath and Lidsing which will provide new homes, jobs and services, all delivered to garden community principles.</p> <p>7. A Strategic Development Location is identified at Invicta Barracks, with potential for development in the Leeds-Langley corridor to support and enable a possible addition to the highway network linking the A274 with M20 J8.</p> <p>Employment Sites</p> <p>8. Delivery of Woodcut Farm, Aa prestigious business park at Junction 8 of the M20 that is well connected to the motorway network, will provide for a range of</p>	<p>LPR and this has not changed. Changes to policy LPRSS1 reflect updates to the plan period, maintain the local housing need figure of 1,157dpa over the extended plan period, and extend the 'labour demand scenario' from the Economic Development Needs Study across the same extended time period. No new sites have been proposed. Sites that were rolled forward from the previous plan have been considered as part of the SA baseline. The effect of new allocations was considered within previous iterations</p>
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250		<p>job needs up to 20372038. The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for a providing a new, well serviced and well-connected mixed-use employment site suitable for offices, industry and warehousing; and will thereby helping to diversify the range of sites available to new and expanding businesses in the borough. Redevelopment of the former Syngenta Works site near Yalding will make a significant contribution to the provision of employment uses, <u>as will the continued build out of the Kent Medical Campus/ Newnham Park site</u>. A number of smaller sites for employment use are allocated around the borough to accommodate a diverse range of employment types.</p> <p><u>Gypsies, travellers and travelling showpeople</u></p> <p>9. <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u></p>		<p>of the SA. There are no new effects identified. The removal of the Leeds Langley corridor reflects the changes proposed to LRPSP5(a) and are considered there. Additional wording in relation to the Employment Sites is minimal and does not affect the SA findings. Additional wording in relation to Gypsies, travellers and travelling showpeople clarifies the position of the Local Plan in relation to the DPD, which is considered elsewhere in the SA, and does not</p>
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				affect the SA findings.
251	Para 5.19	<p>Amend paragraph 5.19 as follows:</p> <p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity is underway, in accordance with the Local development Scheme (LDS) timetables.</p> <p><u>There is a potentially significant need for gypsy and traveller accommodation. The emerging evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the planning definition as set out in the Planning Policy for Traveller Sites and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation</u></p> <p><u>Importantly it is recognised that these figures are subject to review and finalisation and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</u></p> <p><u>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</u></p>	To ensure the plan is justified and for consistency with the NPPF.	No change to SA findings: this modification provides additional detail and clarification and does not affect the SA.

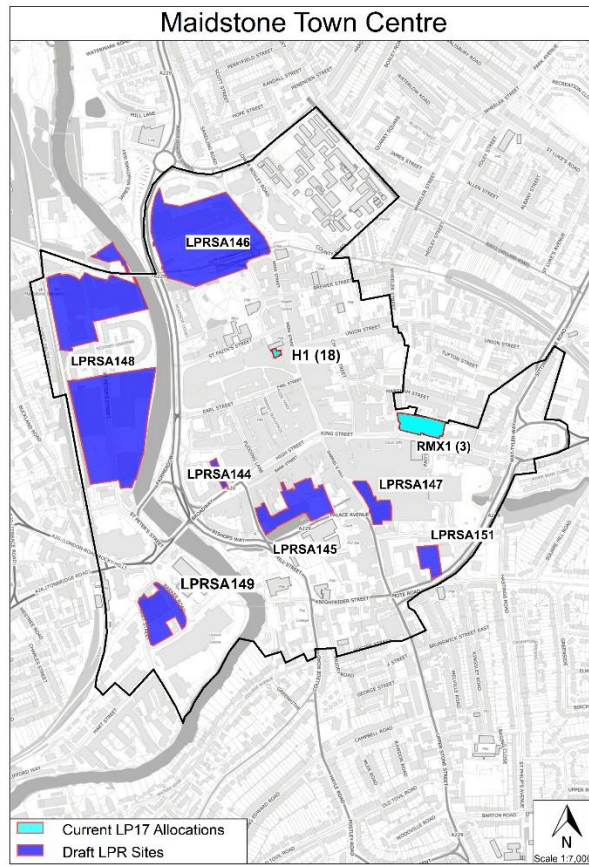
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MM9	Figure 5.3 (Key Diagram) Page 32	<p>Amend Figure 5.3 (Key Diagram) as follows:</p> <ul style="list-style-type: none"> Delete the Leeds-Langley Corridor Update the Strategic Locations for housing (i.e., delineated by a Star 'H' icon) 	<p>To ensure the plan is justified and for plan effectiveness. To rectify editorial errors and ensure the Key Diagram is consistent with the Spatial Strategy, as per LPRSS1</p>	<p>No change to SA findings: this modification reflects modifications within the text of the Local Plan Review which are considered elsewhere in the SA.</p>																									
Chapter 6: Spatial Strategic Policies																													
MM10 252	LPRSP1	<p>Amend Policy LPRSP1 criterion (3) as follows:</p> <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059<u>2,500</u> new homes, 6,169 sqm of commercial floorspace, and 6,462<u>7,162</u> sqm of retail/food and drink floorspace to 2037<u>2038</u>. This includes the following:</p> <table border="1" data-bbox="479 1002 1581 1366" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5" style="text-align: center;">Town Centre allocations</th> </tr> <tr> <th style="width: 15%;">Reference</th> <th style="width: 35%;">Site address</th> <th style="width: 15%;">New homes</th> <th style="width: 15%;">Commercial floorspace (sqm)</th> <th style="width: 20%;">Retail floorspace (sqm)</th> </tr> </thead> <tbody> <tr> <td>H1(18)</td> <td>Dunning Hall (off Fremlin Walk), Week Street</td> <td style="text-align: center;">14</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>RMX1(3)</td> <td>King Street car park</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">700<u>1,400</u></td> </tr> <tr> <td>LPRSA144</td> <td>High Street/Medway Street⁴³</td> <td style="text-align: center;">50</td> <td style="text-align: center;">0</td> <td style="text-align: center;">150</td> </tr> </tbody> </table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	RMX1(3)	King Street car park	0	0	700 <u>1,400</u>	LPRSA144	High Street/Medway Street ⁴³	50	0	150	<p>For plan effectiveness and factual updates.</p>	<p>No change to SA findings: the changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period. Changes to individual sites are picked up within the relevant site policies. The modifications to the figure on page 45 serve to further illustrate</p>
Town Centre allocations																													
Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)																									
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RMX1(3)	King Street car park	0	0	700 <u>1,400</u>																									
LPRSA144	High Street/Medway Street ⁴³	50	0	150																									

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		<p>or health centre, crèche or day nursery, gymnasium or indoor recreational purposes uses</p> <p>³²Supersedes LP17 allocation RMX1(2) Maidstone East/Royal Mail Sorting Office</p> <p>⁴³Supersedes LP17 allocation H1(13) Medway Street</p> <p>⁵² Permission (20/505707/FULL)</p> <p>³Remaining balance of the LP17 broad location figure of 350 new homes from conversion of poor-quality office stock. Figure from AMR 2019/20<u>2021/22</u>.</p> <p>This policy will be revisited and updated to reflect the forthcoming Town Centre Strategy.</p> <p>Replace figure on page 45 (Maidstone Town Centre) with new figure as follows:</p>		
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MM11

LPRSP2

Amend Policy LPRSP2 as follows:

- 1) As a sustainable location, Maidstone urban area, as defined on the policies map, will be a key focus for new development.**

For plan effectiveness.

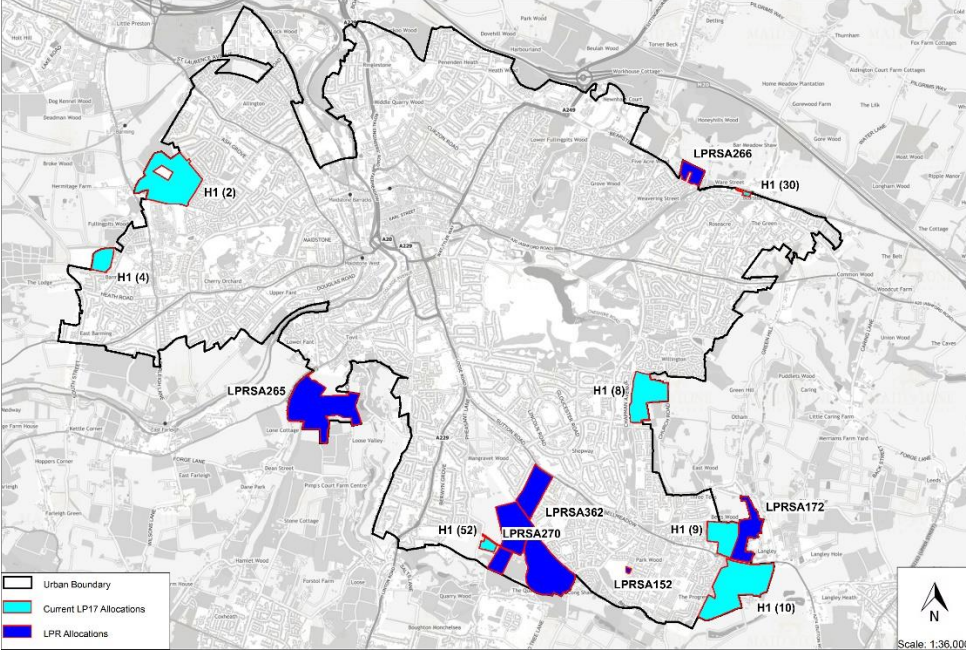
Less sustainable but no change to SA effects scores: the changes provide

256		<p>2) Within the urban area and outside of the town centre boundary identified in policy SP4, Maidstone will continue to be a good place to live and work. This will be achieved by:</p> <ul style="list-style-type: none"> a) Allocating sites at the edge of the town for housing and business development; b) The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character; c) Retaining well located business areas; d) Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres; e) Retaining the town's greenspaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and f) Supporting development that improves the health, social, environmental and employment well-being of those living in identified areas of deprivation. g) <u>The planned redevelopment of the Invicta Barracks as a strategic development location to the north of the town centre as identified in Policy LPRSP5(a) for approximately 1,300 new homes, community infrastructure and publicly accessible open space.</u> <p>(4)(3) Strategic policy LPRSP3 sets out the requirements for development around the edge of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.</p> <ul style="list-style-type: none"> a) Approximately 1,846 new dwellings will be delivered on 23 existing Local Plan sites in accordance with policies H1(11) to H1(30). 		<p>greater certainty in relation to required infrastructure and phasing of development across the plan period. The provision of additional capacity improvements to road infrastructure reinforces the previously assessed uncertainty in relation to the achievement of SA objective 7 Sustainable Travel, as road improvements risk hampering efforts to achieve modal shift.</p>
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257		<ul style="list-style-type: none"> b) Approximately 178 additional units will be delivered in the urban area on sites LPRSA 366, 152 and 303. c) Fourteen existing sites at Aylesford Industrial Estate, Tovil Green Business Park, Viewpoint (Boxley), Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street(Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy SP11(a)). d) Key infrastructure requirements to be delivered either through Section 106 obligations or via CIL include: <ul style="list-style-type: none"> i. Improvements to highway and transport infrastructure, including junction ii. improvements, capacity improvements to part of Bearsted Road, A229 (Royal Engineers Way), and Hermitage Lane, improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(30); 9 i. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School; ii. ii. Additional primary school provision through one form entry expansion of South Borough Primary School; i. iii. Provision of new publicly accessible open space; and ii. iv. iv. Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery. 		
MM12	Page 52	Replace Figure 3.1 with a new Figure 3.1 as follows:	For plan effectiveness	No change to SA findings: the modifications to

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		<p style="text-align: center;">Edge of Maidstone</p> 		<p>Figure 3.1 serve to further illustrate Policy LPRSP3, and thus does not affect the SA.</p>
<p>MM13</p>	<p>Para 6.71</p>	<p>Amend paragraph 6.71 as follows:</p> <p>A new garden community rooted in garden village design principles, Heathlands Garden Settlement will become a new sustainably planned place with connected, walkable, vibrant, sociable neighbourhoods for the residents of Heathlands, Lenham, Lenham Heath and Charing in which to live and work. There will be new local jobs, community facilities, schools, cafes shops, and leisure facilities set in high quality public spaces creating an active and animated environment with enhanced biodiversity. To facilitate healthy lifestyles, high quality connected landscapes and green infrastructure will be provided for exercise, sport, play, walking, cycling, and leisure, sitting alongside facilities for growing food.</p>	<p>For consistency with the NPPF.</p>	<p>No change to SA findings: the modification reflects the requirements of the NPPF. Does not affect the SA score, as the effects of the NPPF formed part of the baseline</p>

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259		<p>Pedestrians, cyclists, and public transport will be priorities helping sustainable travel opportunities with convenient and safe linkages within Heathlands, to surrounding communities and to new community facilities. There will be a sensitive transition between the AONB and Heathlands, with a heathland landscape and strong planting in the northern parcels, and landscaped spaces for village greens, parks, commons and naturalistic green spaces throughout. A new Heathlands Rail Station along the Ashford-Maidstone line will be exploredprovided to achieve a wider sustainable connected network, providing opportunities for residents and businesses along the A20 corridor. Homes will be for all stages of life with affordable provision and will be of a high-quality innovative design reflecting the local vernacular, incorporating its heritage and landscape character. Flexible business space and communal workspace facilities will be provided for new and established local companies and for those that reside locally. Implementing a proposal of this scale will extend appreciably beyond the plan period. The assessment of impacts and infrastructure requirements has been undertaken on that basis and will be updated as part of subsequent plan review, based upon a detailed Supplementary Planning Document and master planning work.</p>		<p>against which the plan was assessed.</p>
MM14	Para 6.71	<p>After paragraph 6.71 insert new paragraph 6.71(a) as follows:</p> <p>Proposals must be accompanied by a comprehensive Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute's and Institute of Environmental Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.</p>	For plan effectiveness.	<p>No change to SA findings: changes to evidence requirements in relation to landscape effects of the Heathlands allocation are considered under policy LPRSP4(A) below.</p>

260	MM15	LPRSP4(A)	<p>Amend Policy LPRSP4(A) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing and delivery</p> <p>a) Housing completions are anticipated to commence 20292031, with infrastructure being delivered in accordance with the table below;</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 20%;">Dates</th> <th style="width: 20%;">Development</th> <th style="width: 60%;">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Preliminaries</td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • N/A </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • North East access into development site from A20 • Cycling and footpath connections between Charing and Lenham along the A20 • Utilities trunking • Necessary relocations agreed • Community engagement established and ongoing strategy in place • Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station • Structural planting across the development site, implemented </td> </tr> </tbody> </table>	Dates	Development	Indicative Complementary Infrastructure	Preliminaries	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • North East access into development site from A20 • Cycling and footpath connections between Charing and Lenham along the A20 • Utilities trunking • Necessary relocations agreed • Community engagement established and ongoing strategy in place • Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station • Structural planting across the development site, implemented 	<p>For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.</p>	<p>More sustainable (change to SA effects scores)</p> <p>1) Phasing and delivery The changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period but no changes to SA effects scores.</p> <p>3) Landscape & design The significantly more detailed landscape and design requirements within the policy text will provide more certainty that mitigation of potential negative effects on the Kent Downs AONB will</p>
Dates	Development	Indicative Complementary Infrastructure									
Preliminaries	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • North East access into development site from A20 • Cycling and footpath connections between Charing and Lenham along the A20 • Utilities trunking • Necessary relocations agreed • Community engagement established and ongoing strategy in place • Railway Station business case complete and Strategic Outline Business Case approval and Approval in Principle for new rail station • Structural planting across the development site, implemented 									

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261				<p>as early as reasonable and practicable, in accordance with a scheme developed through the SPD - see LPRSP4(A)(3)(a)</p> <ul style="list-style-type: none"> • Necessary off-site highway mitigation to align with Monitor and Manage Strategy 			<p>be effective. However, as mitigation was already recognised by the SA in concluding a minor rather than significant negative effect in relation SA objective 16: Landscape, the previous SA score remains unchanged.</p> <p>5) Infrastructure Provisions for education provision are now more specific, including a requirement for on-site secondary school provision rather than on- or off-site. This will help to reinforce the previously assessed significant positive/ significant positive with uncertainty effects</p>
		<p>(Phase 1) 2031-2037</p>	<ul style="list-style-type: none"> • Cumulative total: circa 1,310 homes • New Local Centre including employment offer appropriate to the early phase and location 	<ul style="list-style-type: none"> • Circa 35 ha open space • New/improved wastewater treatment mechanisms delivered and cordon sanitaire • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy • Bus diversions from A20 into the site and connecting to Lenham and Charing • Rail Station delivered • Necessary off-site highway mitigation to align with Monitor and Manage Strategy • Providing connectivity to A20 footway/cycleway • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phase 1 employment land delivered • Local Centre complete, including linked employment and primary school provision 			

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262	<p>(Phase 2) To 2045</p>	<ul style="list-style-type: none"> • Cumulative total: circa 3,101 homes • District Centre 	<ul style="list-style-type: none"> • New District Centre complete including principal local service offer, medical facility, public transport hub and other employment generating uses • North West access into development site from A20, enabling vehicular access including bus services • Necessary off-site highway mitigation to align with Monitor and Manage Strategy. • Ancient woodland enhancement secured • Secondary school provision delivered as necessary • Public Open Space within residential parcels delivered • Structural planting in accordance with the Landscape Strategy defined through the SPD • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy 			<p>in relation SA objectives 2: Services & Facilities and 7: Sustainable Travel. New policy requirements to avoid the potential effects of odour from the wastewater treatment works help to mitigate the previously identified minor negative effects in relation to SA objective 4: Health. This together with the new requirement for on-site provision of a medical facility improves the effects score from “++/-” to “++”. The new policy requirements for</p>
	<p>(Phase 3) To 2048</p>	<ul style="list-style-type: none"> • Cumulative total: circa 3,758 homes 	<ul style="list-style-type: none"> • A town park • Appropriate bus links to District Centre and neighbouring villages • Necessary off-site mitigation to align with Monitor and Manage strategy • Country Park delivered • Delivery of Public Open Space 			

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			<ul style="list-style-type: none"> • Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD 			<p>provision of on-site secondary school and medical facilities also improve the previously effects score in relation to SA objective 3: Community from "--?/+?" to "-?/+?" due to the reduced potential for pressure on existing facilities in neighbouring settlements</p> <p>6) Transport connections</p> <p>Wording changes that signal a move from a "predict and provide" to a "vision and validate" approach to mobility and the requirement for a detailed transport assessment as part of the SPD as well as provision of</p>
	(Phase 4) To 2054	<ul style="list-style-type: none"> • Cumulative total: circa 5,000 homes • New Local Centre 	<ul style="list-style-type: none"> • Local Centre including local employment offer and Primary education provision • Necessary off-site highway mitigation to align with Monitor and Manage strategy • Structural planting in accordance with the Landscape Strategy defined through the SPD • Public Open Space within residential parcels delivered • Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy 			
	(Phase 5) To 2054	<ul style="list-style-type: none"> • Cumulative total: circa 5,000 homes 	<ul style="list-style-type: none"> • Open space 			
	<p>b) Phased release of land parcels of varying size and density to enable a range of developers to bring the site forward for development.</p> <p>c) Infrastructure will be delivered on a phased basis, when it is needed and as early as possible in the development process where key infrastructure is concerned, in accordance with an agreed phasing strategy.</p> <p>d) Phasing shall ensure full extraction of minerals sites allocations identified in the Kent Minerals and Waste Plan.</p>					

264	<p>2) Housing:</p> <ul style="list-style-type: none"> a) Approximately 5,000 new homes, including 1,400 homes within the period 2029-37; b) A target amount of 40% affordable housing; c) Range of house types including across tenures, mix, including for inter-generational living. <p>3) Landscape & Design</p> <p>a) Development of the site will adopt measures to minimize the potential for harm and maximise the potential for beneficial changes to the setting of the Kent Downs AONB;</p> <p>b) All built development will be broadly contained within the 110-115m contours to the north of the railway line, with the exception of new road, pedestrian and cycle accesses from the A20;</p> <p>c) How the development will present an appropriate edge to respond to views from the Pilgrims Way within the Kent Downs AONB.</p> <p>d) A landscape scheme will be prepared to inform design parameters including for views into and from the AONB;</p> <p><u>a) The design and layout of the development shall be landscape-led and designed to avoid or minimise adverse impacts on the Kent Downs AONB. Where required to mitigate any such impacts arising from the development, structural planting shall be carried out as early as possible in relation to each phase to optimise its effectiveness.</u></p>	<p>transport strategy based on this before first occupation should help to reduce the potential for traffic growth associated with the Heathlands allocation. The strengthened requirement for provision of a new railway station on-site was already assumed by the Regulation 19 SA. Overall, no changes to previously identified SA effects relating to travel and transport.</p> <p>7) Environmental The policy changes strengthen environmental conservation and enhancement,</p>
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265		<p><u>The development shall include structural planting, including planting belts on an east-west axis provided on parts of the site where appropriate to avoid or minimise adverse impacts on the AONB and views in and out of the AONB. The location and design of the structural planting shall be informed by an LVIA or similar assessment to identify where it is best located. This shall include an appropriate landscaped edge to respond to views from the Kent Downs AONB.</u></p> <p><u>Structural planting shall maximise opportunities for early mitigation and biodiversity enhancements. The planting regime should seek to implement the structural planting in all phases of the development at the earliest opportunity, notwithstanding, the anticipated commencement of development in each of the various phases as identified above (LPRSP4(A)(1)(a)).</u></p> <p><u>b) The development will be sensitively located and designed taking into account: the orientation of buildings, building heights, site layout, design, materials, colour and lighting to avoid or minimise adverse impacts on the AONB. This will be developed and secured via the Landscape Strategy and SPD;</u></p> <p><u>c) No built development will be located within 350m of the AONB boundary, with the exception of the new road, pedestrian and cycle accesses from the A20;</u></p> <p><u>d) The development will be carried out in accordance with a Landscape Strategy to be prepared as part of the SPD to inform design parameters including for views into and from the AONB. The Landscape Strategy will include:</u></p> <ul style="list-style-type: none"><u>i. Identification of key views for LVIA purposes;</u><u>ii. Location, form, and timing for advanced structural planting;</u><u>iii. Maintenance and protection of long-term structural landscaping;</u><u>iv. High level landscape codes for the most sensitive development interfaces;</u>		<p>particularly in relation to the historic environment, although no changes are predicted to previously identified SA scores.</p> <p><u>8) Governance and stewardship</u></p> <p>Minor wording changes that do not affect the SA.</p>
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<p>266</p>		<p>e) Provision of appropriate interfaces with existing buildings which will be retained on and around the site;</p> <p>f) How the settlement will be designed to provide an appropriate relationship and connectivity to Lenham, Lenham Heath & Charing, whilst utilising and new linkages between the settlements;</p> <p>g) Investigating how <u>Optimise</u> density will be optimised, particularly around the areas with the best access to the potential new railway station, district and local centres, and high-quality open spaces, <u>having regard to the setting of the AONB</u>.</p> <p>4) Employment/ Commercial</p> <p>a) Development should aim to provide for as close to 5,000 new jobs as feasible and viable;</p> <p>b) A new District Centre adjacent to a potential new railway station, including a c) significant knowledge-based employment offer;</p> <p>c) Two new Local Centres, one as part of the early phases of development, and one as part of later phase, each including an element of employment space</p> <p>d) A minimum of 14 hectares of dedicated new employment land.</p> <p>5) Infrastructure</p> <p>a) Bespoke infrastructure funding agreement based on the value captured by the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas, particularly Lenham and Charing, where suitable.</p>		
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	<p>b) Two new three form entry primary schools will be required, <u>New primary provision totalling 7 forms of entry will be required across the site;</u></p> <p>c) Secondary education provision through either contributions for off-site provision or on-site facilities, or a combination of the two. <u>A new 5 or 6 form entry Secondary School to be provided on site. The timing of delivery of the secondary school will be subject to need, to be agreed in conjunction with Kent County Council.</u></p> <p>d) The delivery of an improved or new waste water treatment facility <u>covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</u></p> <p>e) A comprehensive set of local community infrastructure commensurate with a new community of approximately 5,000 new homes, principally split between the three new centers;</p> <p>f) A full suite of open spaces will be delivered in accordance with Policies SP13 & INF1 including extensive green infrastructure necessary to meet the needs of the settlement, including amenity green space, play space, sports provision, allotments and natural and semi-natural open space.</p> <p>g) <u>Delivery of a new medical facility.</u></p> <p>6) Transport Connections</p> <p><u>Prior to the first occupation of any floorspace or units on the development a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</u></p> <p>a) A business case for new rail station will continue to be explored <u>be provided</u> on the Maidstone-Ashford rail line, with suitable alternative connectivity to the existing station at Lenham if the case is not made;</p>		
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b) Two new access connections on to the A20 will be provided to the north of the development, ~~en~~ [forming](#) routes which cross the Maidstone-Ashford rail line to connect with the southern part of the site.

c) A ~~good~~ [highly accessible](#) public transport facility through the site with new bus routes that provide linkages to the ~~potential~~ new station or existing Lenham Station and between the homes, district and local centres, Lenham secondary school, new schools and other local facilities and adjacent local areas;

d) A network of pedestrian and cycle paths throughout the site, linking the district centre and local centres to the housing and employment areas, and beyond the open countryside and to surrounding settlements, [including improved access to off-site PRowS](#);

~~e) Potential Adequate scope for connection to any new future M20 junction as a result of cumulative development between M20 Junctions 8 & 9~~

[e\) Impacts to the M20 will be fully assessed and mitigated in accordance with the Monitor and Manage Strategy in co-operation with Kent County Council and National Highways with a particular focus on the development's potential impacts of Junctions 8 and 9, including a mitigation scheme at Junction 8. Mitigation solutions will be established and secured through the Supplementary Planning Document, and Transport Assessment and Monitor and Manage Strategy, as set out in the IDP;](#)

[f\) The Supplementary Planning Document will include a detailed Transport Assessment prepared as per an agreed scope with Kent County Council and National Highways, taking into account;](#)

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i. The impact of the development on all surrounding road corridors and junctions as identified and agreed with Kent County Council, with a particular focus on the potential impacts on the A20 corridor east and west of the site;

ii. Specific mitigation measures to improve junction performance and highway safety, and how such mitigation will be secured (either implemented directly through S278 or funding);

iii. The timing and trigger points for mitigation measures to be determined in accordance with Monitor and Manage Strategy to avoid potentially severe impacts on the highway network;

iv. Proportion of vehicle movements acknowledging the prospects for internal trips, sustainable transport measures, and the certainty of the new rail station.

7) Environmental

a) A new country park around the Stour River corridor in the south of the site, ~~including a~~ The creation of a wetlands areas to assist with the filtration of nitrates & ~~and~~ phosphates arising within the upper Stour catchment, having regard to Natural England's latest advice ~~in~~ July 2020 regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;

b) Climate Change adaptations and mitigations aimed at ensuring the new settlement is operationally net zero in terms of carbon emissions;

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		<p>c) 20% biodiversity net gain will be expected to be achieved on-site;</p> <p>d) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage impact assessment, in particular the potential for multi-period archaeological remains associated with prehistoric and later activity around Chapel Farm, Mount Castle and Lenham Forstal.</p> <p>The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate preservation and, where possible, enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here.</p> <p>e) Site design and layout shall be informed by a sensitive response to local and historic assets and landscapes built heritage that development will need to have regard to includes:</p> <ul style="list-style-type: none">• Royston Manor (grade II* listed)• Chilston Park Registered Park and Garden• A number of grade II listed buildings where their setting has the potential to be affected by the development• Listed buildings within the setting of the site including at Lenham and Chilston Park <p>There are several areas of potential archaeological sensitivity across the site, and these should be surveyed, and development should respond to their significance and be informed by a Heritage Impact Assessment.</p>		
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271		<p>f) Use of sustainable drainage methods to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;</p> <p>g) Noise and drainage mitigation measures are identified where required integrated within the design and layout of the site;</p> <p>h) Development creates a number of <u>The enhancement of existing, and creation of new,</u> ecological corridors through the site, including along or parallel to the River Stour.</p> <p>8) Governance and stewardship: will be set out <u>the strategy will</u> identifying:</p> <ul style="list-style-type: none"> a) How the 30-year vision will be fulfilled; b) How the settlement will be community-managed; c) Maintenance of infrastructure, urban <u>public</u> realm, and open spaces will be carried out; d) Roles for utilities and infrastructure operators; e) How revenues from development will be recycled within the site to meet the above requirements. f) And ensuring that key infrastructure such as public transport can be delivered in a timely manner as the settlement grows, including consideration of risks and actions to maintain their viability and deliverability. 		
MM16	LPRSP4(B)	<p>After paragraph 6.77 insert new paragraph as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC's critical load for nitrogen deposition), then mitigation will be</u></p>	For plan effectiveness, and to ensure the plan is positively prepared and justified. To	More sustainable but no change to SA effects scores:

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272	<p><u>required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p> <p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p> <ol style="list-style-type: none"> <u>i. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.</u> <u>ii. Traffic calming to discourage access/egress via Boxley and Bredhurst.</u> <u>iii. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.</u> <u>iv. On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.</u> <u>v. HGV and other vehicle “site servicing” and “delivery route” management strategies.</u> <u>vi. Strategic road signage strategy.</u> <u>vii. Off-site planting at agreed locations and species.</u> <u>viii. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.</u> <u>ix. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.</u> <u>x. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.</u> <u>xi. Low emission strategy at south of site and through Boxley/Bredhurst.</u> <p>Amend Policy LPRSP4(B) as follows:</p> <p>Amend Policy LPRSP4(B) as follows:</p>	<p>ensure consistency with NPPF and Department for Transport Circular 01/22.</p> <p>To align with other Main Modifications with respect to plan period and development phasing. To reflect that requirements on provision of natural and semi-natural open space are addressed elsewhere in the plan.</p>	<p><u>1) Phasing and delivery</u></p> <p>The changes provide greater certainty in relation to required infrastructure and phasing of development across the plan period but no changes to SA effects scores.</p> <p><u>2) Housing</u></p> <p>A number of additional provisions have been made to the design principles of the allocation (e.g. siting and massing of development) in relation to both amenity and impact on the AONB. The significantly more detailed landscape and design</p>
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		<p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing & delivery</p> <p>a) Starting in approximately 2027 <u>no later than 2028</u></p>		<p>requirements within the policy text will provide more certainty that mitigation of potential negative effects on the Kent Downs AONB will be effective. However, as mitigation was already recognised by the SA in concluding a minor rather than significant negative effect in relation SA objective 16: Landscape, the previous SA score remains unchanged. The further provisions in terms of light pollution and other amenity impacts do not affect the SA scoring in relation to SA Objective 4: To improve the</p>									
		<table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Phase</u></th> <th style="text-align: left;"><u>Development</u></th> <th style="text-align: left;"><u>Indicative Complementary Infrastructure</u></th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;"><u>Preliminary</u></td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> N/A </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <u>Access routes into development site</u> <u>Utility infrastructure capacity</u> <u>Community engagement established and will be ongoing</u> <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u> </td> </tr> <tr> <td style="vertical-align: top;"><u>(Phase 1)</u> <u>From which start date will be no later than 2028</u></td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <u>Primary connections into the site and corresponding initial bus diversions</u> <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part</u> </td> </tr> </tbody> </table>	<u>Phase</u>	<u>Development</u>	<u>Indicative Complementary Infrastructure</u>	<u>Preliminary</u>	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> <u>Access routes into development site</u> <u>Utility infrastructure capacity</u> <u>Community engagement established and will be ongoing</u> <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations.</u> 	<u>(Phase 1)</u> <u>From which start date will be no later than 2028</u>	<ul style="list-style-type: none"> <u>Cumulative total: circa 590 homes (in first 5 years after commencement)</u> 	<ul style="list-style-type: none"> <u>Primary connections into the site and corresponding initial bus diversions</u> <u>AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part</u> 		
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274				<p><u>of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period</u></p> <ul style="list-style-type: none"> • <u>Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD.</u> • <u>Open Space complementary to the 590 completed units in this phase to be delivered</u> • <u>Proportionate secondary school contributions received</u> • <u>During this stage the West-East link road will be completed and will facilitate the full orbital bus route</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations</u> 		<p>population's health and wellbeing and reduce health inequalities as the SA of the Regulation 19 plan took account of the original criteria relating to the design of the settlement in relation to amenity.</p> <p><u>3) Employment and Commercial</u> <u>No changes</u></p> <p><u>5) Infrastructure</u> Provisions for education provision are now less specific, including a reference to secondary school 'capacity' provision. This ensures provision will take place, with greater flexibility for how and where the capacity will be provided. This will</p>
		<p><u>(Phase 2)</u> <u>From 2033 to 2038</u></p>	<ul style="list-style-type: none"> • <u>Housing completions average 150 per annum</u> • <u>New Local Centre</u> 	<ul style="list-style-type: none"> • <u>Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage</u> • <u>Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley</u> 		

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275				<p>following consultation with local communities</p> <ul style="list-style-type: none"> • Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing • Ancient woodland enhancement secured • Proportionate Secondary school contribution received • 3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase • Capstone Valley North-South open space/ pedestrian enhancement completed • Open Space complementary to the completed residential units • Employment site commenced • Land transferred and serviced for new medical facility for GP surgery to be provided • Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations 			<p>help to reinforce the previously assessed significant positive/ significant positive with uncertainty effects in relation SA objectives 2: Services & Facilities and 7: Sustainable Travel.</p> <p>The new policy requirements for provision of a medical facility reduces pressure on neighbouring communities, however this does not change the previous effects score in relation to SA objective 3: Community which already reflected the mixed minor uncertain effects.</p> <p><u>6) Transport connections</u></p>
		By 2038	<ul style="list-style-type: none"> • Cumulative total: Minimum 1,340 homes 	<ul style="list-style-type: none"> • M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed 			

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276		<ul style="list-style-type: none"> • 14 ha serviced employment site delivered 	<ul style="list-style-type: none"> • Open Space complementary to completed residential units delivered and meeting wider SPD phasing 			<p>Wording changes that signal a move from a “predict and provide” to a “vision and validate” approach to mobility and the requirement for a detailed transport assessment as part of the SPD as well as provision of transport strategy based on this before first occupation should help to reduce the potential for traffic growth associated with the Lidsing allocation. The requirement for bus services has been expanded, however there is no effect on the original assessment in relation to SA objective 7 Sustainable</p>
	<p>(Phase 3) By 2042</p>	<ul style="list-style-type: none"> • Cumulative total: circa 2,000 homes 	<ul style="list-style-type: none"> • Open space complementary to completed residential units delivered and meeting wider SPD phasing • All of proportionate secondary school contributions received 			
<p>b) A mix of sizes of land parcels should be provided to enable development by a range of types and sizes of developers;</p> <p>c) Ensure that environmental mitigations are delivered in advance of construction, and that requisite infrastructure is ready to operate upon occupation.</p> <p>2) Housing</p> <p>a) 2,000 new homes in total, including 4,300 1,340 units within the Plan period up to 2037 2038;</p> <p>b) A target amount of 40% affordable housing</p> <p>c) Range of housing typologies based on the Council’s latest Strategic Housing Market Assessment, including across tenure, mix of sizes of units, including for generational living.</p> <p>1) Masterplanning and design parameters</p> <p>Development will be based on the Masterplan vision framework plan.</p>						

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277	<p>a) Development will proceed in accordance with a detailed design code agreed between the Local Planning Authority and promoter;</p> <p>b) Development of the site will be landscape-led to ensure that there are positive enhancements to the Capstone Valley and Kent Downs AONB setting;</p> <p>c) The overall utility of the Capstone Valley will be significantly enhanced including for recreation;</p> <p>d) The development will create a positive out-facing edge when viewed from the Medway urban area including Lordswood and Hempstead and the AONB to the south;</p> <p>e) Floorplates may need to be restricted where they impact upon the setting of the AONB;</p> <p>f) e) Appropriate interfaces will be created with existing buildings which will be retained on and around the site to protect their significance;</p> <p>g) f) Design will reflect how the settlement's shape is configured with regards its relationship to the Medway urban area, as well as the AONB and Bredhurst;</p> <p>h) Investigating how density can be optimised, particularly around the areas with the best access to services and high-quality open spaces</p>	<p>Transport. Overall, no changes to previously identified SA effects relating to travel and transport.</p> <p><u>7) Environmental</u> The policy changes strengthen environmental conservation and enhancement, particularly in relation to potential air pollution effects on North Downs Woodlands SAC (in line with the findings of the HRA) and in relation to the historic environment. No changes are predicted to previously identified SA scores as these already recognised the</p>
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278		<p><u>g) The balance of land south of the M2 that is not used for highway infrastructure will be utilised for green infrastructure, including areas for public access, the details of which will be developed through the SPD and masterplanning processes.</u></p> <p><u>Planning permission will be granted if the following criteria are met, and the submission is in accordance with the approved SPD:</u></p> <p><u>h) The development proposals for employment uses will not exceed a total floorspace of 42,000 sqm and will respect the topography of the site by minimising the need for site excavation;</u></p> <p><u>i) Landscape buffers of at least 15 metres will be established along the site's boundary to the M2 motorway and the future management of landscaped areas will be secured by S106 Agreement;</u></p> <p><u>j) A landscaped setting for the development and roads will be created alongside a strong internal landscaping framework within the employment development zones adjacent to the M2. These landscaped corridors will be multifunctional to create drainage and ecological corridors and recreational connections which will be developed through the Supplementary Planning Document. This will include a green bridge connection across the motorway;</u></p> <p><u>k) The maximum footprint of commercial buildings within the identified employment area shall not individually exceed 6000 m². The commercial building ridge heights shall not exceed 9 metres within the employment development zone (LCZ4);</u></p> <p><u>l) The employment buildings adjoining the M2 motorway shall stagger their siting with the majority of buildings sited "gable end on" to the motorway to increase the sense of</u></p>		<p>benefits of mitigation provided by the policy.</p> <p>8) Governance and stewardship</p> <p>Minor wording changes that do not affect the SA.</p>
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		<p><u>separation between buildings and reduce the massing of the built form when viewed from the south;</u></p> <p><u>m) The development proposals for employment buildings will through matters of detailing including lighting, materiality, siting of buildings and positioning of parking areas, alongside strategic and internal landscaping will ensure the development respects the sites visual and physical relationship with the Kent Downs AONB to the south of the M2 motorway and this will be developed through the Supplementary Planning Document;</u></p> <p><u>n) Residential properties located nearest to the AONB boundary shall be appropriate in height so as not to detrimentally impact the setting on the Kent Downs AONB. In the areas closest to the M2 within the zones referenced LCZ3&4 the building height would not exceed two storeys unless following a full LVIA assessment and taking into account the character area assessment and testing as part of the progression of the SPD it was considered appropriate to increase the height of selective buildings within this zone where agreed with the LPA and Kent Downs AONB Unit;</u></p> <p><u>o) Residential densities will generally reduce toward the M2 motorway as informed by a master planning character area assessment and LVIA findings.</u></p> <p>2) Employment/ Commercial</p> <p>a) Development should exceed 2,000 new jobs as feasible and viable due to the area's excellent</p> <p>b) connectivity to the Strategic Road Network;</p> <p>c) 14 Ha of new employment space will be created, focused on the improved motorway access;</p>		
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280		<p>d) A new Local centre of not less than 1,500m² of retail, leisure and services will be created, strategically located on a new orbital bus route with good access to employment, Hempstead, and Lordswood;</p> <p>3) Infrastructure</p> <p>a) A bespoke infrastructure funding agreement based on the value captured from the development, expected to be higher than that which would ordinarily be captured using a borough CIL approach, and should be spent on infrastructure locally, and in the surrounding areas where suitable.</p> <p>b) A new 3FE primary school within or adjacent to the local centre, and a contribution towards the creation of a new secondary school capacity in the Capstone Valley area;</p> <p>c) A comprehensive set of local infrastructure commensurate with a new community of 2,000 new homes, principally focused on the new local centre including a new medical facility;</p> <p>d) A full suite of open space will be delivered in accordance with Policy INF1:</p> <ul style="list-style-type: none"> i. 3.33 Ha Amenity green space, ii. 1.19 Ha Play space iii. 7.6 Ha sports provision iv. 0.95 Ha of allotments v. 31 Ha natural/semi natural open space <p>6) Transport Connections</p> <p>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</p>		
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281	<p>a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;</p> <p>b) A new orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town centres will be created;</p> <p style="padding-left: 40px;">i. <u>Linking Lordswood & Hempstead, and linking to the Medway town centres;</u></p> <p style="padding-left: 40px;">ii. <u>Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p> <p>c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way.</p> <p>d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;</p> <p>e) Priority, through design, throughout the site for vulnerable road users and active travel modes.</p> <p>f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.</p> <p>g) (Placeholder for any required offsite capacity improvements, as necessary) <u>Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document. This may include mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</u></p> <p>7) Environmental</p> <p>a) A Climate Change adaptations and mitigation strategy based on national and local guidelines;</p> <p>b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site;</p> <p>c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance <u>and be informed by a heritage Impact Assessment</u></p>		
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- d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required;
- e) Noise and drainage and light pollution mitigation measures are integrated within the design;
- f) [The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here. Heritage assets](#) to be responded to within the site include site of a 20th century military balloon installation
- g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar.
- h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes.
- i) [Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14\(A\). Mitigation measures will be required where necessary and appropriate.](#)

8) Governance Arrangements – no changes

After Policy LPRSP4(B) insert new Key Diagram as follows:

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284	MM17 LPRSP5	<p>Amend Policy LPRSP5 as follows:</p> <p>1) Strategic Development Locations will be delivered across the Plan Period for:</p> <p style="margin-left: 20px;">a) <u>A target of</u> 1,300 units at Invicta Barracks</p> <p style="margin-left: 20px;">b) 1,000 units within the Lenham broad location for housing growth.</p> <p style="color: red;">2) A potential strategic development location will be safeguarded for delivering a new Leeds Langley Relief Road.</p>	To ensure the plan is justified and to align with other Main Modifications with respect to Invicta Barracks and Leeds Langley Corridor	<p>No change to SA findings: Policy LPRSP5 is an overarching policy which sets out the principle for the development of three 'broad locations' for growth. The Regulation 19 SA assessed the effects of provision of these three broad locations under the corresponding, more detailed policies LPRSP5a, b, and c. Similarly, the effects of Main Modifications to the broad locations are assessed below, under the subsidiary policies.</p>
	MM18 Paras 6.82 to 6.92	<p>Amend paragraphs 6.82 to 6.92 as follows:</p>	For plan effectiveness. To align with other Modifications with	<p>No change to SA findings: The effects of the removal of Leeds-</p>

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285	<p>6.82 There is potential for strategic development to assist in the delivery of a new road linking the M20J8 with the A274 around Langley. The consideration of how this new highway could be delivered is a requirement of Local Plan 2017 LPR1.</p> <p>LPRSP5(A): Potential Development in the Leeds-Langley Corridor</p> <p>Introduction</p> <p>6.83 The reconsideration of the business case for the delivery of a Leeds-Langley relief road is a requirement of the Local Plan 2017 set out in Policy LPR1. Since the adoption of that plan various things have happened.</p> <p>6.84 The local Highways Authority (Kent County Council) has confirmed that whilst it will not currently be seeking to promote a route in this corridor, should Maidstone Borough Council require such a route to support future development the Local Highway Authority will work to assist this.</p> <p>6.85 The council has undertaken a study to meet the criteria laid out in the Local Plan 2017 Policy LPR1 as part of the Local Plan Review. The results of the study concluded that whilst previous route alignments considered were feasible in principle as transport projects, they would be unlikely, in spatial planning terms, to support significant development. Therefore, as standalone projects the route alignments considered had limitations in regard to being able to make a strong enough business case for funding.</p> <p>6.86 To overcome these issues the council commissioned further work from independent consultants. This work was to identify variations to the previously considered alignments and would release sufficient enabling development to support the delivery of the road. The Study concluded that an approximate quantum of growth in the region of 3,995 residential units would be capable of funding a scheme without third party funding, should this be unavailable.</p>	<p>respect to Leeds-Langley Corridor – see LPRSP5 and LPRSP5(A).</p>	<p>Langley Relief Corridor as a broad location are assessed under policy LPRSP5(a) below.</p>
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	<p>6.87 The council has supported this work by testing the transport implications of such a highway connection on the local and strategic network through transport modelling. The scheme tested was a highway only scheme.</p> <p>6.88 Alongside the testing of a highway scheme, to fulfil the requirements of Local Plan 2017 Policy LPR1, the council also tested alternatives to a Leeds Langleys Highway Scheme. This included a do-nothing scenario and a public transport led solutions along the A274.</p> <p>6.89 In advance of the above work as part of the call for sites exercise, which formed part of the Local Plan Review, local landowners have identified a significant amount of land within the vicinity of the potential highway intervention for mixed use development.</p> <p>6.90 At the current time, the delivery of a new road is not confirmed by the local Highways Authority. Discussions are ongoing however regarding how a scheme may be designed.</p> <p>6.91 With this in mind, a safeguarded area is proposed which requires prospective developments in this area to demonstrate that they do not prejudice the future creation of a new route. This covers the minimum area considered necessary to protect both the alignment of the road and the area necessary for enabling development identified as needed to make the scheme feasible. The safeguarding direction does not preclude development in this area. Existing permissions and allocations remain extant, but upon renewal or variation of consents, Policy SP5(A) will apply.</p> <p>6.92⁸⁵ Discussions between KCC, MBC, local landowners and other stakeholders will continue, with the potential for a future Development Plan Document to be produced to guide development of the route in partnership with landowners & KCC. It will also be expected that development at the scale anticipated to fund and deliver a scheme will bring forward the normal range of other associated</p>		
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		infrastructure. However, there is no new development proposed by this plan within the safeguarded area at the current time.			
287	MM19	LPRSP5(A)	<p>Delete Policy LPRSP5(A) as follows:</p> <p>LPRSP5(A)—DEVELOPMENT IN THE LEEDS LANGLEY CORRIDOR</p> <p>1. Land within the corridor defined on the policies map, will be safeguarded for potential future development, which will be required to provide a quantum of enabling development which will meet its own and future highway needs and to provide connectivity between M20 junction 8 and the A274.</p> <p>2. Development proposals which come forward in the defined corridor will be assessed for their potential to prejudice the delivery of a new highway. Proposals for new residential and commercial development coming forward in the defined corridor will need to be accompanied by a masterplan demonstrating how the development of the site potentially contributes to or does not inhibit the delivery of a Leeds Langley relief road.</p>	To ensure the plan is justified.	<p>Policy removed:</p> <p>This proposed Main Modification will alter the findings of the SA because the removal of the heading, supporting text and policy will result in the effects recorded for that policy no longer occurring. The identification of the Leeds-Langley Relief Corridor was previously appraised as having unknown potential effects.</p>
	MM20	LPRSP5(A) Policies Map Page 67	<p>Amend Policies Map as follows:</p> <p>Delete Leeds Langley Relief Road (LLRR) Safeguarding Area.</p>	To ensure the plan is justified	<p>No change to SA findings: the policies map amendment reflects the changes made to the plan text.</p>

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MM21	Para 6.94	<p>Amend paragraph 6.94 as follows:</p> <p>The MoD keeps its property portfolio under regular review. As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027. The Local Plan Review identifies Invicta Park Barracks as a broad Strategic Development Location which is unlikely to come forward for housing growth until the end of the Local Plan period. The site has the potential to deliver in the order of 1,300 new homes. Over the plan period the council is working with the MoD to encourage an earlier delivery of the site.</p>	For plan effectiveness.	No change to SA findings: the proposed changes to the text have no bearing on the SA objectives.						
288	LPRSP5(B)	<p>Amend Policy LPRSP5(B) as follows:</p> <p>Invicta Park Barracks is identified as an allocation for a target up to of 1,300 dwellings from the middle of the Local Plan period. The Council will work with the promoter MoD to produce an agreed Supplementary Planning Document to masterplan and facilitate the site’s delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>Prior to the first occupation of any floorspace or units on the development of a ‘Vision and Validate’ and ‘Monitor and Manage’ strategy shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</p> <p>1) Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development;</p> <p style="padding-left: 20px;">a. Housing completions are anticipated to commence 2029, with infrastructure being delivered in accordance with the table below:</p> <table border="1" data-bbox="479 1273 1581 1369" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Phase</th> <th style="text-align: center;">Development</th> <th style="text-align: center;">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="height: 30px;"></td> <td></td> <td></td> </tr> </tbody> </table>	Phase	Development	Indicative Complementary Infrastructure				For plan effectiveness, and to ensure the plan is positively prepared and justified. To align with other Main Modifications with respect to plan period and development phasing. To ensure consistency with NPPF and Department for Transport Circular 01/22.	No change to SA findings: as noted in the Reg 19. SA, this policy retains an existing policy in an extant local plan with the majority of policy requirements remaining unchanged. Since this site allocation has already been subject to SA and has been adopted as part of the current Maidstone Borough Local Plan, it is not considered necessary to
		Phase	Development	Indicative Complementary Infrastructure						

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289		<p>(Phase 1) From 2027</p>	<ul style="list-style-type: none"> Cumulative total: circa 500 homes 	<ul style="list-style-type: none"> Mechanism agreed for comprehensive redevelopment of the wider Invicta Barracks to deliver 1,300 new homes Identification of land for future educational needs and mechanisms for provision to KCC subject to need being established Timescales and phasing for withdrawal confirmed with MoD Pedestrian/cycle connections to Town Centre Bus diversion into the site Open Space complementary to new homes; Confirmation on re-provision of Hindu Temple; Strategy for re-use of Park House and surrounding parkland/woodland agreed; Biodiversity Plan agreed 		reappraise this policy.
		<p>(Phase 2) From 2032</p>	<ul style="list-style-type: none"> Cumulative total: circa 1,000 homes 	<ul style="list-style-type: none"> Central parkland enhancement completed Subject to Transport Assessment and Monitor and Manage Strategy A229 junction and Sandling Lane improvements completed Subject to Transport Assessment and Monitor & Manage Strategy, off-site highway mitigations completed New local/neighbourhood centre established Open Space complementary to new residential units 		
		<p>(Phase 3) By 2037</p>	<ul style="list-style-type: none"> Cumulative total: minimum 1,300 homes New Local / Neighbourhood Centre completed New through school 	<ul style="list-style-type: none"> Open Space complementary to new residential units North-South Bus route operational. 		
	<p>2. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact</p>					

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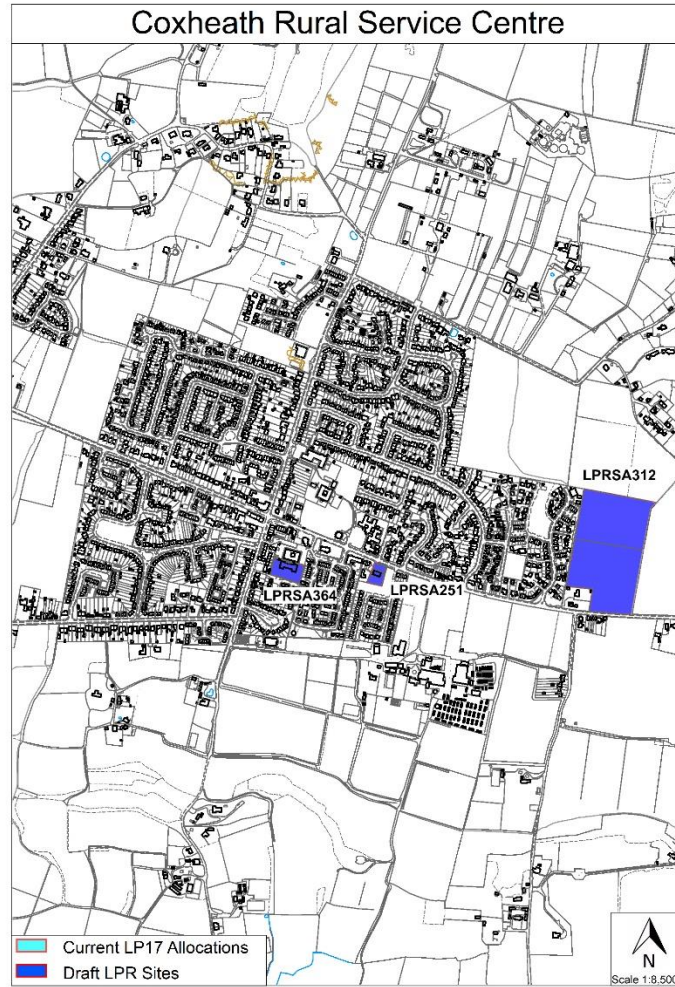
290		<p>assessments together with the identification of detailed mitigation measures where appropriate);</p> <ol style="list-style-type: none">3. Ensuring requisite community facilities, which may include neighbourhood shopping and health facilities in addition to a new through school, are delivered where proven necessary and in conjunction with housing;4. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;5. Off-site highway improvements as necessary to mitigate the impact of development;6. Securing a network of public footpath and cycling routes through the site;7. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced, <u>and securing biodiversity net gain, in accordance with Policy LPRSP14(A)</u>.8. Enhanced walking, cycling and public transport connections to the town centre and local area;9. Preservation of Park House (Grade II*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) The Crescent to enhance/restore the parkland setting; and10. Development proposals must demonstrate that the necessary sewerage infrastructure is either available or can be delivered in parallel with the development.11. <u>The SPD should have a focus on celebrating the military heritage and broader history of the site.</u>12. <u>Retention of a Hindu place of worship within the site will be required.</u>13. <u>Provision of an 8 FE all through school (2FE primary and 6FE secondary) on the wider Invicta Barracks site, subject to continuing review of future educational</u>		
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		<p>need in Maidstone Borough and an ongoing assessment of other sites in and around the town centre with the scope to accommodate some or all of the educational need.</p>		
291	MM23 LPRSP5(B)	<p>After Policy LPRSP5(B) insert new paragraph and diagram as follows:</p> <p>The indicative framework diagram below will be used to inform the preparation of the SPD for Invicta Barracks and detailed site masterplanning.</p>	For plan effectiveness.	No change to SA findings: the diagram reflects the changes made to the text and considered above.
	MM24 LPRSP5(C)	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p>	For plan effectiveness.	No change to SA findings: as noted in the Reg 19. SA, this policy retains

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292		<p><u>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</u></p> <p><u>12. The Neighbourhood Plan will preserve and enhance the character and appearance of the conservation area and protect the significance of listed buildings including their setting.</u></p> <p><u>13. Proposals shall be designed to appropriately mitigate any impacts on the setting of the Kent Downs.</u></p>		<p>an existing policy in an extant local plan with the majority of policy requirements remaining unchanged. Since this site allocation has already been subject to SA and has been adopted as part of the current Maidstone Borough Local Plan, it is not considered necessary to reappraise this policy.</p>
MM25	LPRSP6(A)	<p>Amend Policy LPRSP6(A) criterion (1) as follows:</p> <p>In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 55 new dwellings will be delivered on site H1(59), and 100 <u>new dwellings will be delivered</u> on LPRSA251, LPRSA312, and LPRSA364.</p> <p>Replace figure on page 75 (Coxheath Rural Service Centre) with new figure as follows:</p>	For plan effectiveness.	<p>No change to SA findings</p> <p>The deleted site H1(59) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA.</p>



The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP1. The modifications to the figure serve to further illustrate Policy LPRSP6(A), and thus does not affect the SA.

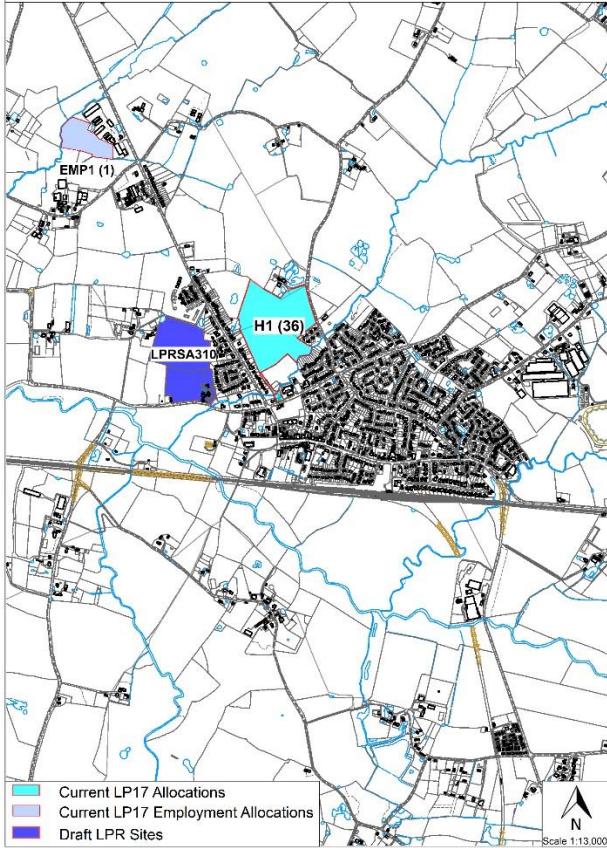
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294	MM26	LPRSP6(B)	<p>Amend Policy LPRSP6(B) as follows:</p> <p>At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 49 new dwellings will be delivered on site H1(33), and 100 <u>new dwellings will be delivered on site</u> LPRSA071 and LPRSA101.</p> <p>2) Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a).</p> <p>3) Key infrastructure requirements for Harrietsham include:</p> <ul style="list-style-type: none"> a) Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(33), LPRSA071 and LPRSA101. b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Improvements to open space which improve overall quality, and address forecast deficits of in 0.4Ha play, 4Ha sports, 0.2Ha allotment, and 12.4Ha natural/semi-natural green space. d) Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre. <p>4) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11(c).</p>		<p>No change to SA findings: The deleted site H1(33) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA. The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP1.</p>
	MM27	LPRSP6(C)	<p>Amend Policy LPRSP6(C) as follows:</p> <p>At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.</p> <p>1. In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 275 new dwellings will be</p>	For plan effectiveness.	<p>More sustainable (change to SA effects score) The deleted site H1(38) was a carried forward allocation from the</p>

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295	<p>delivered on three the remainder of allocated site H1(36) and H1(38), plus approximately 100110 new dwellings on LPRSA310.</p> <ol style="list-style-type: none"> 2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 3,500m² employment floorspace is allocated (policy EMP1(1)). 3. Key infrastructure requirements for Headcorn include: <ol style="list-style-type: none"> a. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(36), H1(38) and LPRSA310 b. Provision of a one form entry extension to Headcorn Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of 1Ha amenity, 1.1Ha play, 7.7Ha sports, 0.2Ha allotment, and 30.2Ha natural/semi-natural green space. 4. Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031; and 5. Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery. 6. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. 7. Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan. <p>Replace figure on page 80 (Headcorn Rural Service Centre) with new figure as follows:</p>	<p>adopted Local Plan and not reassessed in the Regulation 19 SA. The overall quantity of housing is assessed under policies LPRSS1 and LPRSP1. Additional protection for the SSSI does not impact the original SA score for the overarching Regulation 19 policy for Headcorn LPRSP6(C), which determined there would be a negligible effect for SA objective 14: Biodiversity. However, it provides mitigation for the potential minor negative effect on the River Beult SSSI identified for linked site allocation</p>
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		<p style="text-align: center;">Headcorn Rural Service Centre</p> 		<p>policy LPRSA310, improving the Regulation 19 SA score for SA objective 14: Biodiversity of "+/-" to "+".</p>
<p>MM28</p>	<p>LPRSP6(D)</p>	<p>Amend Policy LPRSP6(D) as follows:</p> <p>At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.</p>	<p>For plan effectiveness and to ensure the plan is positively prepared</p>	<p>More sustainable (no change to SA effects score)</p>

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297	<ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 145 new dwellings will be delivered on one allocated site (policy H1(41)), in addition to six allocations in the Lenham Neighbourhood Plan which will deliver around 1,000 new dwellings. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8). 3) Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy LPRSP11a). 4) One new employment site allocation (LPRSA260) will deliver 2,500m2 employment space. 5) Key infrastructure requirements for Lenham include: <ol style="list-style-type: none"> a) Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(41); b) Provision of a one form entry expansion at either Lenham or Harrietsham primary schools; c) Provision of 0.34 hectares of natural/semi-natural open space through Policy H1(41) and additional open space as specified through the Neighbourhood Plan allocations. d) Improvements to health infrastructure including extension and/or improvements at The Len Valley Practice. e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider e)6) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c. 	<p>The requirement to consider policies and allocations within Neighbourhood Development Plans formed part of the baseline for the SA. The required provision of wastewater treatment capacity provides greater certainty that any potential negative effects to water quality and biodiversity will be avoided but does not affect the previously identified negligible SA effects scores in relation to SA objectives 10: Water and 14: Biodiversity for this policy and the linked site</p>
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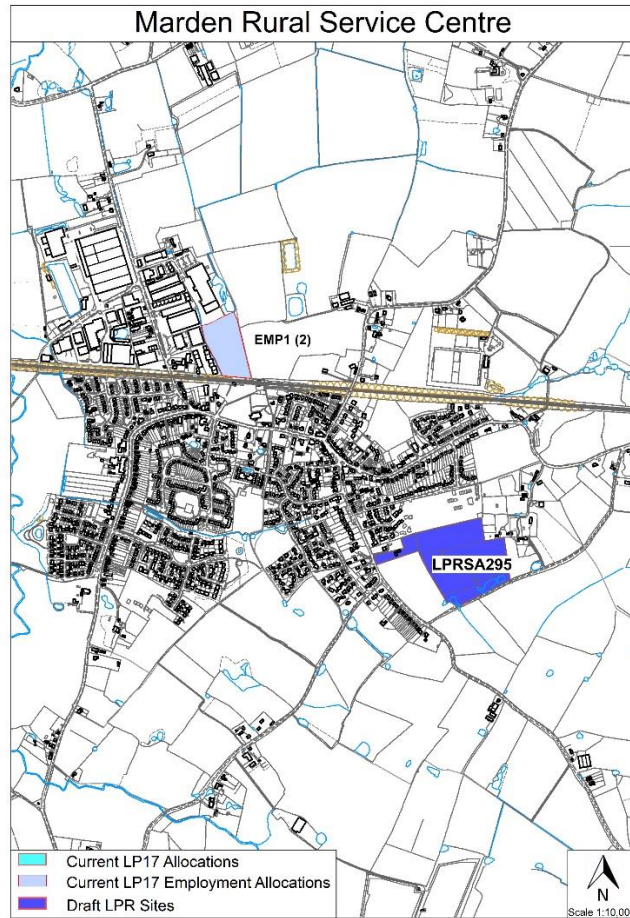
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		7) Development shall conform with the Lenham Neighbourhood Plan 2017-2031 and any successor modification document that is made.		allocation policy LPRSA260.
298	MM29 LPRSP6(E)	<p>Amend Policy LPRSP6(E) as follows:</p> <p>At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.</p> <ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP6, approximately 124 new dwellings will be delivered on site H1 (46), and 113 on LPRSA295. 2) Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy LPRGT1(9). 3) One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy LPRSP11a), and a further 4,084m2 employment floorspace is allocated on one site (policy LPREMP1(2)). 4) 4) Key infrastructure requirements for Marden include: <ol style="list-style-type: none"> a. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(46), LPRSA295 and LPRSA314; b. Provision of 0.6 form entry expansion at Marden Primary School; c. Improvements to open space which improve overall quality, and address forecast deficits of in 0.9Ha play, 3.3Ha sports, 0.9Ha allotment, and 27.4Ha natural/semi-natural green space; and d. Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre. 	For plan effectiveness.	<p>More sustainable (change to SA effects score)</p> <p>The modifications to the figure at page 84 serve to further illustrate Policy LPRSP6(E), and thus does not affect the SA. Identification of improvements to cycle access as a key infrastructure requirement to be supported by development at Marden will help to reinforce the previously identified minor positive effect for site allocation policy LPRSPA295 & 314 in respect of SA objective 7: Sustainable Travel but will not result</p>

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299		<p>5) The loss of local shops, community facilities and greenspaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11c.</p> <p>6) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</p> <p>Replace figure at page 84 (Marden Rural Service Centre) with new figure as follows:</p>		<p>in a change in the effects score. The addition of criteria relating to offsite impacts on the SSSI improve the appraisal scoring for site allocation policy LPRSPA295 & 314 in relation to SA objective 14: Biodiversity from minor negative to negligible.</p>
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300



MM30

LPRSP6(F)

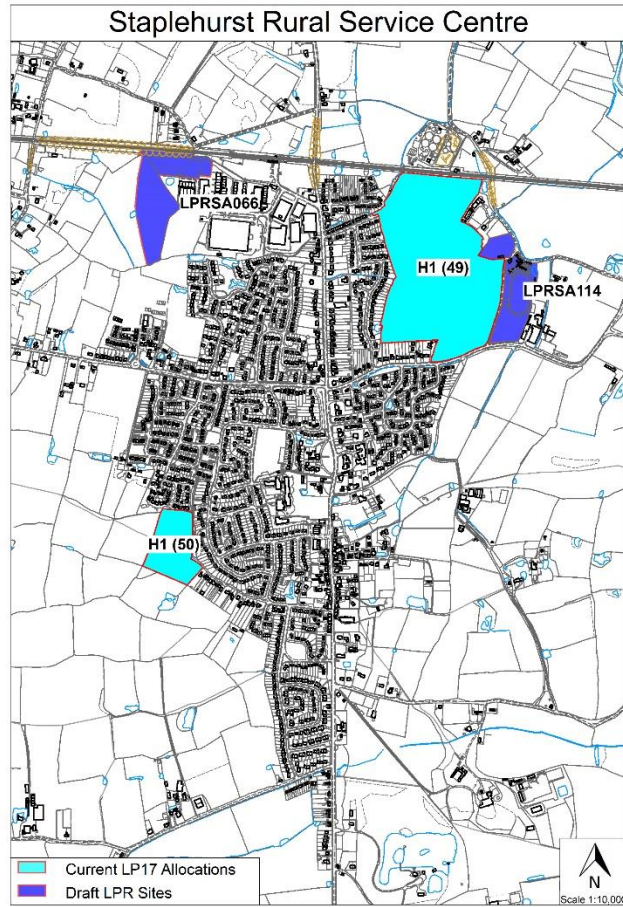
Amend Policy LPRSP6(F) as follows:

For plan effectiveness and to ensure the plan is positively prepared.

No change to SA findings: The Main Modification

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301		<p>At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.</p> <ol style="list-style-type: none">1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP56, approximately 710 new dwellings will be delivered on the remainder of allocated sites H1(48) and H1(49), plus to 60 on H1(50), and 127 on LPRSA066 and LPRSA114.2) Four pitches are allocated...3) One existing site is designated...4) Key infrastructure requirements for Staplehurst...5) Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan. <p>Replace figure at page 86 (Staplehurst Rural Service Centre) with new figure as follows:</p>		<p>requiring that development does not have an adverse effect on the River Beult SSSI and supports the conservation objectives of the River Beult action plan, will reinforce the negligible effect relating to SA objective 14: Biodiversity as the additional text relates to avoiding adverse effects rather than encouraging/requiring enhancements. The modifications to the figure at page 86 serve to further illustrate Policy LPRSP6(F), and do not affect the SA.</p>
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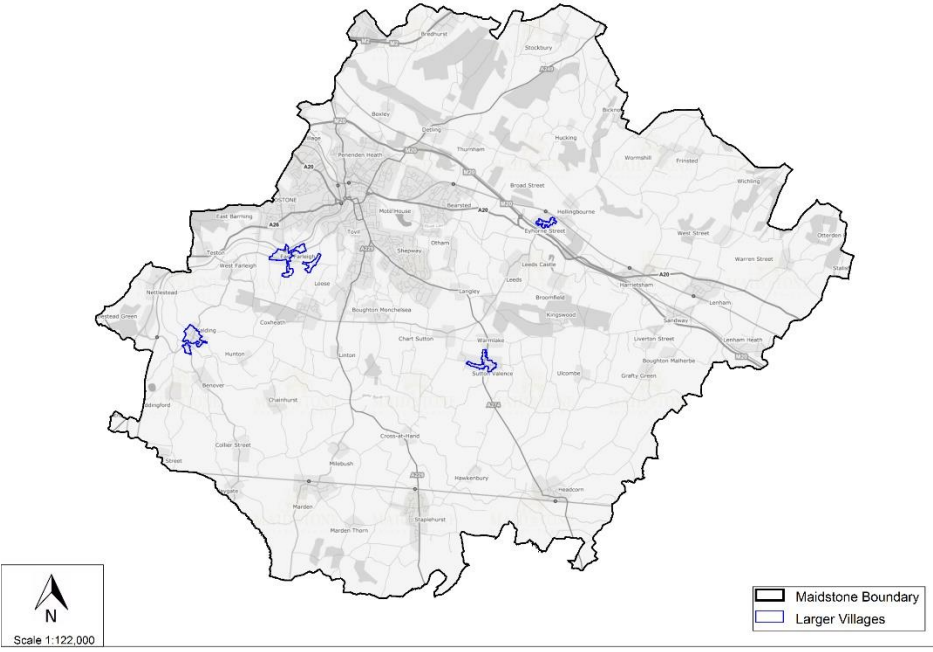
MM31

Page 87

Replace Figure 6.1 (Larger Villages in Maidstone Borough) with a new Figure 6.1 as follows:

For plan effectiveness.

No change to SA findings: The modifications to the figure at page

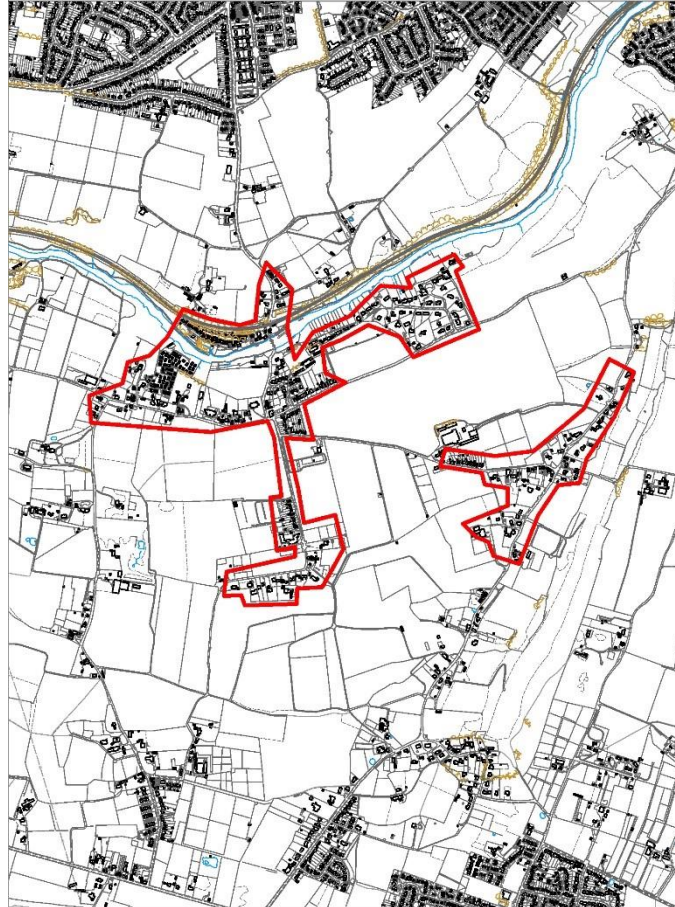
303				<p>87 are for clarity and do not affect the SA.</p>
MM32	LPRSP7(A)	<p>Amend Policy LPRSP7(A) as follows:</p> <p>At the larger village of East Farleigh, key services will be retained and supported.</p> <p>1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 50 new dwellings will be delivered. This is anticipated to come forward through the production of a Neighbourhood Plan, in the last 10 years of the plan period. Where it is apparent that the larger village is not set to meet the specific allocation of</p>	<p>For plan effectiveness and to ensure the plan is positively prepared.</p>	<p>No change to SA findings: the additional wording provides clarification on the potential timing of development coming forward. There is no impact on the SA findings.</p>

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		<p>residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p> <p>2) The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy LPRSP11a.</p>		
MM33	LPRSP7(A)	<p>After Policy LPRSP7(A) insert the following diagram:</p> <p>Diagram illustrating the defined settlement boundary for East Farleigh.</p>	For plan effectiveness.	<p>No change to SA findings: the defined boundary has no effect on the SA objectives.</p>

305

East Farleigh Larger Village



MM34

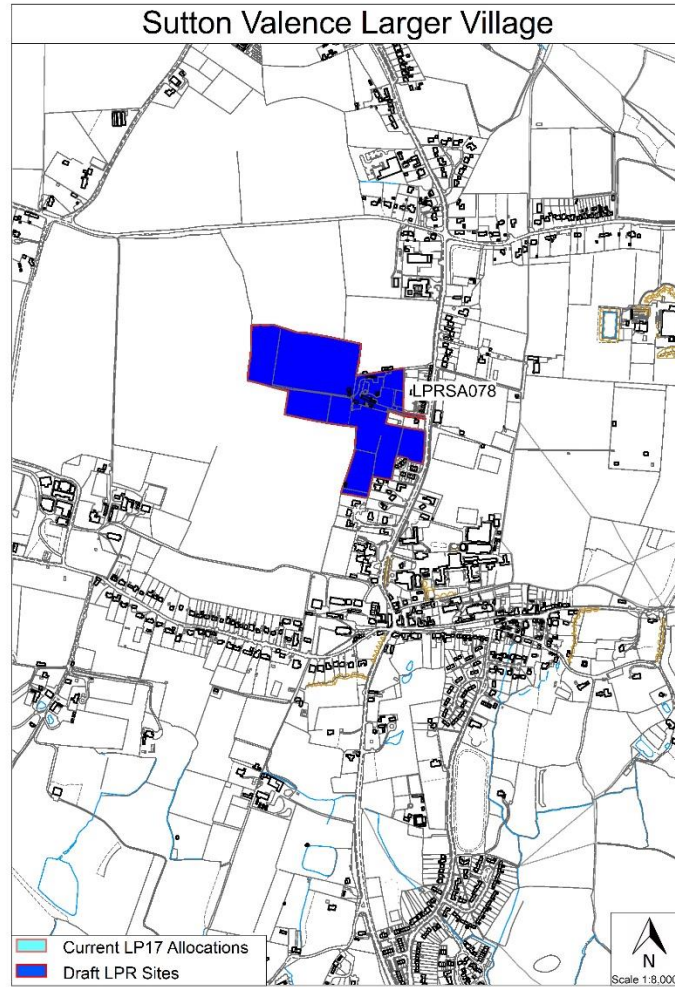
LPRSP7(C)

Amend map on page 93 (Sutton Valence Larger Village) as follows:

The site area amended to reflect the policy and ensure provision of the health facility.

For plan effectiveness and to ensure the plan is positively prepared.

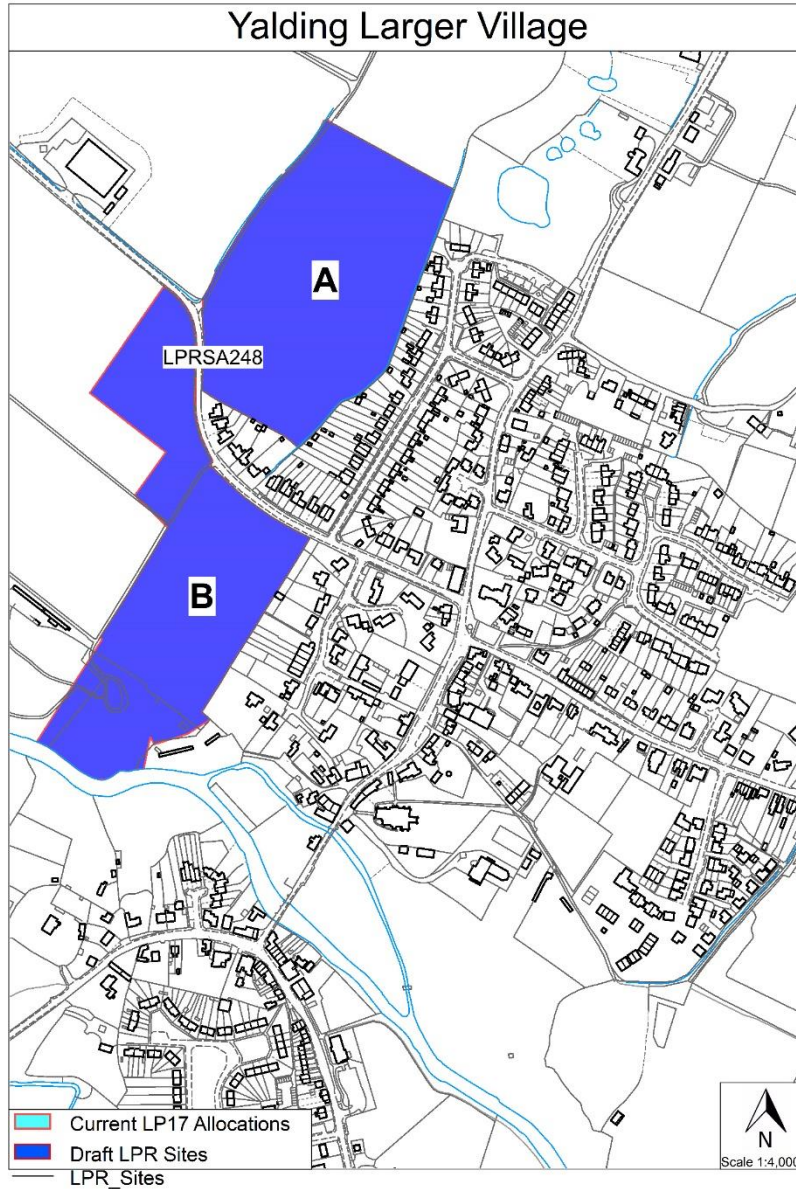
No change to SA findings: the modifications to



the map on page 93 serve to further illustrate Policy LPRSP7(C), and do not affect the SA.

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307	MM35 LPRSP7(D) Page 95	<p>Amend Policy LPRSP7(D) as follows:</p> <ol style="list-style-type: none"> 1) In addition to minor development and redevelopment of appropriate sites in accordance with policy LPRSP7, approximately 65<u>100</u> new dwellings will be delivered on site H1(65), and 100 on LPRSA248. <u>Housing development will be located to the north (Site A) and supporting infrastructure such as open space, drainage (SUDS) to the south (Site B) only.</u> 2) Key infrastructure requirements for Yalding include... 3) The loss of local shops... 4) <u>Development will only be permitted if it will not have an adverse effect on the River Beult SSSI and will support the conservation objectives of the River Beult action plan.</u> <p>Amend map on page 95 (Yalding Larger Village) as follows:</p>	For plan effectiveness and to ensure the plan is positively prepared.	<p>More sustainable (change to SA effects score)</p> <p>The deleted site H1(65) was a carried forward allocation from the adopted Local Plan and not reassessed in the Regulation 19 SA.</p> <p>The effects of the total quantity of housing provided for by the Local Plan Review are assessed under policies LPRSS1 and LPRSP1.</p> <p>The modifications to the map on page 95 serve to further illustrate Policy LPRSP7(D), and thus does not affect the SA.</p> <p>The addition of criteria relating to offsite impacts on the SSSI improve</p>
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the appraisal scoring for **site allocation policy LPRSPA248** in relation to SA objective **14: Biodiversity** from **minor negative with uncertainty to negligible**.

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309	MM36 LPRSP8	<p>Amend Policy LPRSP8 as follows:</p> <p>Within smaller settlements:</p> <p>1. Within the Smaller Villages of Boughton Monchelsea, Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Kingswood, Laddingford, Platt's Heath, Stockbury, Teston, and Ulcombe, the Council will resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.</p> <p>2. Smaller villages offer a limited opportunity for new plan-led development which can support the continued sustainability of the settlement. This is estimated expected to come forwards through site allocation LPRSA360 (approximately 30 dwellings) and as a broad location development, in the last 10 years of the Plan period. The quantities envisaged are:</p> <ul style="list-style-type: none"> • 35 new units each at Chart Sutton, Ulcombe, Laddingford, Kingswood, and Teston • 25 new units each at Boxley, Chart Sutton, Detling, Grafty Green, Hunton, Platt's Heath, and Stockbury and Ulcombe <p>3. Within the Smaller Villages, small scale housing development in addition to the quantities set out under criterion 2) will be acceptable where all of the following apply:</p> <ol style="list-style-type: none"> a) The scale of the development is proportionate to the size of the settlement and the type and level of local services available; b) The development design takes account of landscape impact having regard to the setting of the settlement within the countryside; c) It can be linked to the retention or expansion of specific infrastructure or service assets within the settlement; 	For plan effectiveness and to ensure the plan is positively prepared.	No change to SA findings: the proposed modifications provide additional clarity in relation to the settlements and sites where development will be encouraged but do not alter the SA findings.

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		<p>d) It has community support, either through a Neighbourhood Plan, or other Parish endorsement, for example as a Rural Exception Site; and</p> <p>e) Where suitable access can be provided.</p> <p>4. e) Where it is apparent that smaller villages are not set to meet the specific allocation of residential units, the borough council, through a future review of the Local Plan, will allocate sites to make up the shortfall.</p>		
310	MM37 Para 6.137	<p>Amend paragraph 6.137 as follows:</p> <p>The High Weald AONB lies beyond the southern boundary of the borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough council. Its closest point to the borough is at Winchet Hill in the southern part of Marden parish. The council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting. In assessing the impact of proposals on the High Weald AONB regard will be had to the High Weald AONB Management Plan and its supporting evidence and guidance.</p>	For plan effectiveness.	No change to SA findings: the additional reference to the High Weald AONB Management Plan and any potential impact on the High Weald AONB provides additional clarity but does not affect the SA findings for policy LPRSP9 and its supporting text.
	MM38 LPRSP9	<p>Amend Policy LPRSP9 as follows:</p> <ol style="list-style-type: none"> 1) Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in significant harm to the rural character and appearance of the area. 2) Agricultural proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and rural character of the landscape can be appropriately mitigated. 	For plan effectiveness.	More sustainable (change to SA effects score): <i>Amended criterion 1:</i> Development proposals in the countryside will not be permitted

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311		<p>3) Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty.</p> <p>4) Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty.</p> <p>5) The Metropolitan Green Belt is shown on the policies map and development there will be managed in accordance with national policy for the Green Belt.</p> <p>6) The distinctive landscape character of the Greens and Ridge, the Medway Valley, the Len Valley, the Loose Valley, and the Low Weald, as defined on the policies map, will be conserved and enhanced as landscapes of local value.</p> <p>7) Development in the countryside will retain the separation of individual settlements.</p> <p>8) Opportunities to improve walking and cycling connections will be supported. Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan and the Maidstone Borough Landscape Character Guidelines Supplementary Planning Document.</p>		<p>unless they accord with other policies in this plan, and they will not result in significant harm to the rural character and appearance of the area.</p> <p><i>New Criterion 8:</i> Opportunities to improve walking and cycling connections will be supported</p> <p>Negligible effects were previously identified for strategic policy LPRSP9:</p> <p>Development in the Countryside in relation to the majority of SA objectives, generally because the policy is silent on these issues, with other reasons noted below for SA</p>
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312				<p>objectives 1 and 6. The only exception is for SA objective 9: Soils because the policy supports the efficient use of the borough's agricultural land and soil resource. In relation to SA objective 1: Housing, although the inclusion of the word 'significant' in relation to harm is more supportive of sustainable development in the countryside, negligible effects are expected, noting that effects of the amount of housing provided by the Local Plan are appraised elsewhere in this report, at the scale of the plan area as a whole.</p>
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313				<p>Negligible effects were identified in relation to SA objective 6: Town Centre due to the distance of most countryside locations from Maidstone town centre.</p> <p>The proposed Main Modifications do not affect the scoring in relation to the named SA objectives above.</p> <p>The inclusion of wording in relation to 'significant harm' to the rural character or appearance of an areas would result in minor negative effects on SA objective 14 and SA objective 15, instead of the previous</p>
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				<p>negligible effects. Supporting opportunities for walking and cycling would provide for minor positive effects on SA objective 7 Sustainable Transport, from a previously negligible effect.</p>
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3
Chapter 7: Thematic strategic policies
4

Mod ref	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
		<p>Wording to be deleted is struckthrough</p> <p>New wording is <u>underlined</u></p>		
MM39	LPRSP10	<p>After paragraph 7.2, insert a new policy SP10 titled 'Housing delivery' as follows:</p> <p><u>1. Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough.</u></p> <p><u>Stepped trajectory 2. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows:</u></p>	For plan effectiveness and consistency with the NPPF.	Yes: this has been appraised as a new policy in Appendix B.

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<u>Years</u>	<u>Annualised growth (new homes)</u>	<u>Total cumulative growth (new homes)</u>
<u>2021/22</u>	<u>1,157</u>	<u>1,157</u>
<u>2022/23 – 2027/28</u>	<u>1,000</u>	<u>7,157</u>
<u>2028/29 – 2032/33</u>	<u>1,150</u>	<u>12,907</u>
<u>2033/34 – 2037/38</u>	<u>1,352 x 3 years</u> <u>1,353 x 2 years</u>	<u>19,669</u>
Total:		19,669

3. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority’s Monitoring Report.

Deliverable supply

4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.

Maintaining delivery

5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF ‘tilted balance’ is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:

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	<p><u>a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and</u></p> <p><u>b. In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan's spatial strategy; and</u></p> <p><u>c. Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and</u></p> <p><u>d. In all other respects in accordance with other Local Plan policies, in so far as they apply.</u></p> <p><u>6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.</u></p> <p><u>Designated Neighbourhood Areas</u></p> <p><u>7. As a minimum, and as set out in Table X [to be confirmed] of the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.</u></p> <p><u>8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:</u></p> <p><u>a. Site allocations within this LPR (apportioned where sites are partially within the designated area);</u></p>		
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	<p>b. Policy LPRSP8; and</p> <p>c. Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).</p> <p>After new policy SP10 'Housing delivery' insert new supporting text as follows:</p> <p>Designated Neighbourhood Areas</p> <p>There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.</p> <p>The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:</p>										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">Designated Neighbourhood Area</th> <th style="width: 25%;">Site allocation</th> <th style="width: 25%;">Broad Location - Villages figure</th> <th style="width: 25%;">Total minimum housing requirement figure</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Designated Neighbourhood Area	Site allocation	Broad Location - Villages figure	Total minimum housing requirement figure						
Designated Neighbourhood Area	Site allocation	Broad Location - Villages figure	Total minimum housing requirement figure								

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318	Bearsted	H1(31) [50 units]	=	50	
	Boughton Monchelsea	LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**	=	213	
	Boxley	=	25	25	
	Broomfield & Kingswood	=	35	35	
	Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA202 [60 units]	=	75	
	Harrietsham	LPRSA101 [53 units] LPRSA071 [47 units]	=	100	
	Headcorn	LPRSA310 [110 units] H1(36) [220 units]**	=	330	
	Lenham	Lenham Neighbourhood Plan [1,047 units]	=	1,047	
	Loose	LPRSA360 [15 units]*	=	15	
	Marden	LPRSA295 [113 units] H1(46) [124 units]**	=	237	
	North Loose	=	=	0	
	Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]**	=	813	

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319			H1(9) [335 units]**				
		Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	=		777	
		Sutton Valence	LPRSA078 [100 units]	=		100	
		Tovil	LPRSA265 [250 units]	=		250	
		Yalding	LPRSA248 [100 units]	=		100	
		TOTAL	4,132		60	4,167	
		<p style="text-align: center;">-</p> <p><u>*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only. **These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.</u></p>					
MM40	LPRSP10(A)	<p>Amend Policy LPRSP10(A) criterion (4) as follows:</p> <p>Large development schemes Major developments will be expected to demonstrate that consideration has been given to serviced custom and self-build plots as part of housing mix in line with Policy HOU 9.</p>				For plan effectiveness, consistency with the NPPF, and the Town and Country Planning (Development Management Procedure) (England) Order 2015.	No change to SA findings: this modification provides consistency with the terminology used in the NPPF but does not alter the effects of the policy or the related SA scores.

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320	MM41	Para 7.7	<p>Amend LPRSP10(B) as follows:</p> <p>On major housing development sites or mixed-use development sites where 10 or more dwellings will be provided, or the site has an area of 0.5 hectares or more, the Council will require the delivery of affordable housing.</p> <p>1) The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:</p> <ul style="list-style-type: none"> a) Greenfield development in mid and high value zones at 40% b) Brownfield development in high value zone at 40%. c) Development in the low value zone and brownfield development in the mid value zone will not normally be expected to deliver affordable housing, however where opportunities exist to provide affordable housing the council will seek to secure this. <u>be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing funders and providers, including the council and Homes England as appropriate, should be submitted with the financial appraisal.</u> <p>2) Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:</p> <ul style="list-style-type: none"> a) An identified off-site scheme; b) The purchase of dwellings off-site; or c) A financial contribution towards off-site affordable housing. 	<p>For plan effectiveness and consistency with the NPPF. Flexibility to allow for a range of affordable home ownership options during the plan period. Amendments to ensure policy aligns with other Main Modifications on housing technical standards.</p>	<p>More sustainable (no change to SA score)</p> <p>The previous SA of policy 10(B) considered that there would be negligible effects on most of the SA objectives. The exceptions were SA 1 Housing, SA3 Community, SA 5 Economy and SA 8 Soils.</p> <p>The proposed modifications strengthen the provisions in relation to SA 1 Housing however there is no change to the significant positive score. There are no modifications that would affect the appraisals in relation to SA 5</p>
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321	<p>3) The indicative targets for tenure are:</p> <ul style="list-style-type: none"> a) 75% Social and affordable rented. b) A minimum 25% First Homes <u>intermediate or affordable home ownership.</u> <p>4) On new build housing developments, the affordable housing element will be expected to meet the optional technical standard M4(2). Where 25% of First Homes will not be adequate to meet the minimum 10% Affordable Home Ownership target set by the NPPF then any shortfall can be met through the provision of First Homes or an alternative Affordable Home Ownership product.</p> <p>5) Developers are required to enter into negotiations with the council’s Housing Department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.</p> <ul style="list-style-type: none"> a) The council will seek provision of 20% affordable housing for schemes that provide for C3 retirement housing on greenfield and brownfield sites in <u>greenfield mid to high value zones and brownfield development in high value zones.</u> the rural and outer urban areas. <u>C2 uses will not be expected to deliver affordable housing.</u> b) The council has set a zero affordable housing rate for fully serviced residential care homes and nursing homes. c) Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing. <p>6) The <u>adopted</u> Affordable and Local Needs Housing Supplementary Planning Document contains further detail on how the policy will be implemented.</p>	Economy or SA 8 Soils.
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		Development in the low value zone and brownfield development in the mid value zone will be expected to deliver an element of on-site affordable housing. If it can be demonstrated through an open book financial appraisal this is not viable, based on the construction costs based on delivering high quality design and public realm, then the developer shall make a proportionate off-site contribution to the delivery of affordable housing. Evidence of engagement with affordable housing providers, including the council, should be submitted with the financial appraisal.		
MM43	Para 7.37	Amend paragraph 7.37 as follows: The former Syngenta Works site in Yalding is an allocation largely carried over from the Local Plan 2017, although it is now proposed for a mix of employment uses only.	For plan effectiveness, and to appropriately reflect the relevant site allocation policy in the Local Plan Review.	No change to SA findings: the new wording provides clarification only.
MM44 222	LPRSP11(A)	Amend Policy LPRSP11(A) criterion (3) as follows: Proposals for the redevelopment of premises and the infilling of vacant sites for business uses* will be permitted. Where such proposals are within countryside EDA locations, their design, scale and materials should be appropriate to the setting and should be accompanied by significant landscaping within, and at the edge of, the development. *For those EDAs listed under part 1 of Table 11.1, the term 'business uses' includes Use Classes E(g), B2 and B8. For those EDAs listed under part 2 of Table 11.1, the term 'business uses' includes Use Classes E(g). At Eclipse Park EDA only, this definition may also include other uses falling under E Use Class.	For plan effectiveness and to ensure the plan is positively prepared.	No change to SA findings: the new wording provides clarification of employment uses.
MM45	Paras 7.61 to 7.69	Amend paragraphs 7.61 to 7.69 as follows: Woodcut Farm LPR EMP1(4) 7.60 There is The site at Woodcut Farm offers a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.	No change to SA findings: EMP1(4) rolls forward an allocation from the adopted Local Plan

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323		<p>well connected to the motorway network and that can provide for a range of job needs up to 2037. The Woodcut Farm site will meet the 'qualitative' need for a new, well-serviced and well-connected mixed-use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. This site will overcome this 'qualitative' gap in the borough's existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses. The key priority for the Woodcut Farm site is the delivery of new office/research & development and warehousing floorspace.</p> <p><u>7.61</u> Outline permission was granted in 2018 for a mixed-use commercial development comprising B1(a), B1(b), B1(c) and B8 units, with a maximum floorspace of 45,295m². The split is approximately 50/50 B1 and B8 uses and will contribute significantly towards the evidenced need for 74,330m² of this type of floorspace by the end of the plan period. Whilst the site is yet to deliver floorspace, works are occurring on site relating to pre-commencement conditions attached to the outline permission and should deliver over the next couple of years. As such, this site will be kept under review as the Local Plan Review progresses. At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in.</p> <p><u>7.62</u> The site will <u>is expected to</u> provide at least 10,000m² of office floorspace, thereby contributing significantly towards the evidenced need for 24,600m² of this type of floorspace by the end of the plan period. High quality office development is sought providing complementary provision to the town centre. As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for E(g) uses, and for no other purpose, pending the viability position improving in the later part of the plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park,</p>		and was considered as part of the baseline within the SA. The wording changes therefore do not affect the assessment.
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324		<p>which is what is required, rather than a logistics park or conventional industrial estate. Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the additional floorspace which is required in the borough by 20378.</p> <p><u>7.63 At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Woodcut Farm site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy EMP1(4) is therefore rolled forwards into this Local Plan Review and should be referred to during the application process.</u></p> <p>7.61 The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River LentothesouthoftheA20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately halfway down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.</p> <p>7.62 The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the</p>		
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325		<p>character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).</p> <p>7.63 The site itself was specifically assessed in the Maidstone Landscape Capacity Study (2015). This found that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development. This being the case, any future development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.</p> <p>7.64 To achieve a high quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.</p> <p>7.65 Buildings will cover no more than 40% of the site. This figure excludes the westernmost field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.</p>		
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7.66 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 5,000m² with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings of up to 2,500m² and up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). On the highest part of the site, as shown on the policies map, building footprints will be limited to 500m².

7.67 There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species

7.68 Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at: • the M20 Junction 8 (including the west bound on-slip and merge); the A20 Ashford Rd/M20 link road roundabout; • the A20 Ashford Rd/Penford Hill junction; • the A20 Ashford Rd/Eyhorne Street/Great Danes Hotel access; and the Willington Street/A20 • Ashford Rd junction.

7.69 The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved

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		<p style="color: red;">access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives.</p>		
327	<p>MM46 Paras 7.70 to 7.73</p>	<p>Amend paragraphs 7.70 to 7.73 as follows:</p> <p>Former Syngenta Works, Hampstead Lane, Yalding LPRSAEMP1 RMX1(4)</p> <p>7.70 The former Syngenta Works site near Yalding is a large, flat, previously developed or 'brownfield' site (19.5ha) about one kilometres to the west of Yalding village and adjacent to Yalding Railway Station. Immediately to the east of the site is a canalised section of the River Medway. The site was previously used for agro-chemicals production and was decommissioned in 2002/2003. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Permission was granted in March 2020 for external works to the office building in the northwest corner and a new car park.</p> <p><u>7.71 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk.</u></p> <p>7.712 An outline planning application for the redevelopment of the site to provide a new business park of up to 46,447 sqm of B1(c), B2 and B8 accommodation with associated access, parking and infrastructure works, was submitted to <u>approved by</u> the Council in 2019 <u>2021</u>. This is broken down as: up to 21,655sqm light industrial uses (B1(c), now E(g)(iii) use class); and up to 24,792sqm of warehouse use (B8 use class). The proposal is for the site to be able to run 24 hours per day, 7 days per week. It includes an area outside of the allocation</p>	<p>For plan effectiveness. Factual updates with respect to the existing planning consent and plan process. For consistency with the NPPF on flood risk management.</p>	<p>No change to SA findings: LPRSAEMP1 and RMX1(4) roll forward an allocation from the adopted Local Plan that was considered as part of the baseline within the SA. The wording changes therefore do not affect the assessment.</p>

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328		<p>boundary, upon land designated as an 'ecological mitigation area'. However, through the application process, it is considered that development in this area would not result in any significant landscape or visual impacts above the allocated part of the site, and there would still be the amount of land required under the site policy (13ha) to the south that would be used for ecological mitigation and enhancement.</p> <p>7.72 The whole site lies within Flood Zone 3a and any proposal must therefore fulfil the NPPF's Sequential and Exception Tests. The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for employment uses. 7.73 The outline development proposal, as submitted in 2019, is yet to be determined pending the outcome of the Sequential and Exception Tests. However, in March 2021 Members of the Planning Committee voted to grant outline consent for the proposal, subject to completion of the Sequential/Exception Tests and necessary legal agreements—concluding that the development is acceptable and overwhelmingly compliant with the policy requirements. This major employment site in the borough is therefore recognised as a significant contributor to meeting employment floorspace needs over the plan period and can be expected to deliver in the short to medium term, given the advanced stage of obtaining planning consent secured. <u>At this stage, it remains important to continue to set out allocation specific detail regarding the development of the Former Syngenta Works site, should the current permission fail to deliver or a new application were to come in. The 2017 Local Plan detailed allocation policy RMX1(4) is therefore</u></p>		
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		rolled forwards into this Local Plan Review and should be referred to during the application process.		
329	MM47 Para 7.75	<p>Amend paragraph 7.75 as follows:</p> <p>The King Street car park is currently a surface level car park, being used as such for the short term. Part of the original allocation from the 2017 Local Plan has been developed as the King’s Lodge, apartments for retirement living. As the detailed site allocation (policy RMX1(3)) from the 2017 Local Plan has only partially been implemented, it is to be retained as part of this Local Plan Review (see Table 8.1). As such, the remaining car park continues to be allocated for a mix of ground floor retail and residential uses, however a more conservative retail capacity of 700sqm is now allocated to reflect the development that has already taken place. This area could be brought forwards in conjunction with the wider redevelopment of The Mall broad location proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p>	For plan effectiveness. Factual updates with respect to the existing planning consent and plan process.	No change to SA findings: RMX1(3) rolls forward an allocation from the adopted Local Plan that was considered as part of the baseline within the SA. The wording changes therefore do not affect the assessment.
	MM48 LPRSP11(B)	<p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1RMX1(4), and LPRSA260 will deliver approximately 105,000m2 employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), LPRSA066, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, and LPRSA362 will deliver a mix of approximately 27,439 34,239m² employment floorspace and 6,862 7,562m² net retail floorspace, along</p>	For plan effectiveness.	No change to SA findings Change to the sites allocated for employment use are limited to clarification of site ID numbers and a 700 m2 increase in the indicative retail space provided by site RMX1(4) that has been rolled

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330		<p>with new homes to help meet the borough’s needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>		<p>forwards from the adopted local plan. There is no change to the original assessments as the updated quantity of employment land includes permitted sites or land allocated within the previous local plan. This has been considered as part of the baseline assessment in previous SA reports.</p>																																
MM49	LPRSP11(B) Table page 128	<p>Amend table on page 128 as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 10%;">Site Ref</th> <th rowspan="2" style="width: 15%;">Site Name</th> <th rowspan="2" style="width: 15%;">Growth Location</th> <th colspan="4" style="width: 45%;">Indicative Capacity (sqm)</th> </tr> <tr> <th style="width: 10%;">E(g) office m²</th> <th style="width: 10%;">B2 industrial m²</th> <th style="width: 10%;">B8 distribution m²</th> <th style="width: 10%;">Town centre us m²</th> </tr> </thead> <tbody> <tr> <td style="color: red;">LPRRMX 1(3)</td> <td>King Street Car Park</td> <td>Maidstone Town Centre</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center; color: red;">700 1,400</td> </tr> <tr> <td>LPRSA14 5</td> <td>Len House</td> <td>Maidstone Town Centre</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">3,612</td> </tr> <tr> <td>LPRSA14</td> <td>Gala Bingo &</td> <td>Maidstone Town</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">TBD</td> </tr> </tbody> </table>	Site Ref	Site Name	Growth Location	Indicative Capacity (sqm)				E(g) office m ²	B2 industrial m ²	B8 distribution m ²	Town centre us m ²	LPRRMX 1(3)	King Street Car Park	Maidstone Town Centre	-	-	-	700 1,400	LPRSA14 5	Len House	Maidstone Town Centre	-	-	-	3,612	LPRSA14	Gala Bingo &	Maidstone Town	-	-	-	TBD	For plan effectiveness.	<p>No change to SA findings Table forms part of policy LPRSP11(B) and the implications for the SA of modifications to it are described above.</p>
Site Ref	Site Name	Growth Location				Indicative Capacity (sqm)																														
			E(g) office m ²	B2 industrial m ²	B8 distribution m ²	Town centre us m ²																														
LPRRMX 1(3)	King Street Car Park	Maidstone Town Centre	-	-	-	700 1,400																														
LPRSA14 5	Len House	Maidstone Town Centre	-	-	-	3,612																														
LPRSA14	Gala Bingo &	Maidstone Town	-	-	-	TBD																														

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331		7	Granada House	Centre							
		LPRSA14 8	Maidstone Riverside	Maidstone Town Centre	-	-	-		TBD		
		LPRSA14 9	Maidstone West	Maidstone Town Centre	-	-	-		TBD		
		LPRSA15 1	Mote Road	Maidstone Town Centre	1,169	-	-		-		
		LPRSA14 4	High St/ Medway St	Maidstone Town Centre		-	-		-		
		LPR RMX 1(1)	Newnham Park (Kent Medical Campus)	Maidstone Urban Area	21,270				14,300		
		LPR EMP 1(4)	Woodcut Farm	Maidstone Urban Area	49,000				-		
		<u>LPRSA36</u> <u>2</u>	<u>Police HQ,</u> <u>Sutton Road</u>	<u>Maidstone Urban</u> <u>Area</u>	<u>5,800</u>	=	=		=		
		EMP1(1)	West of Barradale Farm	Headcorn	3,500				-		
		EMP1(2)	South of Claygate	Marden	4,000				-		
		<u>LPRSA06</u> <u>6</u>	<u>Lodge Road</u>	<u>Staplehurst</u>	<u>1,000</u>	=	=		=		
		LPRSA26 0	Ashford Road	Lenham	2,500				-		
	LPRSA07	Haven Farm	Sutton Valence	-	-	-		788			

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		8						400		
		LPRSAE mp1 RMX1(4)	Former Syngenta Works	Yalding	46,000	-				
MM50	Para 7.79	Insert a new paragraph after paragraph 7.79 as follows: An update to the IDP setting out Maidstone Borough Council’s approach to DfT Circular 01/22 incorporating Vision and Validate and a scheme of Monitor and Manage in order that developments and their transport implications are appropriately managed as they come forward.						For plan effectiveness and to ensure consistency with NPPF and the new Department for Transport Circular 01/22.	No change to SA findings: this modification provides additional information and does not affect the SA.	
MM51	Para 7.82	Amend paragraph 7.82 as follows: The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include: <ul style="list-style-type: none"> Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts. Improvements to M20 J7 roundabout, including widening of the coast bound off-slip and creation of a new signal-controlled pedestrian route through the junction, in accordance with the ‘Vision and Validate’ and ‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome. Capacity improvements at M2 J5 (located in Swale Borough). Improvements to M20 Junction 6 comprising works to mitigate the impacts of Local Plan development, in accordance with the ‘Vision and Validate’ and 						For plan effectiveness. To ensure consistency with NPPF and Department for Transport Circular 01/22.	No change to SA findings: This supporting text to policy LPRSP12 simply provides a summary of transport infrastructure improvements that are specified by other plan policies, each of which has been separately assessed by the SA.	

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333		<p>‘Monitor and Manage’ strategy set out in the IDP, or any such scheme to deliver the same outcome.</p> <ul style="list-style-type: none"> • Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout. • Interim improvement to M20 junction 5 roundabouts including a white lining scheme. • Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway. • Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road. • Bus prioritisation measures including seeking to make use of smart technology on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements. • Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road including bus transponders, for example. • Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road. • Linton Crossroads junction improvements. • Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst. • Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding. • A20 Coldharbour roundabout, A229/A274 Wheatsheaf junction and A20 Ashford Road/Willington Street junction improvements 		
MM52	Para 7.83	<p>After paragraph 7.83 insert new paragraph as follows:</p> <p>Cumulative impacts – Vision and Validate / Monitor and Manage is similarly valid for sites that may result in cumulative impacts in combination with others. In this</p>	For plan effectiveness and to ensure consistency with NPPF and Department	More sustainable (no change to SA effects scores)

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334		<p><u>event, site promoters will be expected to assess their site-specific impacts with backstop mitigation measures (see point ii) defined, costed and trigger points assessed. If following monitoring, site-specific mitigation requirements are triggered, the contribution will be pooled by the Authorities to deliver holistic schemes assessed and included within the Local Plan Review IDP.</u></p>	for Transport Circular 01/22.	<p>This provision for pooling of transport mitigation contributions should allow transport infrastructure improvements specified by the IDP to be more easily delivered, helping to reinforce the significant positive effects in relation to SA objective 7: Sustainable travel already identified for policy LPRSP12: Sustainable transport.</p>
MM53	Para 7.87 to 7.89	<p>Delete paragraph 7.87, sub-heading 'Park and ride' and paragraphs 7.88 to 7.89, as follows:</p> <p>7.87 The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy will be the use of measures to provide disincentives to the use of long term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and</p>	To align with other Main Modifications with respect to park and ride – see LPRTRA3.	<p>No change to SA findings:</p> <p>Change relates to deletion of policy LPRTRA3, the SA implications of which are set out below.</p>

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335		<p>Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.</p> <p>Park and ride</p> <p>7.88 The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 918 parking spaces.</p> <p>7.89 The council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</p>		The Park and Ride sites closed in 2022.
MM54	LPRSP12	<p>Amend Policy LPRSP12 as follows:</p> <p>1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan. Scheme promoters will be expected to adopt Vision and Validate principles, in accordance with Circular 01/22, within their planning applications and to set out a Monitor and Manage strategy for each site covering all modes of transport.</p> <p>2. The Integrated Transport Strategy (2017) will be refreshed in the context of the Local Plan Review with the aim of facilitating economic prosperity and</p>	For plan effectiveness. To ensure consistency with NPPF and the new Department for Transport Circular 01/22.	<p>No change to SA findings:</p> <p>This proposed Main Modification will not alter the findings of the SA because the addition regarding the Kent Rights of Way Improvement Plan does not change the strength of the policy in relation to SA objectives 2:</p>

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336	<p>improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.</p> <p>3. In doing so, the council and its partners will:</p> <ul style="list-style-type: none"> a. Ensure the transport system supports the growth projected by Maidstone’s Local Plan and facilitates economic prosperity; b. Deliver modal shift through managing demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements; c. Improve highway network capacity and function at key locations and junctions across the borough; d. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management; e. Improve transport choice across the borough and seek to influence travel behaviour; f. Protect and enhance public rights of way; g. Deliver strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times; h. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose; i. Work with service providers to improve bus links to the rural service centres and larger villages, and other villages including route options and frequency; j. Improve strategic links to Maidstone across the county and to wider destinations such as London; 	<p>Services and Facilities and 4: Health as the protection and enhancement of public rights of way and walking routes are already covered in policy LPRSP12. In addition, although additional reference to Circular 01/22 has been made, significant positive effects are already recorded in relation to SA objectives 2: Services & Facilities, 4: Health, 5: Economy and 7: Sustainable Travel. The SA findings are not changed as a result of deletion of reference to Park and Ride services as the meaning and purpose of</p>
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337		<p>k. Promote inclusive access for all users on the transport network provides;</p> <p>l. Address the air quality impact of transport; and</p> <p>m. Support the provision of and improvements to Electric Vehicle charging infrastructure</p> <p>4. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes, the radial routes into the town centre and in connecting the Garden Settlements. Such measures will include:</p> <p>a. Bus priority measures along radial routes including bus prioritisation at junctions;</p> <p>b. Prioritisation of sustainable transport modes along radial routes; and/or</p> <p>c. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.</p> <p>5. The Infrastructure Delivery Plan will support the implementation of the Local Plan Review and outlines how and when necessary infrastructure schemes will be delivered.</p> <p><u>6. In determining planning applications, regard shall be had to the Kent Rights of Way Improvement Plan, and the need to protect and enhance existing public rights of way.</u></p>		<p>policy LPRSP12 is retained. The Park and Ride sites closed in 2022.</p>
MM55	LPRSP13	<p>After 7.133 insert a new sub-heading and paragraph as follows:</p> <p><u>An underlying principle of the plan has been the delivery of infrastructure alongside development as per the Council’s corporate strategy. One such project is the Leeds Langley Relief Road. The Council has investigated the business case for a relief road at Leeds Langley and it has concluded that such a road is possible with enabling development. The Local Highways Authority (Kent County Council)</u></p>	For plan effectiveness	<p>No change to SA findings: this modification provides additional detail and clarification and</p>

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		has confirmed that whilst it will not currently be seeking to promote a route in this corridor, it would assist Maidstone Borough Council in exploring it.		does not affect the SA.
338	MM56 LPRSP13	<p>Amend Policy LPRSP13 as follows:</p> <ol style="list-style-type: none"> 1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied. 2. Detailed specifications of the site specific contributions required are included in the site allocation policies (these are not exhaustive lists). Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S106 of the Town and Country Planning Act,1990) will be used to provide a range of site specific mitigation, in accordance with the S106 tests, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required. Where necessary S.278 agreements will be used to secure mitigation in connection with the Strategic Road Network and Local Road Network. 3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly. 4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below: Infrastructure priorities for residential development: 	For plan effectiveness.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because whilst reference has been added to S.278 agreements providing mitigation, this is an addition to other forms of mitigation already outlined in Policy LPRSP13. The other Main Modifications to Policy LPRSP13 provide clarification and thus will not result in any changes to the effects previously recorded.</p>

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339		<ul style="list-style-type: none">i. Affordable housingii. Transportiii. Open spaceiv. Educationv. Healthvi. Community facilitiesvii. Public realmviii. Waste Managementix. Public services, & andx. Libraries <p>Infrastructure priorities for business and retail development:</p> <ul style="list-style-type: none">i. Transportii. Public realmiii. Open space, & andiv. Education/skills <p>This list serves as a guide to the council’s prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used that includes priorities not listed above from other infrastructure providers.</p> <p>5. The Community Infrastructure Levy will continue to be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan & Infrastructure Funding Statement. The CIL rate will be reviewed to reflect latest changes in development costs and land/floorspace values across the borough in line with viability evidence and the proposals contained within this plan.</p>		
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		<p>6. Infrastructure schemes that are...</p> <p>7. Open space development will be...</p> <p>8. The Council will investigate the need...</p> <p>9. The Council will continue to explore the funding and delivery of a Leeds-Langley Relief Road and associated enabling development.</p>		
340	MM57 Para 7.153	<p>Amend paragraph 7.153 as follows:</p> <p>The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments that would result in a net increase in population served by a wastewater system within the Stour catchment area to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>	For plan effectiveness and consistency with the NPPF, NPPG and Natural England guidance.	No change to SA findings: This proposed Main Modification will not alter the findings of the SA because although additional information had been added to the sentence, its meaning remains the same.
	MM58 LPRSP14(A)	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</p>	For plan effectiveness and to ensure the plan is justified and consistent with national planning policy and guidance.	More sustainable (change to SA effects score): The proposed Main Modification will alter the findings of the SA as follows. The effect for SA9: Soils has been strengthened from

	<p>Amend Policy LPRSP14(A) as follows:</p> <p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <ul style="list-style-type: none"> a. Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent b. Protect positive landscape character <u>including Landscapes of Local Value</u>, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, <u>ecosystem services</u> and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development <u>through the provision of adequate buffers and in accordance with national guidance.</u> c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: <ul style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. <ul style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats 	<p>a negligible effect to a minor positive effect, because there is now a requirement for the encouragement of better soil handling practices. In addition, the effect for SA16: Landscape has been strengthened from a minor positive to a significant positive as the policy requires the protection of positive landscape character, with the Main Modification expanding this to include Landscapes of Local Value and including that mitigation should be provided through the provision of</p>
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342	<p>Regard shall be had to the forthcoming Design and Sustainability DPD which will further detail application of this policy.</p> <p>2. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones and principal aquifers, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).</p> <p>3. Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, Local Wildlife Sites and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</p> <ol style="list-style-type: none"> a. Provide for the long term... b. Mitigate for and adapt to.... c. Positively contribute... <ol style="list-style-type: none"> 4. Where appropriate... 5. Any required publicly accessible... 6. Development proposals will give... 	<p>adequate buffers and in accordance with national guidance. The Main Modifications for Policy LPRSP14(A) and its supporting text also include reference to the protection of ecosystem services, Local Wildlife Sites and much more detailed requirements designed to avoid adverse effects on the North Downs Woodland SAC in line with the findings of the HRA. This strengthens the positive effect for SA14: Biodiversity, however the effect is already recorded as significant</p>
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343		<p>7. The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodlands SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this.</p> <p><u>7(A). Development proposals must support the Council’s nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.</u></p> <p>8. Any development within...</p> <p>9. <u>The council will work in partnership with landowners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.</u></p> <p><u>New development involving the creation of surface water runoff will be required to provide SuDS. Where possible, such SuDS will need to integrate with on-site blue-green infrastructure in order to increase biodiversity.</u></p> <p>Account should be taken of the Council’s Landscape Character Guidelines SPD, Green and Blue Infrastructure Strategy and the Kent Downs AONB Management Plan.</p>		positive, and so remains unchanged.
MM59	LPRSP14(B)	Amend Policy LPRSP14(B) criterion (2) as follows:	For plan effectiveness.	No change to SA findings:

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344		<p>Through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings and positively incorporates heritage assets into wider development proposals. This includes the potential public benefits from development impacting a heritage asset.</p>		<p>Additional text repeats the requirement of para. 202 of the NPPF. These modifications therefore represent clarifications of existing requirements under the NPPF (assumed by the SA to form part of the baseline) rather than new requirements.</p>
MM60	LPRSP14(C)	<p>Amend Policy LPRSP14(C) as follows:</p> <p>To ensure that development in the borough mitigates and adapts to climate change, the council will:</p> <ol style="list-style-type: none"> 1. Adopt a strategy for growth which delivers development in sustainable locations, well supported by or capable of delivering better services and public transport which will minimise the need to travel. 2. Encourage the delivery of sustainable buildings and a reduction of CO2 emissions in new development, having regard to the Kent and Medway Energy and Low Emissions Strategy. 3. Encourage and support the delivery of low carbon energy and low carbon heat networks in new developments. 	<p>For plan effectiveness, justified by proportionate evidence.</p>	<p>More sustainable (no change to SA effects scores) This proposed Main Modification will not alter the findings of the SA because the change of “qualifying” to “major”, as well as the rewording of the sentence making reference</p>

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345	<p>4. Support the provision of renewable energy infrastructure within new development.</p> <p>5. Require the integration of blue-green infrastructure into qualifying major new development in order to mitigate urban heat islands, enhance urban biodiversity, and to contribute to reduced surface water run off through the provision of SuDS.</p> <p>6. Require development involving the creation of new dwellings, retail, and/or employment space to encourage a shift towards sustainable travel through:</p> <ul style="list-style-type: none"> a. prioritising active travel by ensuring good provision and connectivity of walking and cycling routes; b. ensuring public transport accessibility and; c. through the provision of electric vehicle infrastructure. <p>7. Require high levels of water efficiency in new residential development to ensure that water consumption should not exceed 110l per person per day. <u>New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</u></p> <p>8. Require new development involving the creation of new dwellings, retail floorspace and/or employment floorspace to plan for and respond to the impacts of climate change.</p> <p>9. Require new development to include a Flood Risk Assessment where the site is located within Flood Zones 2 or 3, or is over 1 hectare in size.</p> <p>10. <u>Development must have regard to surface water management plans.</u></p>	<p>to wholesome water consumption, do not alter the overall meaning of the policy.</p> <p>The addition of the requirement that development must have regard to surface water management plans should increase plan effectiveness in helping to manage flood risk, supporting the minor positive effect already recognised for this policy in relation to SA objective 12: Flooding.</p>
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Mod ref	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
MM61	All site allocation policies	<p>Wording to be deleted is struckthrough</p> <p>New wording is <u>underlined</u></p> <p>Amend all site allocation policies as follows:</p> <p>In the policy introductory text, delete "is included as a draft allocation for..." and replace with "as identified on the policies map, is allocated for..."</p>	For plan effectiveness and to ensure the plan is positively prepared.	No change to SA findings: This does not form part of the proposed modifications and will not alter the findings of the SA as it is a presentational change.
MM62 346	Table 8.1	Amend Table 8.1 as follows:	For plan effectiveness to ensure the plan is positively prepared.	No change to SA findings: Modifications amend the list of site allocations being rolled forward from the adopted local plan. As previously noted, these allocations have already been subject to SA in preparing the adopted plan and have not been reassessed in the Regulation 19 SA of the Local Plan Review.

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Allocations complete	Allocations expected to complete 2020-22	Allocations not complete			Allocations Superseded	
					Superseded Policy	Superseded By
H1 (1)	H1 (5)	H1 (2)	H1 (22)	H1 (54)	H1 (13)	LPRSA 144
H1 (6)	H1 (16)	H1 (3)	H1 (24)	H1 (59)	RMX1 (2)	LPRSA 146
H1 (20)	H1 (23)	H1 (4)	H1 (25)	H1 (65)	RMX1 (4)	LPRSAEmp1
H1 (32)	H1 (29)	H1 (7)	H1 (26)	EMP1 (1)	RMX1 (5)	LPRSA 148
H1 (34)	H1 (31)	H1 (8)	H1 (27)	EMP1 (2)	RMX1 (6)	LPRSA 151
H1 (35)	H1 (33)	H1 (9)	H1 (28)	EMP1 (4)		
H1 (37)	H1 (39)	H1 (10)	H1 (30)	RMX1 (1)		
H1 (40)	H1 (43)	H1 (11)	H1 (36)	RMX1 (3)		
H1 (42)	H1 (45)	H1 (12)	H1 (38)	RMX1 (4)		
H1 (44)	H1 (47)	H1 (14)	H1 (41)			
H1 (51)	H1 (53)	H1 (15)	H1 (46)			
H1 (55)	H1 (56)	H1 (17)	H1 (48)			
H1 (57)	H1 (58)	H1 (18)	H1 (49)			
H1 (61)	H1 (60)	H1 (19)	H1 (50)			
H1 (62)	H1 (63)	H1 (21)	H1 (52)			
H1 (64)	H1 (66)	These policies are not complete and are not anticipated to be completed before October 2022. They are expected to be retained in the Local Plan Review.			These policies are proposed to be superseded by new allocations. As such they are not expected to be retained in the Local Plan Review.	
EMP1(3)	These allocations are not complete but are anticipated to be completed before October 2022. They are not expected to be retained when the Local Plan Review is Adopted.					

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MM63	Table 8.2	<p>Amend Table 8.2 as follows:</p> <p>LPRSA078 (Haven Farm): Swap the figures 400 and 1,500 over. 400sqm relates to 'village hub' shops, and 1,500 sqm relates to proposed GP surgery.</p> <p>LPRSA147 (Gala Bingo & Granada House): Remove reference to 500m2 retail use. Replace with 'TBD'.</p> <p>LPRSA148 (Maidstone Riverside): Remove reference to 5,148m2 of retail use and 2,574m2 employment. Replace with 'TBD'.</p> <p>LPRSA149 (Maidstone West): Remove reference to 517m2 of retail use and 1,034m2 employment. Replace with 'TBD'.</p>	For plan effectiveness to ensure the plan is positively prepared.	<p>No change to SA findings: Modifications amend the amounts of employment space and retail space set out in the summary table of new site allocations proposed in the Local Plan Review. The Regulation 19 SA assessed the effects of each allocation policy individually, so no separate effects were assessed for this summary table.</p>
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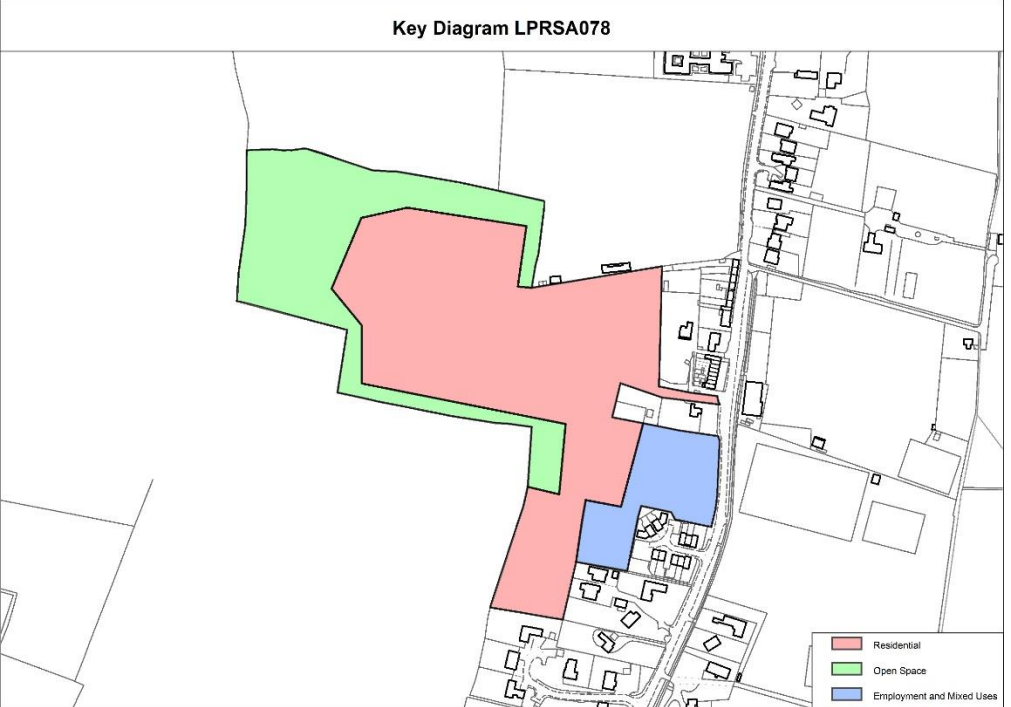
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Site Ref	Site Name	Growth Location	Identified Capacity		
			Emp use m ²	Town centre use m ²	Resi units
LPRSA145	Len House	Maidstone Town Centre		3,600	159
LPRSA147	Gala Bingo & Granada House	Maidstone Town Centre		500	40
LPRSA148	Maidstone Riverside	Maidstone Town Centre	5,148	2,574	650
LPRSA149	Maidstone West	Maidstone Town Centre	1,034	517	130
LPRSA151	Mote Road	Maidstone Town Centre	1,250	0	172
LPRSA144	High St/ Medway St	Maidstone Town Centre		150	50
LPRSA146	Maidstone East	Maidstone Town Centre	5,000	2,000	500
LPRSA366	Springfield Tower	Maidstone Urban Area	-	-	150
LPRSA152	Former Royal British Legion Site	Maidstone Urban Area	-	-	8
LPRSA265	Land at Abbey Gate Farm	SW of Maidstone	-	-	250
LPRSA270	Land south of Police HQ	S of Maidstone	-	-	196
LPRSA172	Land at Sutton Road	SE of Maidstone	-	-	75
LPRSA362	Police HQ, Sutton Rd	SE of Maidstone	-	-	135
LPRSA266	North of Ware St	NE of Maidstone	-	-	67
LPRSA303	EIS Oxford Rd	E of Maidstone	-	-	20
LPRSA101	Land south of A20	Harrietsham	-	-	53
LPRSA071	Land at Keilen Manor	Harrietsham			47
LPRSA310	Land at Moat Rd	Headcorn	-	-	110
LPRSA260	Ashford Road	Lenham	2,500	-	-
LPRSA295	Land north of Copper Ln & Albion Rd	Marden	-	-	113
LPRSA066	Land east of Lodge Rd	Staplehurst	-	-	78
LPRSA114	Land at Home Farm	Staplehurst	-	-	49
LPRSA360	Campfield Farm	Boughton Monchelsea	-	-	30
LPRSA312	Land at Forstal Lane north of Heath Rd	Coxheath			85
LPRSA364	Kent Ambulance HQ	Coxheath			10
LPRSA251	Land at Former Orchard Centre Heath Rd	Coxheath			5
LPRSA204	Land south east of Eyhorne Street	Eyhorne St (H'bourne)	-	-	9
LPRSA078	Haven Farm & L/a 4 Southways	Sutton Valence	400	1,500	100
LPRSA248	North of Kenward Rd	Yalding	-	-	100

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MM64	LPRSA078	<p>Amend Policy LPRSA078 under Principles subheading 4th bullet, 1st sub-bullet as follows:</p> <p>The approximate land use balance is:</p> <p>110 100 dwellings across the two sites (including 5 self/custom build plots and 40% affordable housing)</p> <p>After Policy LPRSA078 Insert Key Diagram illustrating net developable area, as follows:</p> <p style="text-align: center;">Key Diagram LPRSA078</p>  <p>The diagram shows a site layout with three colored areas: a large red area for Residential use, a green area for Open Space, and a blue area for Employment and Mixed Uses. A legend in the bottom right corner identifies these colors: red for Residential, green for Open Space, and blue for Employment and Mixed Uses. The site is situated next to an existing residential area with several buildings and a road.</p>	For plan effectiveness to ensure the plan is positively prepared.	<p>No change to SA findings:</p> <p>This proposed Main Modification will not alter the findings of the SA because the change from "110" to "100" dwellings is relatively minor.</p> <p>There is still potential for negative effects on SA 16 Landscape, however the policy wording within LPRSA078 provides mitigation through the requirements of an LVIA and other criteria relating to landscape impacts.</p> <p>The addition of the Key Diagram serves to further illustrate Policy LPRSA078, and thus does not affect the SA.</p>
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MM65

LPRSA078
Page 93
Policies Map

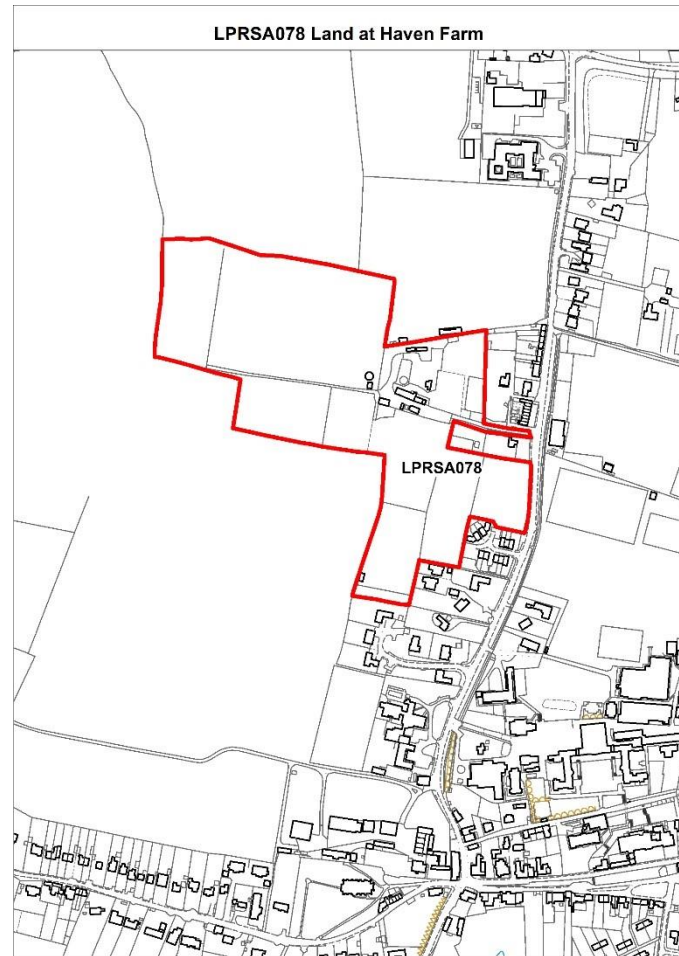
On page 93 figure (Sutton Valence Larger Village), amend boundary of site allocation LPRSA078 as follows:

For plan effectiveness.

No change to SA findings:

As set out above, there is still potential for negative effects on SA 16 Landscape, however the policy wording within LPRSA078 provides mitigation through the requirements of an LVIA and other criteria relating to landscape impacts

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MM66	LPRSA146	<p>Amend Policy LPRSA146 1st paragraph as follows:</p> <p>Maidstone East is included as a draft allocation for the development of a minimum of <u>approximately</u> 500 dwellings, 2,000m2 new retail, 5,000 m2 business and other appropriate town centre uses such as a medical facility. The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from “of a minimum” to “approximately” does not alter the overall meaning of the policy.</p>
352 MM67	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout & Heritage sub-heading as follows:</p> <p>The site shall be the subject of a comprehensive masterplan which has regard to its adjacency to the railway station and civic quarter, as well as the adjacent retail frontages. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</p> <p>The development shall incorporate commuter car parking to serve Maidstone East station...</p> <p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading as follows:</p> <p>... If a car free or reduced level of parking is proposed, proportionate <u>and directly related</u> contributions will be required...</p> <p><u>“It is envisaged that</u> highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former</p>	For plan effectiveness.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information as well as edit the text in minor ways which do not alter the overall meaning of the policy.</p>

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		Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy.”			
353	MM68	LPRSA148	<p>Amend Policy LPRSA148 1st paragraph as follows:</p> <p>Maidstone Riverside is included as a-draft <u>an</u> allocation for the development of approximately 650 dwellings, 5,148m2 of retail use and 2,574m2 employment. <u>and a suitable mix of employment, retail and town centre uses. As the Town Centre Strategy progresses, the Council will liaise with landowners to prepare further detail on expectations. Should the site be delivered in one or more phases, the Council will ensure that the overall capacity and requirements of the policy are met, and the planning and design principles set out in the policy remain able to be consistently applied across the site.</u> The following conditions are considered appropriate to be met before development is permitted.</p>	For plan effectiveness and consistency with the NPPF.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information as well as edit the text in minor ways which do not alter the overall meaning of the policy.</p>
	MM69	LPRSA149	<p>Amend Policy LPRSA149 1st sentence as follows:</p> <p>Maidstone West is included as a draft allocation for the development of approximately 210 <u>130</u> dwellings, and no net loss of town centre uses.</p>	To ensure the plan is positively prepared and effective.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it changes the reduction from allocation of 210 to 130 dwellings is relatively minor in the context of the SA and the effects of the overall amount of development provided by the plan are assessed under other policies.</p>

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354	MM70	LPRSA151	<p>Amend Policy LPRSA151 under Access/Highways and Transportation sub-heading as follows:</p> <p>Access/Highways and transportation</p> <ul style="list-style-type: none"> Secure cycle parking for residents to be provided. The development should provide improved pedestrian crossing facilities in the vicinity of the site to be agreed with the Council and the Highway Authority. 	For plan effectiveness.	<p>More sustainable (no change to SA effects score)</p> <p>The Main Modification to LPRSA151 would result in improved safety for pedestrians and therefore help to make walking more attractive, however the relatively small change does not alter the overall conclusion for the site allocation policy of a minor positive effect in relation to SA objective 7: Sustainable travel.</p>
	MM71	LPRSA295	<p>Amend Policy LPRSA295 under Landscape/Ecology sub-heading to include an additional criterion as follows:</p> <p>Provide an Ecological Impact Assessment of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present.</p>	For plan effectiveness and consistency with national policy.	<p>More sustainable (no change to SA effects scores)</p> <p>The Regulation 19 SA identified uncertain minor negative effects for this site allocation in relation to SA objective 14: Biodiversity. This was because the site lies within relevant impact risk zones</p>

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355				(IRZs) for nearby Marden Meadows SSSI. Although the requirement for an Ecological Impact Assessment should help to avoid adverse effects, the lack of specific reference to potential off-site impacts or the SSSI means that the residual SA score is judged to be unchanged.
MM72	LPRSA204	<p>Amend Policy LPRSA204 under Design sub-heading to delete 2nd bullet as follows:</p> <p>Design of the site will need to ensure neighbouring resident's amenity is protected.</p>	For plan effectiveness.	No change to SA findings: This proposed Main Modification removes a duplicate criterion and will not alter the findings of the SA.
MM73	LPRSA310	<p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, 2nd bullet as follows:</p> <p>Development will be subject to provision of acceptable and safe off-site pedestrian and cycle connectivity along Moat Road to the A274...</p> <p>Amend Policy LPRSA310 under Access, Highways and transportation sub-heading, to include an additional 5th bullet as follows:</p> <p>Development must ensure appropriate access for emergency vehicles.</p>	For plan effectiveness.	No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the additions serve to clarify the sentence and

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356	MM74 LPRSA362	<p>Amend Policy LPRSA362 as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm <u>5,800sqm</u> of commercial and community uses. The following conditions are considered appropriate to be met before development is permitted</p> <p>Additional policy criteria under 'principles' to refer to:</p> <p><u>The development of this site, together with SA270 shall be guided by a series of overarching principles that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain and ecological mitigation</u></p>	For plan effectiveness.	do not change the meaning of the policy. No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from "7,500sqm" to "5,800sqm" of commercial and community uses as well as the paragraph added do not alter the overall meaning of the policy. Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.
MM75	LPRSA265 Policies Map	<p>Amend policy LPRSA265 as follows:</p> <p>Land at Abbey Gate Farm is included as a draft <u>an</u> allocation for the development of approximately 250 dwellings at an average density of 30 dwellings per hectare. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p>	To ensure the plan is positively prepared, justified and effective.	More sustainable (no change to effects scores) The majority of the Main Modifications for Policy LPRSA265 serve to clarify and expand policy requirements,

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357	<ul style="list-style-type: none"> • Development of the site shall be informed by a landscape-led masterplan that is informed by both an LVIA and historic landscape assessment. • The layout of buildings and landscaping shall be designed to mitigate visual impacts upon the adjacent countryside areas, with specific landscape buffers to mitigate impacts upon the wider area of Local Landscape Value. • With the exception of a possible site access road and associated infrastructure, there shall be no built development on that part of the site that comprises the Walnut Tree Meadows Nature Reserve. • New development should not be located on the higher ground adjacent to Dean Street, unless appropriate visual mitigation is proposed. • There will be no built development east of Straw Mill Hill or south of the public right of way. • The layout of streets and landscaping shall have regard to the site topography. • The layout and design of the site will need to ensure residential neighbours' amenity is protected. • Development should preserve and enhance the setting of adjacent built heritage assets with specific regard to the setting of the Grade II* listed Abbey Gate Place and the Loose Conservation Area. In particular appropriate buffers (to be informed by heritage and historic landscape assessments) shall be provided on the site's southern and eastern boundaries. • To respond positively to and minimise harm to heritage assets, development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development. 	<p>providing further information, and thus do not change the meaning of the policy. The Main Modifications requiring that no built development shall be built on the part of the site that comprises the Walnut Tree Meadows Nature Reserve, as well as that the main vehicular access shall take the form of a tree-lined/landscaped route, strengthen sustainability in relation to SA objective 14: Biodiversity and 16: Landscape. However, these requirements do not increase existing mitigation within the policy sufficiently to entirely avoid potential harm caused by development to physical assets such as on-site Priority Habitats or nearby Ancient</p>
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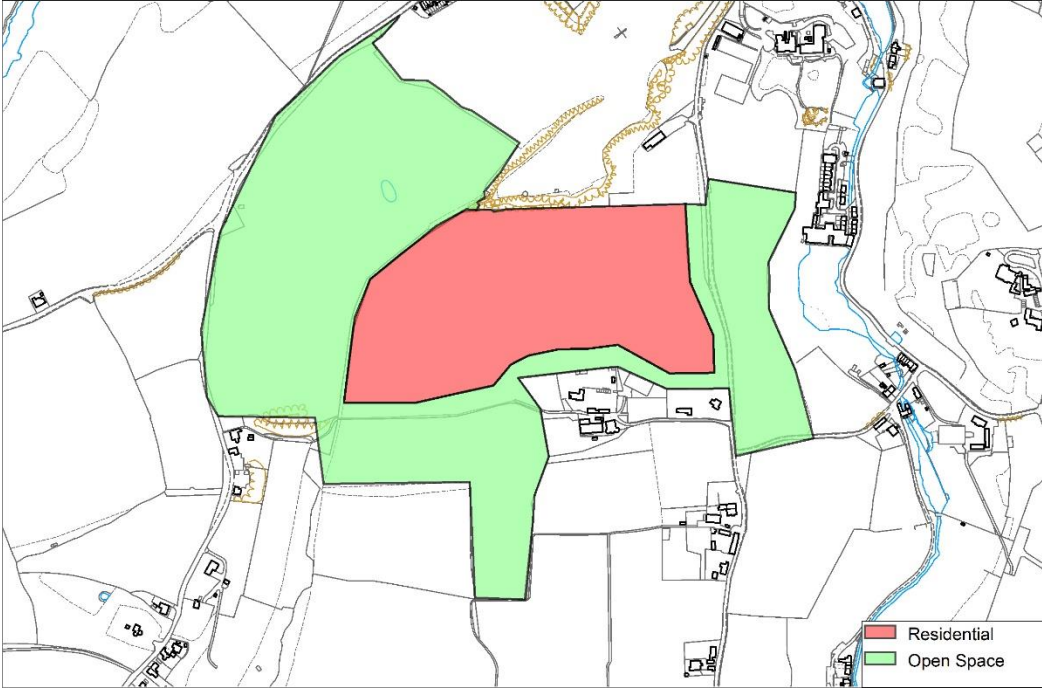
		<ul style="list-style-type: none"> • Development shall be informed by an assessment of the archaeological potential of the site and the measures needed to address the assessment’s findings secured. • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • Net densities within residential parcels may vary, but should average circa 30 dwellings per hectare. Higher density parcels will be subject to high quality design, residential amenity and open space. <p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora. Development should be designed to preserve ancient woodland. • The Loose Valley LLV should be considered in setting out the layout of this site and appropriate landscape buffers provided. • A suitably landscaped buffer is required to the north and west of Abbey Gate Place. • A community woodland of no less than (5) ha shall be provided. • In addition to meeting the open space requirements of Policy LPRINF1, any further provision of open space, including areas for nature conservation shall be subject to a delivery and management plan, including ownership, maintenance and finance arrangements. • A hedgerow enhancement plan for all boundaries. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be direct from Dean Street and / or via adjacent residential development sites onto Dean Street. The precise route and 	<p>Woodland or to the Landscape Character Areas, therefore the effects for these SA objectives remain a minor negative and uncertain minor negative respectively.</p> <p>In addition, the Main Modifications requiring that development must be designed to include a landscaped buffer to maintain a degree of rural outlook and reduce intervisibility with new residential development, strengthen sustainability in relation to SA objective 15: Historic Environment and 16: Landscape. However, these requirements do not increase existing mitigation within the policy sufficiently to entirely avoid potential</p>
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359		<p><u>construction method of the access route will minimise land-take within the Nature Reserve. Any route must avoid harmful division of the reserve that would undermine its function / coherence.</u></p> <ul style="list-style-type: none"> • The main vehicular access shall take the form of a tree-lined/landscaped <u>route that is designed to minimise its impact upon adjacent open landscape/ecology areas.</u> boulevard. with appropriate. • No vehicular access, other than emergency access shall be proposed from Stockett Lane/Straw Mill Lane Hill. • The alignment and setting of PROW should be retained and enhanced. • Measures to enhance pedestrian and cycle connectivity to the wider network shall be brought forwards, including where appropriate, connections to adjacent development sites and other off-site enhancements. • <u>The development shall be accompanied by an assessment of opportunities to deliver</u> enhancements to public transport services, <u>including the potential</u> to bring a bus service into the site and with increased regularity. • Development will be subject to appropriate improvement works to Dean Street and or any other off-site improvements works necessary to make the development acceptable <p>Open Space</p> <ul style="list-style-type: none"> • Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space incorporating areas of children’s play and community allotments. • Semi/natural open space of no less than 3.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain. 		<p>harm caused by development to heritage assets such as listed farmsteads and archaeological assets, or landscape, therefore the effects for these SA objectives remain uncertain minor negative.</p>
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360		<ul style="list-style-type: none"> • Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term management and maintenance of all public open spaces, semi/natural open space and ecology <p>Contaminated Land</p> <ul style="list-style-type: none"> • The site is r adjacent to a former landfill site and the site should be made safe prior to any development commencing. • The surface water drainage strategy shall demonstrate that regard has been had to potential contamination risks. • Ground piling shall not take place unless agreed by the Environment Agency. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Insert after Policy a Key Diagram to illustrate net developable area together with open space and buffer provision, as follows:</p>		
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361		<p style="text-align: center;">Key Diagram LPRSA265</p> 		
MM76	LPRSA266	<p>Amend Policy LPRSA266 under Design and layout sub-heading, 4th bullet as follows:</p> <p>The northern, western, and eastern boundaries shall be landscaped in a manner that reduces the impact of development upon the wider setting of the open land to the north and incorporates biodiversity enhancement measures including through a Landscape and Visual Impact Assessment prepared in accordance with the Landscape Institute’s and Institute of Environmental</p>	To ensure an effective, justified policy.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information which does</p>

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		Management & Assessment's 'Guidelines for Landscape and Visual Impact Assessment' (Third Edition) or updates to this guidance.		not alter the overall meaning of the policy.
MM77	LPRSA270	<p>Amend Policy LPRSA270 1st sentence as follows:</p> <p>Land south west of Pested Bars Road is included as a draft allocation for the development of approximately 196<u>300</u> dwellings at an average density of 30 dwellings per hectare.</p>	To ensure a positively prepared, effective policy.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA . Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.</p>
3 MM78	LPRSA270	<p>Amend Policy LPRSA270 as follows:</p> <p>Under the Heading 'Principles':</p> <ul style="list-style-type: none"> Development of this site will be subject to the prior agreement with the Council of a site wide masterplan framework/phasing strategy shall be guided by a series of overarching principles to be agreed with the Council that ensure a coordinated approach with respect to, for example; vehicular access, open space, sports provision, pedestrian and cycle connectivity, biodiversity net gain / ecological mitigation Such a framework will demonstrate that the site is planned and brought forward in a coordinated manner having regard to adjacent site allocations at the former Police HQ SA362. Having regard to the scale of development, the masterplan framework shall incorporate an infrastructure impact assessment. 	For clarity and to ensure an effective policy.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because it serves to provide explanatory information which does not alter the overall meaning of the policy.</p> <p>The addition of the Key Diagram serves to further illustrate Policy LPRSA270, and thus does not affect the SA.</p>

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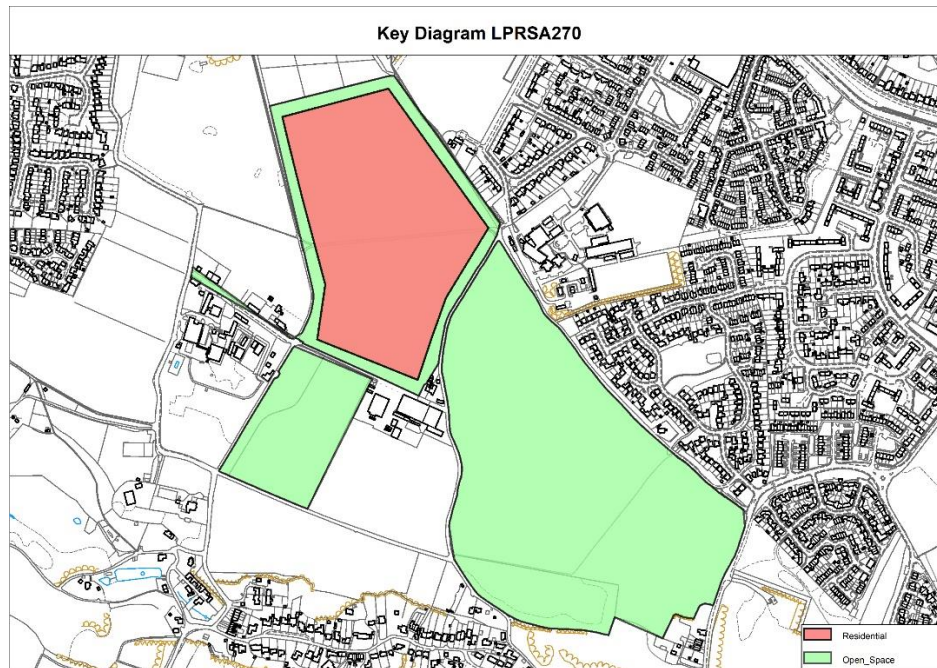
- Unless agreed by the Council as part of the development of the masterplan framework, the outline land budget shall be based upon:
 - No more than ~~11~~ 12-14ha of net developable residential land, the extent to be informed through LVIA and other open space / sports requirements.
 - ... ha of accessible open space to meet the requirements of Policy INF1
 - ~~No less than 25 ha of open space, including accessible public open space, new biodiversity habitat~~
 - No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.
 - A community hub incorporating both community uses and integrated open space
 - ~~Highway infrastructure that is designed to minimise land take and visual impacts~~

Under the Heading 'Open Space':

- No less than 25ha of open space shall be provided, including proposals for a country park on land to the east of Cliff Hill.
- The site-wide open space strategy shall have regard to the requirements of Policy ~~SP13(B)~~ & LPRINF1.
- Open spaces shall incorporate no less than 2.0 ha of accessible green amenity space integrated in the residential development parcels incorporating areas of children's play.
- The scheme shall provide ~~for and community allotments~~ space/s to be made available for community growing areas.
- Subject to liaison with Sport England and the Parish Council, appropriate provision for outdoor sports may be required.

- Semi/natural open space of no less than 5.0 ha shall be provided, the function of which will focus upon habitat creation and biodiversity net gain.
- Open spaces shall be subject to a landscape management strategy to be agreed with the Council, this shall set out measures for the long term funding, management and maintenance of all public open spaces, semi/natural open space and areas of biodiversity habitat.

After Policy LPRSA270 insert Key Diagram as follows:



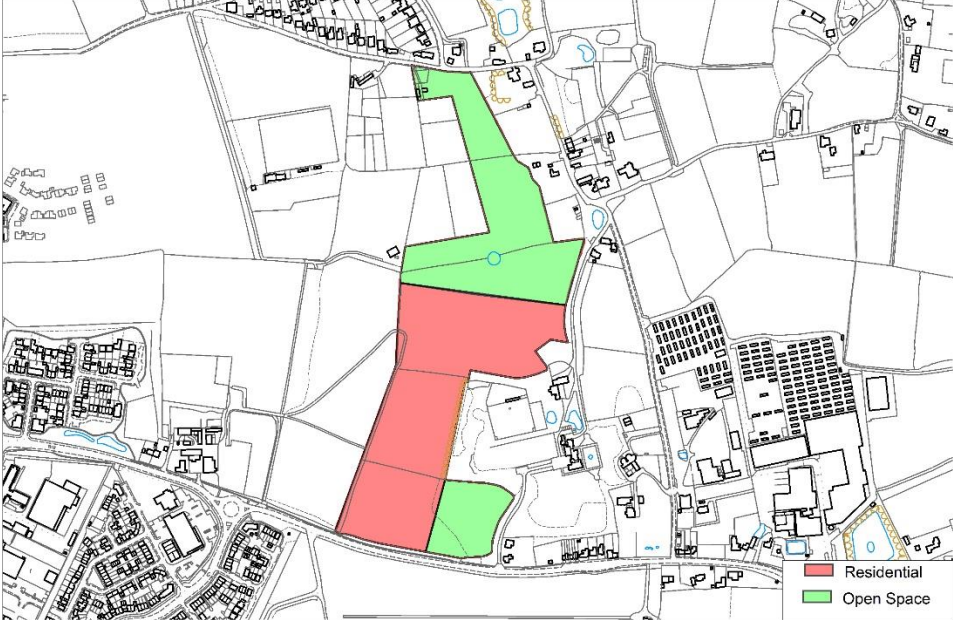
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365	MM79	LPRSA362	<p>Amend Policy LPRSA362 1st sentence as follows:</p> <p>Maidstone Police HQ is included as a draft allocation for the development of approximately 247 dwellings and approximately 7,500sqm <u>5,800sqm</u> of commercial and community uses.</p>	To ensure a positively prepared, justified and effective policy.	<p>No change to SA findings:</p> <p>This proposed Main Modification will not alter the findings of the SA because the change from “7,500” to “5,800” dwellings does not change the meaning of the policy. Overall need for employment and retail space has been assessed within the appraisals for LPRSS1 in the Regulation 19 Sustainability Appraisal.</p>
	MM80	LPRSA362	<p>Amend Policy LPRSA362 under Access and Highways sub-heading to include a new criterion as follows:</p> <p><u>Prior to the first occupation, the private access gate between the site and Boughton Ln at the junction of Cliff Hill and Pested Bars Road shall be closed to traffic, but for emergency / operational police vehicles.</u></p>	For policy clarity and plan effectiveness.	<p>No change to SA findings:</p> <p>This proposed Main Modification will not alter the findings of the SA because it serves to expand and clarify the information relating to site access but does not change the meaning of the policy.</p>
	MM81	LPRSA366	<p>Amend Policy LPRSA366 under Access/Highways and transportation sub-heading to add criterion as follows:</p>	For policy clarity and plan effectiveness.	<p>No change to SA findings:</p>

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		The site should be designed to complement and enable local improvements to the A229.		This proposed Main Modification will not alter the findings of the SA because it serves to clarify the information relating to site access but does affect the criteria relating to SA objective 14 Sustainable Transport.
366	MM82 LPRSA172	<p>Amend Policy LPRSA172 under Design and Layout sub-heading 6th bullet as follows:</p> <p>Development shall demonstrate that the layout, scale and form of development has regard to the need to preserve and enhance the setting of the grade II listed Rumwood Court, including through a LVIA.</p> <p>Amend Policy LPRSA172 Under 'Design and Layout' sub-heading to include a new 7th bullet and diagram as follows:</p> <ul style="list-style-type: none"> • To protect the open character of the adjacent countryside and to avoid coalescence, built development will be limited to the areas shown on the accompanying key diagram. Within this area, the additional policy requirements must still be met. <p>After Policy LPRSA172 insert Key Diagram as follows:</p>	To ensure an effective, justified policy.	<p>More sustainable (effects score changed): The proposed Main Modification will alter the findings of the SA because the added requirement to protect the open character of the adjacent countryside and to avoid coalescence helps to limit the effects on adjacent open countryside, or having regard to the presence of the AONB or local landscape value. Therefore, the significant negative</p>

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367		<p style="text-align: center;">Key Diagram LPRSA172</p>  <p style="text-align: right;"> ■ Residential ■ Open Space </p>		<p>effect for policy LPRSA172 in relation to SA objective 16: Landscape has been reduced to minor negative.</p>
MM83	LPRSA260	<p>Amend Policy LPRSA260, under the Design and layout sub-heading, the 3rd bullet as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site – <u>including landscaping on an east-west axis through the central part of the site</u> – to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>Amend Policy LPRSA260, under the Design and layout sub-heading, to add a new 6th bullet as follows:</p>	<p>For plan effectiveness and to avoid duplication of policy criteria.</p>	<p>No change to SA findings:</p> <p>The third bullet point of the policy, as modified with the new text, is judged to provide an equivalent level of mitigation of potential landscape impacts to the deleted bullet. The deleted bullet relating</p>

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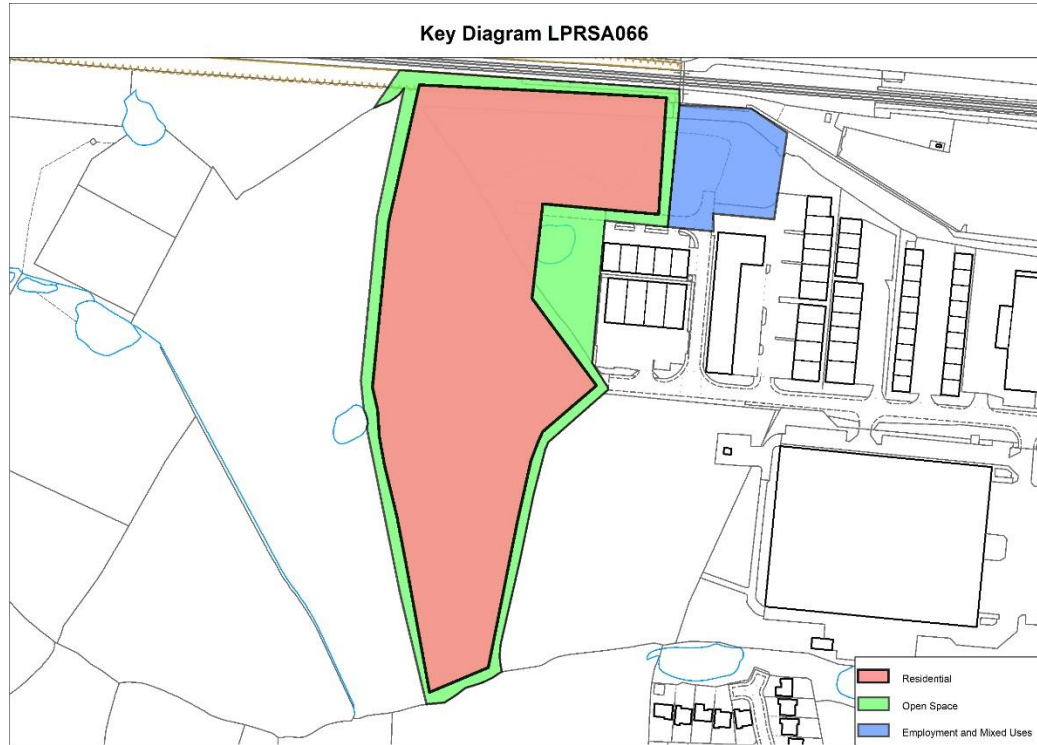
		<p><u>The materials palette, including colour choice, should minimise impacts on views from the AONB.</u></p> <p>Amend Policy LPRSA260, Under Landscape/Ecology sub-heading, to delete the 3rd and 4th bullets as follows:</p> <p>Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB.</p> <p>An undeveloped section of land will be retained and landscaped to protect the amenity and privacy of existing neighbouring residents.</p>		to neighbouring amenity is not judged to adversely affect sustainability as generic DM policies elsewhere in the plan provide sufficient mitigation.
368	MM84 LPRSA066	<p>Amend Policy LPRSA066 as follows:</p> <p>Land east of Lodge Rd is included as a draft allocation for the development of approximately 78 dwellings on 3.8ha and approximately 1,000 sq.m of employment on 0.3 ha <u>within the north-eastern part of the site</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Under Layout and Design, insert new bullet, as follows:</p> <p><u>Appropriate buffers shall be provided between the residential and commercial areas.</u></p> <p>Under Access, Highways and transportation sub-heading amend 1st bullet as follows:</p> <p>Vehicular access shall be provided to both from Lodge Road. <u>and The site will facilitate future pedestrian and vehicle connections to</u> the adjacent residential development <u>to the west of the</u> site if possible.</p>	For policy clarity and to ensure plan effectiveness.	No change to SA findings: the SA appraisal would not change in relation to SA 7 Sustainable Transport, and the updated text in relation to buffers between residential and commercial areas does not affect the minor positive score in relation to SA 3 Community.
	MM85 LPRSA066	<p>Amend Policy LPRSA066 under Access, Highways and transportation sub-heading 2nd bullet as follows:</p>	For plan effectiveness.	No change to SA findings: the SA appraisal would not

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The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, [including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.](#)

In addition, provide a Key Diagram to identify the residential and commercial development areas, as follows:



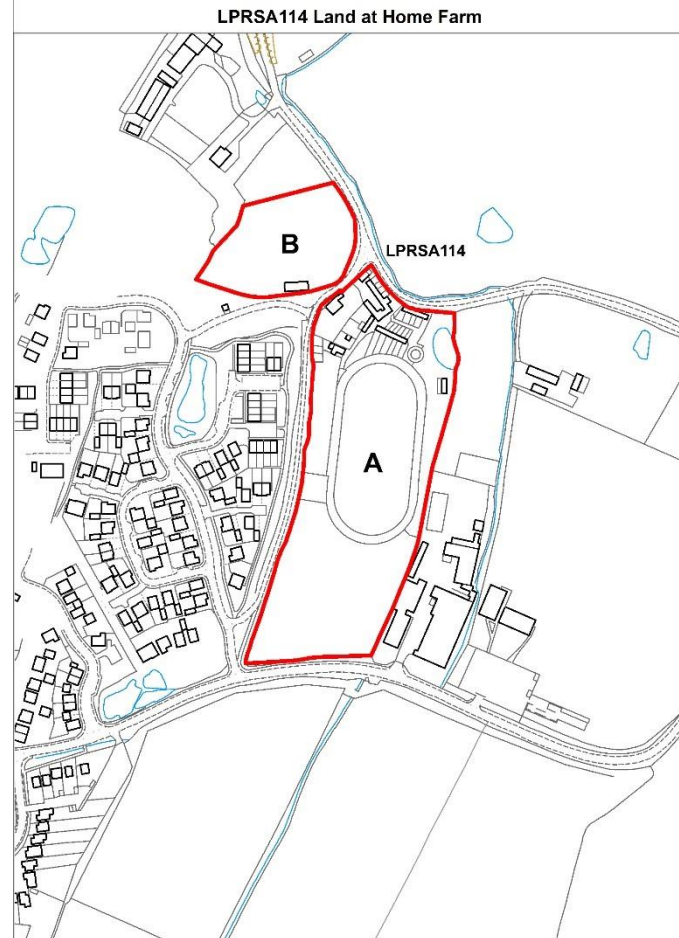
change in relation to SA 7 Sustainable Transport. The addition of the Key Diagram serves to further illustrate Policy LPRSA066, and thus does not affect the SA.

MM86	LPRSA114	Amend Policy LPRSA114 to add bullet point 3 to Transport	For plan effectiveness.	Less sustainable (change to effects)
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370		<p><u>The developer shall liaise with KCC Highways regarding and measures necessary to manage through traffic/rat running, including consideration the cumulative effect of developments on the A229 corridor and mitigations will be required to address this.</u></p> <p>With regard to the wider criteria, clarify the expectations regarding parcels A and B as follows:</p> <p><u>Insert Key Diagram identifying parcels A and B, as follows:</u></p>	<p>score): The GIS-based site options work identified significant negative effects with uncertainty in relation to SA objective 15: Historic Environment, given the site's proximity to nearby heritage assets including the area of archaeological interest and listed buildings along Station Road and elsewhere. This proposed Main Modification will alter the findings of the SA because the removal of the requirement for a local historic impact assessment will remove mitigation that would lessen the potential harm of development to nearby heritage assets, therefore in relation to SA objective 15:</p>
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Land at Home Farm (Sites A and B) is included as a draft allocation for the development of approximately 49 dwellings at an average

Historic environment, the effect has been weakened from uncertain **minor negative to significant negative with uncertainty.**

		<p><u>density of 30 dph.</u> The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none">• <u>The site comprises two parcels of land, the main, Site A, to the north of Pile Lane and a smaller Site B to the north.</u>• The two parcels of land shall be the subject of a single masterplan that provides an appropriate distribution of built development and open space having regard to the following guidelines.• Development of Site A shall be set back from Headcorn Road <u>and be designed to respect its rural character.</u>• The north eastern section of s <u>Site A</u> and the entirety of Site B will be built at a lower density and incorporate landscaping buffers in order to reflect the settlement edge location and to preserve the rural lane character of both Pile and Sweetlands Lanes.• Development along the eastern boundary <u>of Site A</u> should be sited and designed to ensure an appropriate relationship with neighbouring commercial uses, such that the amenity of future residents is acceptable and so that the ongoing commercial viability of the commercial unit <u>land to the east</u> is not prejudiced.• Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p> <ul style="list-style-type: none">• A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.		
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		<ul style="list-style-type: none"> • The development proposals shall be designed to take into account the results of a LVIA undertaken in accordance with the principles of current guidance. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Public access to areas designated as habitat in any landscape masterplan would normally be limited to maintenance purposes. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access to site A shall be via Headcorn Road, with the junction designed to minimize loss of existing hedgerow. There shall be no vehicular access from Site A to either Pile Lane or Sweetlands Lane. • Vehicular access from Site B shall be located so as to minimize hedgerow loss and preferably, for highway safety reasons, be via Little Threads I Lane. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none"> • The layout of residential accommodation should avoid the northern part of the site and the fringes of Flood Zone 2. • A Flood Risk Assessment and surface water drainage strategy will be required alongside any planning application. This should demonstrate that sufficient on-site mitigation is achievable in order to ensure that the risk of flooding in adjacent areas is not increased. 		
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374		<p>Open Space</p> <ul style="list-style-type: none"> The developments shall provide accessible open amenity space in accordance with Policy SP13(B) & LPRINF1, to include a minimum of 0.18ha of useable amenity green space incorporating children’s play, micro allotments/<u>community growing areas</u> and other functions that contribute positively to the <u>health and wellbeing of the</u> future community. Site A shall also provide 0.85 ha of semi/natural <u>open</u> space. <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of necessary infrastructure. 		
MM87	Page 86	<p>Amend diagram on page 86 (Staplehurst Rural Service Centre) as follows:</p> <p>Diagram to clarify the two distinct land parcels (A and B) as referenced in the policy.</p>	For clarity and plan effectiveness.	No change to SA findings: amended diagram reflects policy wording.

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376	MM89 LPRSA312	<p>Amend Policy LPRSA312 as follows:</p> <p>Land <u>amounting to no more than approximately 4.6ha</u> Nnorth of Heath Rd – Beacon Park is included as an an draft allocation for the development of approximately 85 dwellings <u>at an average density of circa 30 dph</u>. The following conditions are considered appropriate to be met before development is permitted.</p> <p>Design and layout</p> <ul style="list-style-type: none"> • Development proposals will be of a high standard of design incorporating the use of contextually derived <u>design and</u> vernacular materials; <u>incorporating a variety of typologies, materials, landscaping and street scenes</u>. • Both the northern and eastern boundaries shall incorporate lower densities and integrated landscaping to reflect their edge of village setting. • A landscape/<u>coalescence</u> buffer including tree planting, of no less than <u>1.42 ha ±5 and at no part less than 20m in depth</u> shall be provided <u>to the site's eastern and northern boundaries</u> prior to development commencing on the site and be designed to ensure separation <u>prevent coalescence</u> between the eastern edge of Coxheath and the western edge of Loose. • <u>Within these landscaped and open space buffers, the net developable area should not materially exceed circa 2.83 ha.</u> • The residential elements shall be defined by distinct character areas, incorporating a variety of typologies, materials, landscaping and street scenes. • The <u>development</u> layout of new dwellings and roads to shall respect the amenities and setting of adjacent residential properties. • Streets shall incorporate tree planting as part of an overall landscape management plan, with the visual impact of car parking mitigated. • Site design and layout shall be informed by a local historic impact assessment. 	<p>For plan effectiveness and to ensure plan is justified.</p>	<p>Less sustainable (change to effects score): The majority of the Main Modifications for Policy LPRSA312 serve to clarify and expand policy requirements, providing further information, and thus do not change the meaning of the policy. The Main Modifications remove the requirement for a local historic impact assessment, given its proximity to nearby heritage assets, relating both to the presence of listed buildings and the nearby archaeological assets and Linton Conservation Area lying to the east, therefore the effect for SA objective 15: Historic Environment is weakened to a significant negative</p>
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	<p>Landscape/Ecology</p> <ul style="list-style-type: none"> • A phase 1 habitat survey will be required, which may as a result require on and/or off site mitigation for the existing habitat of local fauna/flora. • Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy. • Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation enhancement. Public access to such areas would normally be limited. • The development proposals shall include provision for the protection and buffering as appropriate of the adjacent area of ancient woodland. • Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat. • Provision shall include no less than 1.3 ha of semi/natural open space the principle-<u>principal</u> focus of which shall be to contribute to site buffers and biodiversity net gain, <u>but which may include access where conflict with habitat does not arise</u>. The location and layout of such areas shall be designed to avoid conflict with <u>more active</u> accessible residential amenity spaces <u>such as children’s play</u>. • The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and transportation</p> <ul style="list-style-type: none"> • Vehicular access shall be via Heath Road, with no vehicular connections to Forstal Lane. • The new junction to Heath Road shall incorporate appropriate sight lines and be designed to appropriate capacity and safety standards. 	<p>effect uncertain from an uncertain minor negative effect.</p> <p>Changes to the site boundary increase the distance to designated sties and reduce impacts on ancient woodland. The score for SA objective 14: Biodiversity is improved from significant negative to minor negative with uncertainty, as the policy criteria requires a Phase 1 Habitat survey.</p>
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		<ul style="list-style-type: none">• The site shall enable connectivity to existing/planned PRoW and cycle routes to the east and west of the site.• The site shall provide safe pedestrian and cycle routes through the site which are <u>by design</u> well supervised.• <u>Contributions to off-site highways mitigation, namely Linton Crossroads, or an alternative agreed by the LPA and Highway Authority.</u> <p>Open Space</p> <ul style="list-style-type: none">• The development shall provide accessible open amenity space in accordance with Policy SP13(B) & INF1, with <u>in addition to any semi/natural buffer,</u> a minimum of 0.26 ha <u>0.55ha of additional</u> of useable accessible amenity green space incorporating elements such children’s play, micro allotments and other functions that contribute positively to the <u>wellbeing of the</u> future community.• Such amenity spaces should form an integrated element of the overall masterplan.• <u>The quality and function of accessible open space shall not be prejudiced by the incorporation of any active SUDS elements, which if necessary should be independently provided.</u>• Where it is not feasible, due to site characteristics, to provide an appropriate open space typology in accordance with Policy SP13(B), the scheme shall make appropriate financial contributions towards off-site provision/public realm improvements within the village. <p>Utilities Infrastructure</p> <ul style="list-style-type: none">• The Applicant <u>proposal</u> to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities.		
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379		<ul style="list-style-type: none"> Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. <p>Amend site allocation boundary as follows (with revised boundary shown in schedule of changes to Policies Map).</p> 		
MM89	LPRSA248	<p>Amend Policy LPRSA248 as follows:</p> <p>Land to the north and south of at Kenward Road totalling 9.1 ha is included as a draft an allocation for the development of approximately 100 dwellings at an average density of approximately 30 dwellings per hectare, together with associated open space and infrastructure on land south of Kenward Road. The following</p>	For plan effectiveness and clarity to aid policy implementation.	<p>Mixed sustainability effects (change to effects score): The majority of the Main Modifications for Policy LPRSA248 serve to clarify and expand policy requirements,</p>

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	<p>conditions are considered appropriate to be met before development is permitted.</p> <p>Design and Layout</p> <ul style="list-style-type: none"> • The development shall provide approximately 100 dwellings <u>only to be provided on land</u> north <u>and south</u> of Kenward Road at an <u>average density of not exceeding 30 dph, in a manner that enables the rounding off of the adjacent residential areas at a similar density.</u> • The remainder of the land south of Kenward Road shall be laid out as a new community open space, and BNG area, <u>together with SUDS measures to mitigate the residential element, plus pedestrian crossing / access measures.</u> • The development shall be subject to a single masterplan which demonstrates phasing <u>and delivery</u> of both built development and open spaces. • Both housing development areas will <u>The layout and form of the housing element shall</u> be informed by an LVIA and incorporate <u>both boundary and internal structural</u> landscaping <u>that responds to the site's topography.</u> • Design of the site will need to ensure neighbouring resident's amenity is protected. • <u>The layout and design of new dwellings shall incorporate measures necessary to mitigate the impacts of adjacent agricultural operations.</u> • Site design and layout shall be informed by a local historic impact assessment. <p>Landscape/Ecology</p>	<p>providing further information, and thus do not change the meaning of the policy. The Main Mods include requirements for SUDS measures, which strengthens the sites sustainability regarding SA objective 12: Flooding. However, the southern part intersects with Flood Zone 3 and small parts of the site are subject to high levels of surface water flood risk. This addition is thus not considered to mitigate flood risk to the extent to strengthen the effect from minor negative. The GIS-based site options SA identified significant negative effects with uncertainty for site 248 in relation to SA objective 15: Historic Environment, given the</p>
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381		<ul style="list-style-type: none">• A phase 1 habitat survey will be required, which may as a result require on and/or-off site mitigation for the existing habitat of local fauna/flora.• Development will be subject to a site-wide strategy to incorporate an appropriate level of biodiversity net gain in accordance with national and local policy.• Public access to areas designated primarily as habitat in any landscape masterplan would normally be limited to maintenance purposes.• Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.• All landscaping to be principally native planting.• The proposed open spaces and new habitat shall be the subject of a delivery strategy and long-term management plan.• Balancing ponds and swales shall not be counted towards on-site semi/natural open space needs unless it can be demonstrated that they provide appropriate and undisturbed ecological habitat.• Existing tree/hedgerow margins should be retained/enhanced in order to provide the opportunity for biodiversity habitat creation/enhancement.• The development proposals shall be designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application. <p>Access, Highways and Transportation</p> <ul style="list-style-type: none">• Access points to both sites to the residential element (plus any maintenance or other access to the open space to the south) shall	site's proximity to heritage assets, in particular the Yalding Conservation Areas and associated listed buildings and area of archaeological interest. The Regulation 19 site-specific allocation policy for site 248 required a historic impact assessment, reducing the effect to minor negative with uncertainty. Deletion of this requirement means that the SA effects score in relation to SA objective 15: Historic Environment reverts from a minor negative effect to significant negative with uncertainty.
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		<p>provide junction and sight lines designed to appropriate capacity and safety standards.</p> <ul style="list-style-type: none">• Both site access points shall incorporate The development shall provide appropriate pedestrian crossing points to Kenward Road to allow connectivity to existing footways.• The southern site shall enable appropriate access to the adjacent agricultural holding in a manner that does not adversely impact upon the amenity and safety of residents and users of the open space.• The southern site shall provide parking for users of the open space in a manner that does not adversely affect the amenity of the surrounding area.• Replacement provision shall also be provided for any loss of on-street residential parking.• The development shall deliver appropriate traffic speed management measures to the surrounding highway network. North Street. <p>Flood Risk/Drainage</p> <ul style="list-style-type: none">• The site should be designed to ensure that it has a positive impact on the River Beult catchment, and does not worsen local flood risks on Mote Road.• The only vehicular access to the site is through Flood Zone 3. Any development will be dependent upon acceptable flood safety measures being agreed with the EA. <p>Open Space</p> <ul style="list-style-type: none">• The provision of open space shall have regard to Policy SP13(B) & LPRINF1		
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383		<ul style="list-style-type: none"> • The proposed open spaces across both sites and new biodiversity areas shall be the subject of a delivery strategy and long-term management plan. • The residential parcel north of Kenward Road shall incorporate both green amenity and play space in a location that is safe for children and well supervised, plus elements of semi natural informal open space. • The land south of Kenward Road shall provide <u>approximately 4.9 ha of public open space/habitat</u> in the form of approximately <u>(to be determined through the submission of an Open Space Strategy in collaboration with the council and the Parish council)</u>: <ul style="list-style-type: none"> ○ 0.4ha of community allotments/growing areas ○ ha of new Riverside landscape/habitat <u>creation</u> ○ ha of informal open space ○ 0.5ha of recreational open space ○ <u>Sustainable Urban Drainage</u> ○ <u>Ancillary parking to support the open space</u> <p>Utilities Infrastructure</p> <ul style="list-style-type: none"> • The Applicant to demonstrate that adequate connections to the nearest points of the network are achievable and that adequate capacity exists/can be created for all utilities. • Where there may be limited capacity in the utility network, the occupation of the development will be phased to align with the delivery of infrastructure. 		
MM90	LPRSA071	<p>Amend Policy LPRSA071 1st sentence as follows:</p> <p>Land adjacent to Kellen Manor, Harrietsham is included as a draft allocation for the development of approximately 47<u>37</u> dwellings.</p>	To ensure a justified, effective policy.	More sustainable (no change to SA effects scores):

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384		<p>Amend Policy LPRSA071 6th bullet under Landscape/Ecology as follows:</p> <ul style="list-style-type: none">The development proposals shall be designed to take into account the results of a detailed aboricultural survey, tree constraints plan and tree retention/protection plans, including to inform the site development capacity.		<p>The Main Modification altering dwelling numbers will not alter the findings of the SA because the change from "47" to "37" dwellings is relatively minor in the context of the SA.</p> <p>The total amount of development has been assessed through LPRSS1.</p> <p>The Main Modification of Policy LPRSA071 6th bullet under Landscape/Ecology will strengthen the policy's score in relation to SA objective 14: Biodiversity as it will aid in the protection of trees and habitats to a greater extent, and result in a more appropriate development capacity. However, the site is within 250m of locally designated wildlife sites</p>
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				<p>or ancient woodland and contains areas of priority habitat, and this mitigation measure is not significant enough to mitigate the relating negative effects.</p>
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Chapter 9: Development management policies

Mod Ref 385	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
		<p>Wording to be deleted is struckthrough</p> <p>New wording is <u>underlined</u></p>		
MM91	LPRHOU1	<p>Amend Policy LPRHOU1 as follows:</p> <p>1. Proposals for development on previously developed land (brownfield land) on-land outside of smaller-villages-and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted...</p> <p>2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and-smaller-villages which meet the above criteria will be permitted provided the redevelopment will also result in...</p>	For plan effectiveness.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the removal of the words "on land" and "smaller villages" does not alter the overall meaning of the policy.</p>
MM92	LPRHOU2	Amend Policy LPRHOU2 as follows:	For plan effectiveness.	<p>No change to SA findings: This proposed Main Modification will not</p>

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		<p>1. On land outside of the countryside and undefined settlements proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted if...</p> <p>2. On land outside the countryside and undefined settlements proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted...</p>		<p>alter the findings of the SA because the removal of the words “and undefined settlements” does not alter the overall meaning of the policy.</p>												
386	<p>MM93 Para 9.31 to 9.32</p>	<p>Amend paragraphs 9.31 to 9.32 as follows:</p> <p>9.31 The SHMA identifies three sub-categories of specialist residential accommodation for older people:</p> <ul style="list-style-type: none"> • Retirement living or sheltered housing which comprises self-contained units with some shared facilities and on-site supportive management. • Enhanced sheltered housing which typically has 24/7 staffing cover and some shared meals. • Extra care which provides personal or nursing care. These facilities may include dementia care. These are counted as bedspaces. <p><u>9.31(a) The SHMA defines these as Housing with Support and Housing with Care. It identifies a total need of 2,142 speciality housing units as follows:</u></p> <table border="1" data-bbox="481 1104 1393 1254"> <thead> <tr> <th></th> <th><u>Rented</u></th> <th><u>Leasehold</u></th> <th><u>Total</u></th> </tr> </thead> <tbody> <tr> <td><u>Housing with Support</u></td> <td style="text-align: center;"><u>105</u></td> <td style="text-align: center;"><u>1,234</u></td> <td style="text-align: center;"><u>1,339</u></td> </tr> <tr> <td><u>Housing with Care</u></td> <td style="text-align: center;"><u>371</u></td> <td style="text-align: center;"><u>432</u></td> <td style="text-align: center;"><u>803</u></td> </tr> </tbody> </table> <p>9.32 The SHMA identifies a total need of 2,142 retirement living and enhanced sheltered housing units over the plan period comprising a mix of rented and</p>		<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>	<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>	<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>	<p>To ensure the plan is positively prepared and justified. To appropriately reflect the evidence base.</p>	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the wording provides clarification only.</p>
	<u>Rented</u>	<u>Leasehold</u>	<u>Total</u>													
<u>Housing with Support</u>	<u>105</u>	<u>1,234</u>	<u>1,339</u>													
<u>Housing with Care</u>	<u>371</u>	<u>432</u>	<u>803</u>													

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MM95	Para 9.40	<p>Amend paragraph 9.40 as follows:</p> <p>As set out in Policy LPRSP10(b) the council supports the principle of self and custom build housing and aims to meet the needs of those identified on the registers that it keeps. However, it also needs to manage the development of this type of housing to make sure it is appropriate. It is important to ensure that larger schemes deliver design coherence and are carefully planned and managed to ensure clarity for individual plot holders. <u>As with other windfall housing development, custom and self-build housing should primarily be located as per the settlement hierarchy, and therefore outside of the countryside unless site specific circumstances indicate otherwise.</u></p>	For plan effectiveness.	<p>No change to SA findings:</p> <p>The additional text clarifies that the spatial strategy and settlement hierarchy applies to all windfall development. This was already assumed in the Regulation 19 SA, since the plan must be read as a whole.</p>
MM96 388	LPRHOU8	<p>Amend Policy LPRHOU8 to delete criterion (1)(II) and footnote (13) as follows:</p> <p>II. The planning definition of a Gypsy, Traveller or Travelling Showpeople, as set out in Planning Policy for Traveller Sites (2015)⁴³ is met;</p> <p>⁴³Planning Policy for Traveller Sites (2015): https://www.gov.uk/government/publications/planning-policy-for-traveller-sites</p>	For consistency with national planning policy.	<p>No change to SA findings: This proposed Main Modification is minimal and therefore not significant enough to alter the findings of the SA.</p> <p>Detail on policy will be further set out in the DPD.</p>
MM97	LPRHOU9	<p>Amend Policy LPRHOU9 criterion (2) as follows:</p> <p>2. The revision of self-build or custom build housing to open market housing will be permitted in the following circumstance:</p> <p>a. Evidence is provided to the council that plots have been prominently marketed for sale to self or custom builders through the Council's Self-Build</p>	For plan effectiveness and to ensure the plan is justified.	<p>No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the change from a 24-month to 12-</p>

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		and Custom Housebuilding Register and through any relevant organisations, and a buyer has not been found within a 2412-month period.		month period does not alter the overall meaning of the policy.
389	MM98 LPRTL2 Para 9.71	<p>Amend paragraph 9.71 as follows:</p> <p>With such a diverse rural tourism offer, it is important to provide alternative, diverse forms of accommodation to encourage visitors to stay for extended periods of time in the borough. However, the provision of tourist facilities must be balanced against the need to recognise the quality of the countryside for the sake of its intrinsic character and beauty. Proposals must also accord with the criteria set out under LPRSP14 in relation to Areas of Outstanding Natural Beauty and Green Belt. <u>For the purposes of policy LPRTL2, the term 'holiday lets' does not include the construction of new permanent dwellings in the countryside.</u></p> <p>Amend Policy LPRTL2 as follows:</p> <p>1. Proposals for sites for the stationing of holiday lets, <u>holiday</u> caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where...</p>	For plan effectiveness. To make clear the distinction between visitor accommodation and permanent dwellings for policy implementation.	No change to SA findings: This proposed Main Modification will not alter the findings of the SA because the alterations and additions to the text of policy LPRTL2 serve as clarification and do not alter the overall meaning of the policy.
	MM99 LPRQ&D3	<p>Amend Policy LPRQ&D3 to delete last sentence as follows:</p> <p>In town, district and local centres as set out in policy LPRSP11(c), signage should be at ground floor level unless there is sufficient justification for them above this level.</p>	For plan effectiveness.	No change to SA findings: Text amendments do not affect SA objectives.
	MM100 LPRQ&D5	<p>Amend Policy LPRQ&D5 to include policy numbering and a new criterion (1)(vi) as follows:</p> <p><u>1. The conversion of rural buildings will be permitted where the following criteria are met:</u></p>	For plan effectiveness and to ensure the plan is justified.	More sustainable (no change to SA effects scores): the new criterion added in the Main Modifications of Policy LPRQ&D5

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390		<p>vi. In addition and where relevant, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.</p> <p>Conversion for non-residential purposes</p> <p>2. In addition to criteria 1(i – vi) above...</p> <p>Conversion for residential purposes</p> <p>3. In addition to criteria 1(i – vi) above...</p>		<p>increases protection of Farmsteads in Maidstone borough. However, the Regulation 19 policy already requires development proposals to conserve and enhance local distinctiveness and ensure that development is sympathetic to the existing built environment and does not result in adverse impacts on its historic integrity, thus the minor positive effects for policy LPRQ&D5 in relation to SA objectives 15: Historic Environment and 16: Landscape are retained.</p>
MM101	LPRQ&D6	<p>Amend Policy LPRQ&D6 as follows:</p> <p>All new development will be expected where possible to meet the new technical standards as follows:</p> <p>1) internal space standards as set out...</p>	For consistency with the NPPF and NPPG.	<p>More sustainable (change to effects score)</p> <p>The additional information regarding</p>

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391		<p>1)2) Accessibility and adaptable dwellings standard M4 (2) or any superseding standards in line with evidence of the SHMA, national planning policy and guidance. <u>Development proposals will be considered having regard to site specific factors (such as vulnerability to flooding, site topography, and other circumstances) which may make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.</u></p> <p><u>3) Where the Council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></p> <p>3)4) New dwellings shall be built...</p>		<p>M4(2) compliant dwellings expands the initial text on such dwellings and so does not change the meaning over the overall policy and thus does not alter the assessment.</p> <p>The Main Modification regarding M4(3) properties enhances provision of high quality properties for those who use wheelchairs, thus the effect for policy LPRQ&D6 regarding SA 1: Housing has been strengthened from minor positive to significant positive.</p>
MM102	LPRTRA3 Paras 9.87 to 9.90	<p>Delete paragraphs 9.87 to 9.90 and Policy LPRTRA3 as follows:</p> <p>POLICY LPRTRA3: PARK AND RIDE</p> <p>The role of park and ride is to provide an alternative to the private car from the outer parts of an urban area to the centre. It is to help combat congestion, air quality issues and bring about environmental benefits</p>	For plan effectiveness and to ensure the plan is justified.	<p>Policy removed: No change to SA effects. The park and ride sites closed in 2022.</p>

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392		<p>Maidstone has supported the principle of Park and Ride for a long time. The first site serving the town opened in 1989. At present there are two park and ride sites within Maidstone Borough serving the urban area. These include:</p> <ul style="list-style-type: none"> • Willington Street Park and Ride • London Road Park and Ride <p>Combined these sites provided a capacity of approximately 918 parking spaces, and a regular service from them to the town centre.</p> <p>The Council will keep under regular review future need for park and ride provision, and will consider alternative sites, if required.</p> <p>Policy LPRTRA3: Park & Ride</p> <p>The following sites, as defined on the policies map, are designated bus Park and Ride sites:</p> <ul style="list-style-type: none"> i. — London Road (to serve the A20 west corridor); and ii. — Willington Street (to serve the A20 east corridor). <p>The council will seek to protect these sites to be maintained as Park and Ride sites and will seek opportunities for new Park and Ride sites in the borough, especially in and around the Maidstone Urban Area.</p>		
MM103	LPRTRA4	<p>Amend Policy LPRTRA4 as follows:</p> <ol style="list-style-type: none"> 1. Car parking standards for new residential developments will be assessed against the requirements set out in KCC’s Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority. 2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local 	For policy clarity, plan effectiveness and consistency with Building Regulations. Deleted text necessary to avoid duplication and/or conflict with Part S	Less sustainable (no change to effects score): The deletion of requirements for new development to ensure incorporation of electric charging infrastructure will result in Policy LPRTRA4 being less

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393	<p>Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan.</p> <p>3. The council may depart from established maximum or minimum standards to take account of:</p> <ul style="list-style-type: none"> a) Specific local circumstances that may require a higher or lower level of parking provision for reasons including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems; b) the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area; c) allow the appropriate re-use of the upper floors of buildings in town centres or above shop units; d) innovative design that can sufficiently justify a reduced provision of vehicle parking <p>Any departure from the adopted standards will be informed by consultation with the Local Highways Authority.</p> <p>New developments should ensure that proposals incorporate electric vehicle charging infrastructure as follows:</p> <ul style="list-style-type: none"> a) New residential dwellings with private on-curtilage parking provision shall provide active Electric Vehicle charging points at a minimum of 1 per dwelling of sufficient capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector—230v AC 32 Amp single phase charging. b) New residential dwellings with private allocated off-curtilage parking provision shall provide cabling to all spaces where practical to allow for future installation of charging points. Cabling shall be of sufficient 	<p>of the Building Regulations.</p>	<p>sustainable regarding SA objectives 4: Health, 7: Sustainable Travel and 13: Climate Change. However, Policy LPRTRA4 still requires proposals for non-residential development which includes the provision of parking to provide electric vehicle charging points, thus the overall significance scores are not affected. In relation to the effects of the plan as a whole, it is noted that Policy LPRSP14(C) retains the requirement for development involving the creation of new dwellings, retail and/or employment space to encourage a shift towards sustainable travel through the provision of electric vehicle infrastructure, although</p>
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394		<p style="color: red;">capacity to enable as a minimum Mode 3 at 7kW with Type 2 connector – 230v AC 32 Amp single phase charging.</p> <p style="color: red;">e) Proposals for residential development which includes the provision of communal parking shall provide electric vehicle infrastructure at a rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.</p> <p>4. Proposals for non-residential development which includes the provision of parking shall provide electric vehicle charging points at a minimum rate of 50% active Electric Vehicle charging points, and 50% passive Electric Vehicle charging points.</p>		<p>this is judged to be a weaker policy requirement than the more specific one that is proposed to be deleted from LPRTRA4. However, when the requirements of the Building Regulations are also taken into account, there is no deterioration in sustainability of the plan as a whole, as explained in the Cumulative Effects section.</p>
MM104	LPRINF2	<p>Amend Policy LPRINF2 as follows:</p> <p>Adequate accessibility to community facilities, including social, education and other facilities, is an essential component of new residential development.</p> <p>1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured as appropriate by planning conditions, through legal agreements, or through the Community Infrastructure Levy.</p> <p>2. Proposals requiring planning permission which would lead to a loss of community facilities will not be permitted unless:</p>	<p>For consistency with national policy and an effective plan.</p>	<p>More sustainable (no change to effects score): The paragraph added in the Main Mods of policy LPRINF2 strengthens its assessment in relation to SA objective 4: Health, however the policy seeks to only protect open space, sports and recreation assets rather than</p>

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395		<ul style="list-style-type: none"> • It is evidenced that a need within the locality no longer exists, and it is not commercially viable (supported by audited financial reports and a reasonable level of proper marketing evidence); • or a replacement facility acceptable to the council is provided or secured. <p>3. Specific proposals affecting existing open space, sports and recreation assets requiring permission will not be permitted unless they accord with the relevant sections of the NPPF and Sport England’s Playing Field Policy where relevant.</p> <p>3. 4. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.</p>		increase or enhance, therefore the minor positive effect recorded for this SA objective is maintained.
MM105	LPRENV1	<p>Amend Policy LPRENV1 as follows:</p> <p>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve, and where possible enhance, the significance of the heritage asset and its setting. This includes responding positively to views of and from that asset. This also includes the potential public benefits from development impacting a heritage asset.</p> <p>2. 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:</p> <ol style="list-style-type: none"> i. Any heritage assets, and their settings, which could be impacted by the proposals; ii. The significance of the assets; and iii. The scale of the impact of development on the identified significance. 	For consistency with national policy/guidance and plan effectiveness. Note: Modification to criterion (3) is a minor modification but shown with other changes for completeness. Also shown in Minor Mods schedule.	No change to SA findings: Additional text in criterion 1 repeats the requirement of para. 202 of the NPPF and additional text in criterion 4 repeats the requirement of para. 203 of the NPPF. These modifications therefore represent clarifications of existing requirements under the NPPF (assumed by the

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396		<p>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p> <p>4. The council will apply the relevant tests and assessment factors specified in the National Planning Policy Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting. <u>This includes applying this policy to non-designated heritage assets where a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.</u></p>		SA to form part of the baseline) rather than new requirements.
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Chapter 10: Monitoring and review

No modifications proposed.

Chapter 11: Appendices

Mod ref	Policy/ Paragraph	Suggested Modification to Policy Wording	Reason for modification	Does it affect SA?
		Wording to be deleted is struckthrough New wording is <u>underlined</u>		
MM106	Appendix 1 Page 286	Amend Appendix 1 'Housing Trajectory' to provide an updated housing trajectory, including a stepped trajectory.	For plan effectiveness.	No change to SA findings: reflects

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		<i>As set out in the Appendix to this schedule of main modifications.</i>		amendments picked up under New Policy SP10.														
MM107	Appendix 2 Page 287	Amend selected terms in the Appendix 2 'Glossary'. <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness and consistency with the NPPF.	No change to SA findings: the glossary serves to clarify the meaning of terms used in the plan but does not contain any plan provisions.														
MM108	Appendices	Insert a new Appendix 3 titled 'Saved Policies' as follows: <i>As set out in the Appendix to this schedule of main modifications.</i>	For plan effectiveness and consistency with the NPPF.	No change to SA findings: the new table clarifies which policies are being saved from the adopted local plan and does not contain any new plan provisions.														
MM109	Appendices	<p>Insert a new Appendix 4 titled 'Strategic Policies' as follows:</p> <p>Appendix 4 – Strategic Policies</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">1. Maidstone Local Plan Review</td> </tr> <tr> <td style="text-align: center;">Policy reference</td> <td style="text-align: center;">Policy Name</td> </tr> <tr> <td style="text-align: center;">LPRSS1</td> <td style="text-align: center;">Maidstone borough spatial strategy</td> </tr> <tr> <td style="text-align: center;">LPRSP1</td> <td style="text-align: center;">Maidstone town centre</td> </tr> <tr> <td style="text-align: center;">LPRSP2</td> <td style="text-align: center;">Maidstone urban area</td> </tr> <tr> <td style="text-align: center;">LPRSP3</td> <td style="text-align: center;">Edge of the Maidstone urban area</td> </tr> <tr> <td style="text-align: center;">LPRSP4(A)</td> <td style="text-align: center;">Heathlands garden settlement</td> </tr> </table>	1. Maidstone Local Plan Review		Policy reference	Policy Name	LPRSS1	Maidstone borough spatial strategy	LPRSP1	Maidstone town centre	LPRSP2	Maidstone urban area	LPRSP3	Edge of the Maidstone urban area	LPRSP4(A)	Heathlands garden settlement	For consistency with the NPPF.	No change to SA findings: the new table clarifies which policies are strategic in nature but does not contain any new plan provisions.
1. Maidstone Local Plan Review																		
Policy reference	Policy Name																	
LPRSS1	Maidstone borough spatial strategy																	
LPRSP1	Maidstone town centre																	
LPRSP2	Maidstone urban area																	
LPRSP3	Edge of the Maidstone urban area																	
LPRSP4(A)	Heathlands garden settlement																	

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398	LPRSP4(B)	Lidsing garden community			
	LPRSP5	Strategic development locations			
	LPRSP5(B)	Invicta Barracks strategic development location			
	LPRSP5(C)	Lenham broad location for housing growth			
	LPRSP6	Rural service centres			
	LPRSP6(A)	Coxheath			
	LPRSP6(B)	Harrietsham			
	LPRSP6(C)	Headcorn			
	LPRSP6(D)	Lenham			
	LPRSP6(E)	Marden			
	LPRSP6(F)	Staplehurst			
	LPRSP7	Larger villages			
	LPRSP7(A)	East Farleigh			
	LPRSP7(B)	Eyhorne Street (Hollingbourne)			
	LPRSP7(C)	Sutton Valence			
	LPRSP7(D)	Yalding			
	LPRSP8	Smaller villages			
	LPRSP9	Development in the countryside			
	LPRSP10	Housing delivery			
	LPRSP10(A)	Housing mix			
	LPRSP10(B)	Affordable housing			
LPRSP11	Economic development				

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399		LPRSP11(A)	Safeguarding existing employment sites and premises			
		LPRSP11(B)	Creating new employment opportunities			
		LPRSP11(C)	Town, District and Local centres			
		LPRSP12	Sustainable transport			
		LPRSP13	Infrastructure delivery			
		LPRSP14(A)	Natural environment			
		LPRSP14(B)	The historic environment			
		LPRSP14(C)	Climate change			
		LPRSP15	Principles of good design			
		Site Allocations	All site allocation policies are strategic policies			
		Maidstone Local Plan 2011 -2031				
		GT1	Gypsy and traveller site allocations			
		OS1	Open space allocations			
		Site Allocations	All site allocation policies are strategic policies			

Appendix B

Sustainability Appraisal matrices for new policy LPRSP10

Thematic strategic policies

Policy LPRSP10 Housing Delivery

B.1 New policy LPRSP10 is an overarching policy which that sets out the strategic approach to housing across the borough, the approach to monitoring development and how development will come forward through Neighbourhood Development Plans

B.2 The likely effects of the policies in relation to each sustainability objective are shown in **Table B.1** below, in accordance with the scoring scheme set out in the Regulation 19 Sustainability Appraisal of the Maidstone Local Plan Review.

Table B.1: SA findings for policy LPRSP10: Housing Delivery

SA objective	LPRSP10: Housing Delivery
SA1: Housing	++
SA2: Services & Facilities	++
SA3: Community	++/--?
SA4: Health	++/--
SA5: Economy	++
SA6: Town Centre	++
SA7: Sustainable Travel	++?/-?
SA8: Minerals	-?
SA9: Soils	--
SA10: Water	-
SA11: Air Quality	-?
SA12: Flooding	--
SA13: Climate Change	--/+
SA14: Biodiversity	--
SA15: Historic Environment	--?
SA16: Landscape	--?

Explanation of SA findings for policy LPRSP10 Housing Delivery

SA Objective 1: To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home

B.3 The housing quantum of 19,669 dwellings between 2021-2038 is based on the objectively assessed housing need following the Standard Method as set out in the Planning Practice Guidance

B.4 LPSSP10 sets out a stepped housing trajectory reflecting updated evidence in relation to housing delivery prior to the submission of the local plan, and the time it is likely to take for large housing allocations to come forward within the plan period.,

B.5 Given that the Local Plan Review still intends to deliver the full quantum of the total objectively assessed housing need and LPRSP10 takes additional steps to increase the robustness of housing delivery, significant positive effects are anticipated in relation to this SA objective.

Mitigation

B.6 No negative effects identified therefore no mitigation required.

SA Objective 2: To ensure ready access to essential services and facilities for all residents

B.7 Policy LPRSP10 only considers the timing of development across the plan period.

B.8 Acknowledging the time required for large scale allocations of garden settlements to come forward provides for the processes required to develop the required infrastructure and services to support these new communities without overwhelming existing services and facilities. Incorporating an approach which allows for new development to be influenced by the neighbourhood planning process may provide additional safeguards in terms of ensure that required service provision is delivered to support new housing growth at the smaller villages.

B.9 As a result of the above, significant positive effects are anticipated in relation to this SA objective.

Mitigation

B.10 Delivering social, health, green and transport infrastructure at the same time as housing would ensure that new development can develop a sense of community and that existing services and facilities elsewhere do not feel additional pressure in the short term.

SA Objective 3: To strengthen community cohesion

B.11 Community cohesion is influenced by factors such as its ability to deliver development that provides sufficient jobs, services and facilities to meet the needs of the population, integrates well with existing neighbourhoods, that meets the needs of specific groups, that will benefit both new residents and existing ones, that is designed to provide spaces for informal interaction, and that is designed to reduce crime and the fear of crime. It has many links with other SA objectives. Policy LPRSP10 provides a framework for the timing of housing delivery across the revised plan period, reflecting the likely timing of sites coming forward. This acknowledgement of timing of supply will support delivery of supporting services and infrastructure across the plan area. This will facilitate community cohesion through the integration of new homes in to existing and new communities.

B.12 The approach to development at the smaller villages, in terms its location and timing, is to be influenced by Neighbourhood Plans. Criteria 7 and the supporting text of policy LPRSP10, which set out where development is expected to come forward within neighbourhood plans are likely to help secure more community input into the planning of development for the borough. This is likely to help promote community engagement as well as helping to deliver development which is integrated to better meet the needs of existing residents.

B.13 Policy LPRSP10 seeks to ensure the timing of development of the new communities at the garden settlements of Lidsing and Heathlands. Garden settlements can be designed from the outset to achieve community cohesion although in practice, however, a true sense of community cohesion can take a long time to achieve, especially when such developments are only partly completed.

B.14 There is also the potential for residents of existing communities near large scale garden settlements to be affected in negative ways, for example experiencing increased congestion and pollution and less capacity at existing infrastructure and services. However, there is also the potential for such communities to positively benefit from new services and facilities and the infrastructure provided as part of garden settlements. Such effects are more likely to be experienced as a result of the Heathlands garden settlement as it is close to comparatively smaller existing communities such as Lenham and Lenham Heath and is likely to change the local context considerably. For Lidsing, such effects are less likely because most of the nearby residents are already living in the larger, urban Medway Towns conurbation, rather than, for example, a discrete rural settlement which is more likely to be dominated by such a scale of development. It is recognised that Bredhurst village is close to the site (within 100m of the boundary) but the segregating effect of the M2 is likely to reduce such effects. As such mixed significant positive and significant negative effects (prior to mitigation) are anticipated in relation to this SA objective. The negative effects are uncertain as individuals are likely to have different views about new development, which may be either positive, negative or mixed.

Mitigation

B.15 In order to reduce the potential for negative effects, development management policies and site-specific requirements should seek to ensure community involvement occurs throughout the process of planning new allocations including the garden settlements and to ensure the community brought into these places are able to influence their local environment, such as through setting up an appropriate local governance structure or community trusts.

B.16 Ensuring social, health, green and transport infrastructure is delivered at the same time as housing would ensure that new development can develop a sense of community and that existing services and facilities elsewhere do not feel additional pressure in the short term.

B.17 Ensuring that existing communities also receive sufficient development, investment and support for their services and facilities is also important for cohesion, rather than focussing all the attention on the new communities.

SA Objective 4: To improve the population's health and wellbeing and reduce health inequalities

B.18 Health and wellbeing are affected by a number of matters, including lifestyles, life chances and personal wealth and opportunity. In addition, environmental pollution such as air quality or noise also has the potential to affect health and wellbeing.

B.19 Maidstone Borough (71.0%) has a higher percentage of adults who consider themselves physically active than nationally (66.4%) and is slightly higher than the Kent average (68.5%)³⁹. However, with regard to health inequalities, the Maidstone urban wards of Park Wood, Shepway South and High Street contain the highest levels of deprivation in the borough and rank in the top 10% in Kent. The most deprived Lower Super Output Areas (LSOA) in Maidstone are clustered within the inner urban area, and the least deprived LSOAs are located on the edge of the urban area and in the rural hinterland⁴⁰.

B.20 Maidstone contains 425 hectares of greenspace, 30 large parks, 80 Neighbourhood greenspaces, 68 play areas, 700 allotment plots across 12 sites and 4 Green Flag parks. Overall, there is more publicly accessible, managed open space within the urban wards compared to the rural wards of the borough⁴¹.

B.21 Policy LPRSP10 reiterates focus of development within Maidstone as set out in LPRSS1. Maidstone has a designated air quality management area (AQMA) closely linked to strategic roads in the settlement. LPRSS10 does not affect the likely increase in the potential for more people to be present within (and potentially exacerbate existing conditions within) the AQMA, leading to negative health effects. Considering the development planned for across Maidstone, air quality assessment work⁴² concluded that effects on human health relating to air quality receptors would not be significant. The potential effects relating to air pollution are discussed further under SA objective 11: Air Quality.

B.22 There are four waste sites within and near to Maidstone town including Allington Wiped Film Evaporator Plant at 20 20 Industrial Estate (mostly outside Maidstone Borough but immediately to the northwest of the town), at Bircholt Road, Tovil household waste recycling centre, and at Heronden Road. It is possible that localised odour pollution associated with these sites may affect local communities. In addition, some areas within Maidstone town are affected by high noise levels from roads and railways and focussing development at this urban centre will increase the potential for new occupants to be affected by noise.

B.23 The rural service centres and indeed the settlements listed below these in the settlement hierarchy are anticipated to benefit from the infrastructure, services and facilities which are likely to be delivered alongside new development under the spatial strategy. Effects in relation to environmental pollution are likely to be less significant than at Maidstone or garden settlements.

B.24 For the garden settlements, the policy sets out that these will be developed in accordance with garden community principles⁴³, which include delivery of integrated and accessible transport systems with active and public travel modes prioritised, and for new green infrastructure and biodiversity net gain. Should these principles be achieved then positive effects are anticipated.

B.25 Having said this, it is important to take into account known environmental pollution issues. In relation to the Lidsing garden settlement, this is severely affected by high noise levels, due to its proximity to the M2. At Heathlands, there is a wastewater treatment works within the site and an inert landfill site within the site at Shepherds Farm Quarry which may result in issues relating to odour. It also experiences high noise levels due to its proximity to the M20 and A20. It is possible that the effects of high noise and / or odour may result in a lower quality of life and at worst, compound health conditions.

³⁹ Public Health England (2021) Local Authority Health Profiles [online] available at: <https://fingertips.phe.org.uk/profile/health-profiles>

⁴⁰ Ibid

⁴¹ Maidstone Borough Council (2017) Maidstone's Parks & Open Spaces – 10 Year Strategic Plan 2017-2027 [online] Available at: https://www.maidstone.gov.uk/_data/assets/pdf_file/0011/228980/Parks-and-Open-Spaces-Strategic-Plan-2017-2027-June-2017.pdf

⁴² Jacobs on behalf of Kent County Council (2021) Maidstone Local Plan Air Quality Assessment

⁴³ <https://www.tcpa.org.uk/garden-city-principles>

B.26 Mixed effects are therefore anticipated in relation to this SA objective including the significant positive effects identified in relation to the provision of new green infrastructure and enhanced opportunities for active lifestyles, and significant negative effects (prior to mitigation) in relation to the potential air quality, noise and odour effects.

Mitigation

B.27 It is recommended that the areas of deprivation, and specifically health deprivation, are mapped out within the borough. In addition, understanding why those areas are deprived and aiming to provide specifically what is lacking in those areas is crucial. Providing additional green space and active travel routes alongside the rest of the development would also improve health and wellbeing.

B.28 Policy wording for site allocations should ensure the delivery of the garden communities principles and these should also form part of the Local Plan Review's monitoring framework.

B.29 In order to mitigate potential negative effects from air quality, noise and odour, the development management or site allocation policies should seek to specifically address these issues. In this regard, it should be noted that air, noise and odour pollution generally reduce very quickly with increasing distance from the source. It may be possible to avoid effects by appropriate site layouts or using suitable screening (e.g. acoustic barriers and planting). It may also be possible to use trees and shrubs as a natural barrier to air pollution.

B.30 The inclusion of community facilities designed to accommodate activities related to healthcare and healthy lifestyles (for example new parent groups or exercise classes), would help to facilitate healthy lifestyles, and should be included in Local Plan Review policies related to site allocation or development management.

SA Objective 5: To facilitate a sustainable and growing economy

B.31 The Council has prepared an employment need assessment⁴⁴ which identifies that the minimum floorspace required to meet the forecasted need is 119,250 square metres between 2021-2038. This level of employment is anticipated to aid in the development of a stronger economy in the borough resulting in significant positive effects.

B.32 The council has undertaken an assessment of expected population growth, combined with analysis of national and local retail trends and Experian forecasts. The analysis of this assessment work has identified an objectively assessed projected retail floorspace requirement (traditional retailing as well as food and beverage uses) of 10,847 square metres up to 2032. In accordance with the NPPF, sufficient land to meet retail need for ten years should be identified in local plans.

B.33 LPRSP10 sets out the delivery timeline for housing development that will provide support for increased economic growth.

B.34 Significant positive effects are therefore anticipated in relation to this SA objective.

Mitigation

B.35 No negative effects have been identified and therefore no mitigation is required.

SA Objective 6: To support vibrant and viable Maidstone town centre

B.36 Maidstone town centre is home to the predominant concentration of shops, jobs, services and facilities in the borough. No other settlements in the borough have such an offer. Town centres are experiencing increased strain from out-of-centre and out-of-town competition, as well as on-line alternatives. These issues are also now being exacerbated by COVID-19⁴⁵. Therefore, retaining the vitality and viability of Maidstone town centre is an important sustainability objective for the borough.

B.37 Although policy LPRSP10 only sets out the stepped trajectory for the spatial policy for housing within LPRSS1, the increase in population in the plan area is likely to increase potential expenditure in the centre of Maidstone as well as an increased labour force and increased skills supply.

B.38 As the primary settlement in the borough it is likely that occupants of development elsewhere in the borough will also utilise facilities and services in Maidstone town, thereby also increasing the likely expenditure and labour supply. As such all

⁴⁴ Lichfields for Maidstone Borough Council (April 2020) Maidstone Economic Development Needs Study Stage Two [online] Available at: <https://localplan.maidstone.gov.uk/home/documents/local-plan-review-documents/lpr-evidence/Maidstone-Economic-Development-Needs-Study-Stage-Two.pdf>

⁴⁵ Centre for Cities (2020) High Streets [online] Available at: <https://www.centreforcities.org/high-streets/>

development in the borough is likely to have a positive effect in relation to this SA objective. Such effects could be magnified by ensuring good transport links to Maidstone town centre exist from within the town and outside it. The focus should be on public transport and cycling links to avoid increased private motorised traffic levels in the urban area, which could reduce the vibrancy and attractiveness of the town.

B.39 In light of the above, significant positive effects are anticipated in relation to this SA objective.

Mitigation

B.40 No negative effects identified therefore no mitigation required.

SA Objective 7: To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce road traffic congestion

B.41 Maidstone town centre is at the point where several main roads (A20, A26, A249, A274 and A229) converge and provide onward connectivity to four nearby junctions with the M20, as well as to/from the M2 & M25. The constrained nature of the town centre has contributed to peak period congestion and the designation of the wider urban area as an AQMA. Rail links across the borough are comparatively poor, with Maidstone currently having no direct service to the City of London (although there is a proposed Thameslink extension) and a slow journey into London Victoria. Bus services within the urban area are largely focused around serving the town centre and hospital. Many outlying suburban and rural communities are afforded a more limited level of service that does not provide a convenient travel option for many potential users⁴⁶. In addition to issues with road capacity, rail capacity on the North Kent line is also stretched and is likely to be over-capacity in the near future. The Network Rail Kent Area Route Study also highlights capacity issues with the railways in Kent and states that the number of passengers using the railway across the route has increased substantially in recent years and further growth is forecast – up to 15% growth in passenger numbers between 2011 and 2024 and 47% up to 2044. Routes into London are particularly busy, with little capacity to operate additional services⁴⁷.

B.42 Policy LPRSP10 sets out a delivery strategy for LPRSS1, which sets out that Maidstone urban area will be the main focus for development. As Maidstone town is the largest urban area which offers the greatest range of employment, services and facilities, this approach is considered likely to result in a significant proportion of the occupants of new development being able to access these services and facilities without the need to travel large distances. This is likely to facilitate the use of more sustainable modes of travel (compared to the car) which is likely to result in significant positive effects. These will, however, depend on provision of a high quality public transport and active travel network featuring frequent, affordable and reliable bus services and safe, attractive and direct active travel routes.

B.43 Occupants of development outside of Maidstone will almost certainly need to access Maidstone town centre from time to time due to the higher order of facilities and services it provides, however this is reduced by the policy provisions to locate development outside Maidstone town in locations that have sufficient facilities and services to meet day to day needs, including garden settlements and rural service centres. Development at the smaller villages is to be limited to that which supports the viability of local services which will further contribute to the reduced need for residents to have to travel longer distances in the plan area.

B.44 In accordance with the above, the strategy to focus development to Maidstone town, and to service centres which generally cater for day to day needs is likely to result in significant positive effects. However, the potential for some development locations to result in increased travel by private motorised vehicle such as the Junction 8 employment site are considered likely to result in minor negative effects (prior to mitigation). Uncertainty is recorded against the findings in relation this SA objective because these are based on the potential for sustainable travel which may potentially be delivered due to the various existing context and proposed infrastructure in relation to transport.

Mitigation

B.45 Local plan policies and development allocation policies should stipulate requirements for development forms that reduce distance between homes, employment and key destinations to facilitate walking and cycling and also require that walking and

cycling provision is of high quality, is attractive and direct in order to facilitate use of sustainable modes and reduce use of private motorised vehicles.

B.46 Provision of school transport infrastructure and travel plans to help facilitate use of sustainable travel for pupils will help to reduce motorised transport associated with school, and the potential for localised congestion.

B.47 High internet data speeds accessible to new development and existing areas will help to reduce the need to travel, and the local plan should seek to support this ambition.

SA Objective 8: To conserve the borough's mineral resources

B.48 Around half of the borough is covered by Mineral Safeguarding Areas (MSAs) designated in the Kent Minerals & Waste Local Plan. Economic land-won minerals that are identified for safeguarding in Kent are sharp sand and gravel, soft sand, silica sand, crushed rock, building stone and brickearth.⁴⁸

B.49 LPRSP10 sets the delivery timeline for the quantum and spatial policy within LPRSS1. Although the policies focus the majority of development on Maidstone town, there are some development areas which will conflict with Mineral Safeguarding Areas.

B.50 In accordance with the above, minor negative effects (prior to mitigation) are anticipated in relation to this SA objective. Given that further evidence will be required at sites that fall within land that take in safeguarded mineral to determine the potential impact on the safeguarding of mineral resources, the effect is uncertain.

Mitigation

B.51 The potential negative effects in relation to mineral resources could be avoided by ensuring that where allocation of sites overlaying mineral resources occurs, those resources are recovered prior to construction, where economically viable.

SA Objective 9: To conserve the borough's soils and make efficient and effective use of land

B.52 Maidstone Borough contains a mix of different soils. To the north of Maidstone bands of Upper, Middle and Lower Chalk run in a south-east to north-west direction forming the North Downs. Shallow soils are found over the dry valleys of the dip slope, with other areas supporting well drained calcareous fine silty soils over chalk. The second distinct geological region is Gault Clay. Soils range in the Gault Clay Vale from the calcareous chalk soils to the north through to heavier clays and a mix of clay and sandy soils where they meet the Greensand to the south. The underlying soils give rise to a mix of classified agricultural land, the majority being of Grade 3, with small areas of Grade 1, Grade 2 and Grade 4⁴⁹.

B.53 Policy LPRSP10 does not include locations for development or set the overall quantum of development. However, it is likely that development within Maidstone will occur on brownfield land. New garden settlements will require large scale development of greenfield sites. As there is uncertainty around the grading of the agricultural land involved, there is uncertainty over the effect on soils. The development dispersed across urban extensions to Maidstone town and at rural service centres and larger villages are also likely to affect areas of high quality agricultural land.

B.54 In accordance with the above significant negative effects are anticipated in relation to this SA objective.

Mitigation

B.55 It will be difficult to avoid most of the potential negative effects identified by the SA at garden settlements and other greenfield site allocations but effects could potentially be mitigated by considering whether boundaries of site options could be redrawn or masterplanned and used so as to avoid loss of the best and most versatile agricultural land. For example, a new country park/ wetlands area focused on the River Stour in the south of the Heathlands garden settlement site coincides with grade 2 agricultural land.

⁴⁸ Kent County Council (2020) Kent Minerals and Waste Local Plan 2013-30

⁴⁹ Maidstone Borough Council with Jacobs Consulting (2013) Maidstone Landscape Character Assessment [online] Available at: [http://services.maidstone.gov.uk/docs/Maidstone%20Landscape%20Character%20Assessment%202012%20\(July%202013\).pdf](http://services.maidstone.gov.uk/docs/Maidstone%20Landscape%20Character%20Assessment%202012%20(July%202013).pdf)

SA Objective 10: To maintain and improve the quality of the borough's waters and achieve sustainable water resources management

B.56 Kent is one of the driest regions in England and Wales⁵⁰. Water use in the borough is high by both national and international standards, and some water bodies in Maidstone are failing to meet the Water Framework Directive objective of 'good status'⁵¹. These issues are likely to be exacerbated by additional housing and economic growth, coupled with climate change. Pressures, including the projected increase in population, related to the provision of water supply and wastewater treatment are key contributors to the current and projected future status of water bodies in Kent. Development could adversely affect surface water quality due to increased urban runoff, discharges of wastewater (for example because there is insufficient treatment capacity at the local WwTWs) or pollution events. Nutrient enrichment issues in the receiving waters is primarily a biodiversity rather than drinking water quality issue and are therefore dealt with under SA objective 14: Biodiversity.

B.57 Development could affect water quality in drinking water resources during construction or occupation. Source protection zones (SPZs) are areas designated to protect groundwater sources used for public drinking water supply. They relate to the risk of contamination of the water source from various activities, this increases as the distance between the source of contamination and the groundwater abstraction point decreases. Drinking Water Safeguard Zones are catchment areas that influence the water quality for associated Drinking Water Protected Areas that are at risk of failing drinking water protection objectives. The significant majority of the borough, including Maidstone town, is within a surface water drinking water safeguarding zone, and the provisions of policy LPRSP10 direct the significant majority of development to locations which intersect this. In addition, the entirety of the Lidsing garden settlement falls within SPZ 3 (but is not within any other water protection or safeguarding areas) and approximately two fifths of the Heathlands site is within SPZ 3, the remainder being outside any other water protection or safeguarding areas.

B.58 In accordance with the above, minor negative effects are anticipated in relation to this SA objective, prior to mitigation.

Mitigation

B.59 The incorporation of policies and design codes that include water efficiency measures will be necessary if the negative effects of development on water resources are to be addressed. Also, the introduction of a water use awareness campaign could educate the public on how best to reduce their water use. Investment in wastewater treatment works may be required to accommodate additional demand from development, depending on the capacity of the wastewater treatment works serving the proposed development location. In some instances, there may be technical limits to whether upgrades to treatment capacity or processes can achieve an acceptable quality of treated discharges.

SA Objective 11: To reduce air pollution ensuring lasting improvements in air quality

B.60 Maidstone town is at the point where several main roads (A20, A26, A249, A274 and A229) converge and provide onward connectivity to four nearby junctions with the M20. The Council designated the wider urban area as an AQMA in 2008 due to elevated concentrations of Nitrogen Dioxide (NO₂) at residential receptors in six areas of the borough. However, in May of 2018 the AQMA within Maidstone was reconfigured to only follow the carriageways of the main roads passing through the borough, including the M20, A229, A20, A26, A249, and A274. NO₂ levels at some key locations near major roads and junctions remain above the EU Limit Value⁵² with no discernible downward trend⁵³.

B.61 As discussed in relation to SA7: Sustainable travel, it is likely that development at Junction 8, , Lidsing garden settlement and to an extent, Heathlands garden settlement may also result in increased motorised vehicles driving through the AQMAs in Maidstone town. The development provided at the additional strategic development location at Invicta Barracks towards the northern edge of the Maidstone urban area, may also result in increased travel through the AQMAs in the town.

B.62 While the garden settlements have the potential to be developed in a manner which prioritises and facilitates active travel, the likelihood of no or very limited movement by motorised vehicle is highly unlikely. Indeed, the air quality assessment work for

⁵⁰ Kent County Council (2016) Kent Environment Strategy [online] Available at: http://www.kent.gov.uk/_data/assets/pdf_file/0020/10676/KES_Final.pdf

⁵¹ AECOM (2017) Kent Water for Sustainable Growth Study

⁵² Air pollution limits set by the EU remain in UK law after Brexit having been enshrined through the Air Quality Standards Regulation

⁵³ Kent County Council (2011) Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 [online] Available at: http://www.kent.gov.uk/_data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf

the plan⁵⁴ identified that the largest expected increases in air pollutant concentrations as a result of development set out in the plan are associated with the Heathlands and Lidsing developments. Nevertheless, this work concluded that predicted total air pollutant concentrations at all human health receptors other than one (to the north of the M20 at Boxley Road) are likely to be below the air quality objectives for NO₂, PM₁₀ and PM_{2.5}. The air quality assessment then assessed the significance of the air quality effect in accordance with Highways England guidance and concluded that the air quality effects on human health of the development provided for by the Local Plan Review was not significant. The same conclusions were drawn for both a 'Do-Minimum' scenario that took account of background traffic growth and committed development in the Borough and for a 'Do-Something' scenario that also included the new development provided for by the Local Plan Review. The differences in pollution concentrations at the various receptor locations between these two scenarios, i.e. the effects of the new development provided for by the Local Plan Review alone, were relatively small except on the main routes serving the two proposed garden settlement locations.

B.63 Minor yet uncertain negative effects are anticipated in relation to this SA objective prior to mitigation. These are uncertain as how and where people choose to travel, and by what method is affected by a number of factors which may affect the severity of any effects in relation to air quality.

Mitigation

B.64 Ensure that through design codes each development will have to incorporate green infrastructure and that in areas of existing or potential poor air quality development is designed to help improve air quality. In addition, incentivise the creation of active travel options such as bike lanes and pedestrian walkways through design of development, integrated with existing networks, supported by contributions from developers through S106 agreements.

SA Objective 12: To avoid and mitigate flood risk

B.65 Fluvial flood risk within Maidstone is concentrated in the southern and south-western part of the borough, as well as in Maidstone town centre. The primary source of fluvial flood risk in the catchment is the River Medway and its major tributaries, the River Beult and River Teise⁵⁵. The main source of surface water flood risk is heavy rainfall overloading highway carriageways and paved areas, drains and gullies but other sources of flooding were associated with blockages and high-water levels impeding free discharge from surface water drains and gullies. There are a number of surface water flow paths which predominantly follow topographical flow paths along existing watercourses or dry valleys with some isolated ponding located in low lying areas. Groundwater flood events have been recorded across Maidstone, but these have typically been isolated incidents⁵⁶. The risk of flooding is likely to be intensified due to climate change.

B.66 Policy LPRSP10 supports the direction of a significant amount of development to Maidstone town centre and the rural service centres in the south of the borough, including Marden, Staplehurst, and Headcorn. Many of the locations in the south of the borough contain areas identified as being higher risk flood zones (Flood Zones 2 or 3). Within Maidstone town, areas of higher flood risk are mainly found close to the River Medway. The identified settlements in the south of Maidstone are also close to land identified as having a 1 in 100-year risk of flooding from surface water. There are also substantial areas of land close to Staplehurst and Headcorn at which groundwater levels are either at or very near (within 0.025m of) the ground surface. Furthermore, much of the south of Maidstone lies within a flood warning area and a flood alert area. These areas cover the land at the western edge of Marden, land to the north and north west of Staplehurst and land at the southern edge of Headcorn⁵⁷. Development at these settlements may result in development being located in these higher risk flood zones.

B.67 Although the proposed garden settlements of Lidsing and Heathlands do not include a significant area identified as being at surface water flood risk, a substantial part of the Heathlands location has relatively high groundwater flood risk. It is possible that development here could lead to effects in relation to this such as increased flood risk on site or in surrounding areas.

B.68 In addition, the creation of more impermeable surfaces may create additional flood risk, although the likelihood and potential severity of this will be affected by the design of new development.

⁵⁴ Jacobs on behalf of Kent County Council (2021) Maidstone Local Plan Air Quality Assessment

⁵⁵ Maidstone Borough Council and JBA Consulting (2020) Maidstone Borough Council Level 1 SFRA update and Level 2 SFRA [online] Available at: <https://localplan.maidstone.gov.uk/home/documents/local-plan-review-documents/lpr-evidence/7-SFRA-Level-1-update-and-Level-2.pdf>

⁵⁶ Ibid

⁵⁷ Ibid

In accordance with the above, significant negative effects are anticipated in relation to this SA objective prior to mitigation.

Mitigation

B.69 The potential negative effects would be most effectively avoided by sensitive masterplanning and mitigation to avoid development in areas of sites at greatest risk of flooding and to mitigate for any increases in flood risk elsewhere. The incorporation of green spaces and SuDS into the design of new developments could also help to mitigate flood risk.

SA Objective 13: To minimise the borough's contribution to climate change

B.70 The UK is a signatory to the international 2015 Paris Agreement, committing the country to a long-term goal of keeping the increase in global average temperature to well below 2°C above pre-industrial levels, through domestic mitigation measures. The UK's Climate Change Act 2008 (as amended in 2019) commits to reduce national emissions by at least 100% of 1990 levels by 2050. In April 2019, Maidstone Borough Council declared a Climate Emergency. In order to make its contribution towards addressing these issues, the borough will need to reduce its carbon emissions significantly over the plan period.

B.71 All development built to typical, present day construction and energy efficiency standards will result in increased emissions of greenhouse gases, as a result of both the construction and operation of the buildings. As such, the amounts of development set out in LPRSP10 will lead to an increase in greenhouse gas emissions.

B.72 In addition, the spatial distribution of development will also result in effects in relation to this SA objective, influenced most by emissions relating to transport and travel. The focus of development to Maidstone urban area which, as reported in comments above in relation to SA objective 7: Sustainable travel, may result in a comparatively reduced need to travel and facilitate the use of active modes of travel and public transport, which will in turn reduce the potential for greenhouse gas emissions. In addition, the focus of development to other service centres, including garden settlements and rural service centres should similarly (although to a lesser extent) facilitate the use of more sustainable modes of travel on a day to day basis.

B.73 In summary of the above, policy LPRSP10 through supporting the delivery of the plan's spatial strategy is likely to result in significant negative effects (prior to mitigation) in relation to this SA objective due to the increased greenhouse gas emissions. However, the allocation of development to locations which generally will facilitate the use of sustainable modes of travel (thereby reducing the likely potential of greenhouse gas emissions) is considered likely to result in minor positive effects.

Mitigation

B.74 Local Plan policies and design codes for strategic development should that require low carbon construction, energy efficient building design and provision of decentralised, low carbon energy generation (e.g. district heating networks and micro-renewables). In addition, improvements to active transport infrastructure, public transport, electric vehicle infrastructure and introduction of car sharing programs could reduce the borough's greenhouse gas emissions.

SA Objective 14: To conserve, connect and enhance the borough's wildlife, habitats and species

B.75 The Borough contains and is close to a wide variety of both designated and non-designated natural habitats and biodiversity including a Special Area of Conservation (SAC), Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs), priority habitats and ancient woodland. In addition, many Biodiversity Opportunity Areas have been identified within the borough, indicating where enhancement could be most beneficial. Apart from designated sites, it is important that functional ecological habitats and networks are safeguarded and improved in order to support biodiversity in the borough generally, and its connections outside the borough but also to help support the designated sites and features.

B.76 All development has the potential to negatively affect biodiversity through direct loss of habitat, severance, pollution and increased disturbance. As such the total quantum of development provided for is likely to lead to some negative effects.

B.77 Having said this, the distribution of development will also influence the likelihood and potential severity of effects in relation to this SA objective. The focus of development to Maidstone urban area supported by LPRSP10 may affect local wildlife sites here through, for example, increased disturbance. However, the focus of development on the urban area is likely to lead to fewer implications in relation to international designations.

B.78 The findings of the HRA screening⁵⁸ for the Local Plan determined that impacts from air pollution, recreation and water quantity and quality could result in a likely significant effect in relation to North Downs Woodland SAC, Medway Estuary and Marshes SPA/Ramsar, the Swale SPA/Ramsar, Queendown Warren SAC, Thames Estuary and Marshes SPA/Ramsar and Stodmarsh SAC & SPA/Ramsar. The Appropriate Assessment concluded no adverse effect on integrity as a result of increased air pollution, increased recreational pressure or pressure on water abstraction and treatment in relation to any of the European sites identified provided that mitigation measures recommended by the HRA are required by the plan and successfully implemented. For effects relating to air pollution, and water quality and quantity the mitigation measures will need to be agreed with Natural England before the Local Plan Review is adopted, which could be verified during the Examination process and confirmed in an HRA Addendum and/or Adoption Statement.

B.79 However, the delivery of development at the garden settlements of Lidsing and Heathlands has the potential to impact local wildlife sites and ancient woodland, areas of which are within the proposed site boundaries of these.

B.80 Development in the rural service centres of Marden and Headcorn may result in impacts in relation to national designations including Marden Meadows and the River Beult, as impact risk zones associated with these designations extend over these settlements. There is also potential for impacts on areas of ancient woodland and/or local wildlife sites at the rural service centres, given the close proximity of these settlements to these types of designations.

B.81 In summary of the above, significant negative effects are considered possible prior to consideration of mitigation, for example in relation to potential implications for wildlife designations, including on the Stodmarsh European designations.

Mitigation

B.82 In line with NPPF requirements, Local Plan Review policy should be put in place to ensure biodiversity net gain is achieved on each development site or losses are offset elsewhere within the borough where this is not feasible. Where development would be within an established zone of influence of a designated biodiversity sites, policy should require contribution to any established mitigation scheme.

B.83 In relation to the nutrient enrichment issue in the Upper Stour catchment which the HRA has identified in relation to potential effects on the Stodmarsh SAC, SPA and Ramsar, it should be possible on large development sites to achieve nutrient neutrality in line with the Natural England guidance; Local Plan Review site allocation and development management policies should require this. Smaller developments may be unable to provide on-site mitigation to achieve nutrient neutrality due to lack of space and/or financial viability considerations. Potential solutions may include a tariff charged on such smaller developments, this being used to fund strategic, off-site mitigation measures. At the time of writing, there were no approved, strategic off-site mitigation measures to which smaller developments could contribute, creating some doubt about the deliverability of smaller developments in the Upper Stour catchment in the short term, although adverse effects on biodiversity should still be avoided by the requirement in policy LPRSP14(a): Natural Environment to protect ground and surface waters and meet all requirements of both the permitting regulations and the Habitats Regulations, for example in relation to nutrient neutrality at the Stodmarsh SAC, SPA and Ramsar site.

SA Objective 15: To conserve and/or enhance the borough's historic environment

B.84 There are 41 Conservation Areas within the borough. There is a cluster of 5 Conservation Areas in Maidstone Town Centre, 16 in the rest of the urban fringe and an additional 4 that straddle the urban/rural boundary. The remaining 16 are focused in the villages of the rural area. Each of these Conservation Areas contain a mixture of Listed Buildings. The Borough also contains 5 sites included on the Register of Historic Parks and Gardens⁵⁹.

B.85 Maidstone town will remain the focus of development, and there is no additional locational criteria within LPRSP10 to qualify the spatial strategy. Maidstone town includes numerous heritage designations including listed buildings, conservation areas, scheduled monuments and areas of archaeological potential and Mote Park registered Park and Garden.

B.86 Although to a lesser extent, designations are also found in the rural service centres and garden settlement sites.

⁵⁸ LUC on behalf of Maidstone Borough Council (2021) Maidstone Local Plan Review Habitats Regulations Assessment Reg 19 HRA Report

⁵⁹ Maidstone Borough Council (2016) Maidstone Borough Local Plan Heritage Topic Paper [online] Available at: https://www.maidstone.gov.uk/_data/assets/pdf_file/0019/131725/ENV-018-Heritage-Topic-Paper-September-2016.pdf

B.87 It is possible that the focus of development to Maidstone town, the rural service centres and garden settlements will result in either direct or setting impacts on these designations. As such significant negative effects are anticipated in relation to this SA objective, prior to consideration of mitigation. However, uncertainty around these effects exists as such effects are influenced by the form and design of new development.

Mitigation

B.88 Avoidance of development in close proximity to heritage assets that could result in harm to those assets significance, including their setting, would provide the best mitigation. However, design codes with heritage assets and local character at the forefront could also be implemented. Site-specific allocation policies should have regard to the risks to heritage assets identified in the heritage assessment carried out by Council officers. SA Objective 16: To conserve and enhance the character and distinctiveness of the borough's settlements and landscape

B.89 Just over a quarter of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). In addition, many parts of the rest of the borough are designated as Landscapes of Local Value. The sensitivity of these designations and the wider landscape to development are set out in the Council's landscape capacity study⁶⁰. This identifies that a substantial proportion of the borough has high landscape sensitivity, with the greatest concentrations of land in these categories in the south and west of the borough. Significant parts of the north and east of the borough are of moderate landscape sensitivity. The main areas of low landscape sensitivity, all of which are relatively small, are located around Sandling (north-west of Maidstone urban area), between Boughton Monchelsea and Warmlake (south-east of Maidstone urban area) and between Sandway and Lenham Heath (in the east of the borough).

B.90 Policy LPRSP10 sets out a timeline for housing delivery for the quantum of housing and spatial focus of the local plan, which primarily focusses on existing settlements. Development within existing settlements would have a lower risk of adversely affecting the landscape, although this would depend on the scale and massing of development, and effects from edge of settlement development on greenfield land may affect landscape character and distinctiveness.

B.91 The proposed garden settlements will result in the introduction of large urban developments at Lidsing and Heathlands. Lidsing lies on the edge of the AONB and is mainly within an area of moderate landscape sensitivity. The Heathlands location lies within areas of both high and low landscape sensitivity. In addition, the majority of rural service centres and larger villages are within close proximity to or within Landscapes of Local Value or the Kent Downs AONB. The exception to this is Marden and Yalding. As a result of the development distribution it is likely that development would adversely affect the landscape as each potential development location lies within areas of very high to moderate landscape sensitivity. As such, significant negative effects (prior to mitigation) are expected. Policy wording within the criteria of LPRSP10 do not affect this assessment.

Mitigation

B.92 Local plan policies to ensure development site layouts and development design that seek to reduce adverse effects on the landscape would help to reduce effects. This could include the requirement for the incorporation of appropriate green infrastructure and landscaping to deliver development which is sensitive to the existing landscape character and setting.

Recommendations

B.93 Where mitigation has been recommended for effects in relation to SA objectives for LPRSP10, this is likely to be provided through development management policies and implementation of the wider development plan, including the Kent Minerals and Waste Plan (2020). A full discussion of potential cumulative effects is set out in Chapter 9 of the Regulation 19 Sustainability Appraisal. A discussion of cumulative effects arising from the Main Modifications is set form paragraph 1.147 of this document.

⁶⁰ Jacobs for Maidstone Borough Council (2015) Maidstone Landscape Capacity Study

Appendix C

Assessment criteria

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Table C.2 from Reg 19 document – Assessment criteria for housing sites

Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
SA objective 1: Housing - To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home							
SA objective 1: Housing was scoped out of the appraisal of residential site options. Performance of the Local Plan in relation to this SA objective relates to factors such as its ability to deliver the right types and tenures of housing at prices that people can afford, as well as addressing the needs of specialist groups. These factors do not depend on the location of the site and are taken into account by the SA through appraisal of any Local Plan policies such as the total quantum of housing to be provided, the mix of housing types and tenures, affordable housing requirements, and design.							
SA objective 2: Services & facilities - To ensure ready access to essential services and facilities for all residents							
The effects of site options in relation to SA objective 2 were tested by analysis of their proximity to essential services and facilities, and to employment. Access to open space was considered under SA objective 4: Health and not repeated here.							
Accessibility scores for most services and facilities were based on walking distances. People often travel much longer distances to access employment than other services and facilities, however, and there is no guarantee that a major employment site close to where people live will offer jobs that are suited to those local residents. To appraise access to employment, reference was made to Census data indicating the main commuting destinations from each Middle-layer Super Output Area (MSOA) in the Borough. Residential development in areas with relatively low average commuting distances were rated as having better access to employment than residential development in areas with high average commuting distances.							
4 2a GP surgeries	<=400m from nearest NHS GP surgery	401-800m from nearest NHS GP surgery	N/A	801-1,200m from nearest NHS GP surgery	>1,200m from nearest NHS GP surgery	Each criterion is scored: • Major positive +3 • Minor positive +1 • Negligible 0 • Minor negative -1 • Major negative -3 Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows: • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2	GP surgeries Excludes opticians, pharmacies, hospitals, any private healthcare facilities
2b Primary and middle schools	<=400m from primary or middle school	401-800m from primary or middle school	N/A	801-1,201m from primary or middle school	>1,200m from primary or middle school		Primary and middle schools Latter category may not be present; excludes private schools
2c Secondary schools	<=500m from secondary school	501-1,000m from secondary school	N/A	1,001-2,000m from secondary school	>2,000m from secondary school		Secondary schools Excludes private schools
2d Maidstone town centre	<=400m from town centre	401-800m from town centre	N/A	801-1,201m from town centre	>1,200m from town centre		Town centres Maidstone only - boundary provided by MBC
2e Rural Service Centres	<=200m from retail centre of Rural Service Centre	201-400m from retail centre of Rural Service Centre	N/A	401-800m from retail centre of Rural Service Centre	>800m from retail centre of Rural Service Centre		Retail centres within Rural Service Centres (Marden, Staplehurst, Headcorn, Lenham, Harrietsham - boundaries provided by MBC)
2f Employment	Sites in areas where average commuting distance is in lowest 20% of distances for the Borough	Sites in areas where average commuting distance is in 20-40% range for the Borough	Sites in areas where average commuting distance is in 40-60% range for the Borough	Sites in areas where average commuting distance is in 60-80% range for the Borough	Sites in areas where average commuting distance is in 80-100% range for the Borough		2011 Census travel to work data Relative performance to be confirmed once distribution of commuting distances from the Borough is known
SA objective 3: Community - To strengthen community cohesion							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<p>SA objective 3: Community was scoped out of the appraisal of residential site options. Performance of the Local Plan in relation to these SA objective relates to factors such as its ability to deliver development that integrates well with existing neighbourhoods, that meets the needs of specific groups, that will benefit both new residents and existing ones, that is designed to provide spaces for informal interaction, and that is designed to reduce crime and the fear of crime. These factors will be taken into account by the SA through appraisal of development management policies and site-specific requirements set out in allocation policies.</p>							
<p>SA objective 4: Health - To improve the population's health and wellbeing and reduce health inequalities</p> <p>The effects of site options in relation to SA objective 4: Health were tested by spatial analysis of their proximity to areas likely to have negative (e.g. high levels of noise pollution) or positive (e.g. access to open space) effects on health and well-being.</p> <p>Footpath and cycle path networks are more likely to constitute a recreational resource if they are in or easily link to rural areas but those in urban areas may be important for commuting by active modes therefore both were considered.</p> <p>Many other factors within the scope of the Local Plan could affect achievement of this SA objective but these were tested by other site assessment criteria to which they more directly relate (e.g. access to healthcare facilities is tested under SA objective 2: Services & facilities and not repeated here) and by the SA of Local Plan policies (for instance in relation to provision of new or enhancement to existing healthcare facilities, open spaces, and sports and recreation facilities).</p>							
4a AQMAs	N/A	N/A	All other sites	N/A	Site located within an AQMA	<p>Each criterion is scored:</p> <ul style="list-style-type: none"> • Major positive +3 • Minor positive +1 • Negligible 0 • Minor negative -1 • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive $\geq +2$ • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative ≥ -2 	Air Quality Management Areas
4b Road and rail noise	N/A	N/A	All other sites	Lnight 50.0-54.9 dB, or Laeq,16 55.0-59.9 dB	Lnight ≥ 55.0 dB, or Laeq,16 ≥ 60.0 dB		Strategic noise mapping
4c Odour from waste facilities	N/A	N/A	All other sites	N/A	<p>≤ 400m to wastewater treatment works or established safeguarding zone, or</p> <p>≤ 250m to waste management facility</p>		Waste water treatment works Waste management facilities
4d Open space	≤ 300 m from open space, sport, recreation facility, open country, or registered common land	301-800m from open space, sport, recreation facility, open country, or registered common land	N/A	801-1,200m from open space, sport, recreation facility, open country, or registered common land	<p>$>1,200$m from open space, sport and recreation facility</p> <p>OR</p> <p>Loss of open space, sport, recreation facility, open country and registered common land</p>		Open spaces (existing or allocated in Local Plan 2017) Sport & recreation facilities Open country Registered common land

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<i>4e Public Rights of Way (PRoW) / Cycle Paths</i>	<=200m from PRoW / Cycle Paths (assumed that paths running through development sites will be retained or diverted around the site boundary)	201-400m from PRoW / Cycle Paths	N/A	401-800m from PRoW / Cycle Paths	>800m from PRoW / Cycle Paths		PRoW Cycle paths (no data available for local cycle network so limited to national network)

SA objective 5: Economy - To facilitate a sustainable and growing economy

Most factors relating to SA objective 5: Economy were scoped out of the appraisal of residential site options. Site options for employment use were the subject of a separate appraisal, guided by an amended version of the appraisal criteria for residential sites. The accessibility of residential sites to employment opportunities was addressed under SA objective 2. The provision of new homes across the plan area will create job opportunities, particularly during the construction phase but this will not vary between site locations and was scoped out of the site assessment. Performance of the Local Plan as a whole was appraised in relation to its ability to deliver sufficient employment land for different use classes that address evidenced need in different parts of the Borough, as well as how well it addresses more modern working practices such as remote/home working or the needs of smaller start-up businesses. These factors do not depend on the location of the site and were taken into account by the SA through appraisal of strategic and development management policies, as well as site-specific requirements set out in employment land allocation policies.

The exception is that potential negative effects were identified where allocation of a residential site would lead to loss of an existing employment use.

<i>5a Employment land</i>	N/A	N/A	All other sites	N/A	Site in existing employment use	If the criterion scores major negative then the significance of the effect of the site vs. the SA objective is significant negative. All other sites have a negligible effect vs. the SA objective.	Existing use Source: MBC officer assessment
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SA objective 6: Town centre - To support vibrant and viable Maidstone town centre

The allocation of residential development in or close to Maidstone town centre could have positive effects by providing more demand for nearby town centre uses or negative effects by preventing or resulting in the loss of existing town centre uses. The information was not available to appraise individual site allocations on this basis. Instead, the SA of the Local Plan in relation to SA objective 6: Town centre considered whether policies encourage an appropriate mix of residential, office, retail, leisure, and community uses, as well as other factors set out in the SA framework that are unrelated to residential site allocations. SA objective 6 was therefore scoped out from the appraisal of residential site options.

SA objective 7: Sustainable travel - To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce road traffic congestion

The effects of site allocations in relation to SA objective 7: Sustainable travel will partly depend on reducing the need to travel by ensuring that they are conveniently located for access to essential services and facilities and employment but these factors were already tested under SA objective 2: Services and facilities. Access to open space was considered under SA objective 4: Health. These factors are not repeated here. Instead, the site appraisal criteria for SA objective 7 considered access to public transport facilities.

<i>7a Railway stations</i>	<= 500m of a railway station	501-1,000m of a railway station	N/A	1,001-2,000m of a railway station	>2,000m of a railway station	Each criterion is scored: • Major positive +3 • Minor positive +1 • Minor negative -1	Railway Stations
<i>7b Bus stops</i>	<= 300m of a bus stop	301-600m of a bus stop	N/A	601-1,000m of a bus stop	>1,000m of a bus stop		Bus Stops

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<i>7c Cycle paths</i>	<= 200m of a cycle path	201-400m of a cycle path	N/A	401-800m of a cycle path	>800m of a cycle path	<ul style="list-style-type: none"> • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	Cycle paths (no data available for local cycle network so limited to national network)
SA objective 8: Minerals - To conserve the Borough's mineral resources							
Mineral resources are essential to the construction industry. Allocating other land uses within Mineral Safeguarding Areas could either prevent future mineral extraction or delay delivery of housing until extraction is complete and land has been remediated (note that only one Mineral Consultation Area is defined in Kent and it is not in Maidstone Borough). Allocating residential development close to active mineral extraction sites could result in negative effects on amenity due to noise, vibration, dust, and road traffic associated with extraction. Potential negative effects in relation to SA 8: Minerals were identified based on the proximity of residential sites to relevant mineral resources.							
416 <i>8a Minerals safeguarding</i>	N/A	N/A	All other sites	Site is within a Mineral Safeguarding Area OR within 250m of a Safeguarded Mineral Site	N/A	<p>If the criterion scores minor negative then the significance of the effect of the site vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	Mineral Safeguarding Areas Safeguarded Mineral Sites Source: Kent Minerals & Waste Local Plan 2019
SA objective 9: Soils - To conserve the Borough's soils and make efficient and effective use of land							
Prioritisation of previously developed land over greenfield sites was assumed to have a positive effect in relation to this SA objective.							
Potential harm to soil quality through the development of greenfield land was assessed by reference to the Agricultural Land Classification (ALC) used by Natural England to give advice to planning authorities and developers. The classification is based on the long-term physical limitations of land for agricultural use; factors affecting the grade are climate, site and soil characteristics, and the important interactions between them. The ALC system classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a by policy guidance (see Annex 2 of NPPF). This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals. Data to subdivide the agricultural land into grades 3a and 3b were not available for Maidstone Borough therefore these grades were considered together.							
<i>9a Greenfield land</i>	Existing status of site is brownfield	N/A	N/A	Site is currently a mix of greenfield and brownfield	Existing status of site is greenfield	If any of the criteria score major negative then the significance of the effect of the site vs. the SA objective is significant negative.	Brownfield vs. greenfield site status Source: MBC officer assessment
<i>9b Agricultural Land</i>	N/A	N/A	All other sites	Site on Grade 3 agricultural land but	Site on Grade 1 or 2 agricultural land		Agricultural Land Classifications

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
				not on Grades 1 or 2		<p>If only one criterion scores minor negative then the significance of the effect is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	
<p>SA objective 10: Water - To maintain and improve the quality of the Borough's waters and achieve sustainable water resources management</p> <p>Effects of development on water resources were not appraised on a site by site basis; instead, support of the Local Plan for water efficient design of new development will be considered in the SA of development management policies.</p> <p>Effects of development on water quality will partly depend on adoption of good practice site layout and construction techniques as well as the inclusion of sustainable drainage systems (SuDS) within the design; these factors will be considered in the SA of development management policies.</p> <p>Development could affect surface water quality due to additional discharges of wastewater, for example because there is insufficient treatment capacity at the local wastewater treatment works (WwTWs) or because of nutrient enrichment issues in the receiving waters. These issues are generally managed at the catchment scale and were considered by the SA of the spatial strategy and policies on the amount of development to be delivered rather than for individual site options.</p> <p>Development could affect water quality in drinking water resources during construction or occupation. Source protection zones (SPZs) are areas designated to protect groundwater sources used for public drinking water supply. They relate to the risk of contamination of the water source from various activities, this increasing as the distance between the source of contamination and the groundwater abstraction point decreases. Drinking Water Safeguard Zones are catchment areas that influence the water quality for associated Drinking Water Protected Areas that are at risk of failing drinking water protection objectives. Site options were appraised in relation to these zones.</p>							
<i>10a Drinking water quality</i>	N/A	N/A	All other sites	<p>Site falls within a Source Protection Zone 2 or 3</p> <p>OR</p> <p>Site falls within a drinking water safeguard zone (groundwater)</p> <p>OR</p> <p>Site falls within a drinking water safeguard zone (surface water)</p>	Site falls within a Source Protection Zone 1	<p>If the criterion scores major negative, then the significance of the effect of the site vs. the SA objective is significant negative.</p> <p>If the criterion scores minor negative then the significance of the effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	<p>Source Protection Zones</p> <p>Drinking Water Safeguard Zones</p>
<p>SA objective 11: Air Quality - To reduce air pollution ensuring lasting improvements in air quality</p>							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<p>The proximity of sites to Air Quality Management Areas (AQMAs) does not robustly test the potential for such sites to generate road traffic through AQMAs. Furthermore, individual sites options are unlikely to significantly affect air quality. Instead, the Local Plan's spatial strategy options were appraised via qualitative consideration of potential movement patterns. Once a preferred spatial approach has been selected, any available transport and air quality modelling will be used to inform appraisal of the total effects of the Council's preferred spatial strategy and site allocations.</p>							
<p>SA objective 12: Flooding - To avoid and mitigate flood risk</p>							
<p>Residential development on greenfield land would increase the area of impermeable surfaces and could therefore increase overall flood risk, particularly where the sites are within high-risk flood zones. The Government's Planning Practice Guidance identifies residential properties as a 'more vulnerable use', which is suitable in areas of Flood Zone 1 and 2 but would require an exception test in flood zone 3a, and is unsuitable in flood zone 3b.</p> <p>Surface water flooding occurs when intense rainfall overwhelms drainage systems.</p> <p>Groundwater flood risk can occur via permeable superficial deposits (PSD) (these generally occur in the flood plain, and can be mistaken for fluvial flooding), via high spring flows, and via high bedrock groundwater levels.</p> <p>Other aspects of the Local Plan affecting flood risk will be assessed via the SA of development management policies, for example requirements to incorporate SuDS, or site-specific policies, for example requirements for flood-resilient design.</p>							
12a EA Flood Risk Zones	N/A	N/A	All other sites	Site within Flood Zone 2	Site within Flood Zone 3	<p>If any criterion scores major negative or two or more criteria score minor negative, the overall significance of the effect of the site vs. the SA objective is significant negative.</p> <p>If only one criterion scores minor negative, then the overall significance of the effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	EA Flood Risk Zones 2 and 3 (split between Zone 3a and Zone 3b not available)
418 12b Surface water flood risk	N/A	N/A	All other sites	Contains land with a 1 in 100-year risk of surface water flooding	Contains land with a 1 in 30-year risk of surface water flooding		Surface water flooding areas (Environment Agency data 'Risk of Flooding from Surface Water (Basic)' identifies areas with a 1 in 100 years or greater risk of surface water flooding)
12c Groundwater flood risk	N/A	N/A	Groundwater levels are at least 5m below the ground surface or area is categorised as "no risk"	Groundwater levels are between 0.025m and 5m of the ground surface	Groundwater levels are either at or very near (within 0.025m of) the ground surface		Groundwater flooding areas Source: Strategic Flood Risk Assessment
<p>SA objective 13: Climate change - To minimise the Borough's contribution to climate change</p>							
<p>SA 13: Climate change was appraised in relation to travel-related carbon emissions by reference to other appraisal criteria on access to services, employment, open space, and public transport.</p> <p>Other aspects of this SA objective depend on factors such as the promotion of energy efficient design, water efficient design, and renewable energy development. These factors were scoped out of the appraisal of site options as they do not depend on the location of the residential site allocations and will be taken into account by the SA of development management policies and site-specific requirements set out in allocation policies.</p>							
13a Access to services, employment,	See criteria: 2a to 2f	See criteria: 2a to 2f	See criteria: 2a to 2f	See criteria: 2a to 2f	See criteria: 2a to 2f	Each criterion is scored: • Major positive +3 • Minor positive +1 • Negligible 0	See data requirements for the constituent criteria

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<i>open space, and public transport</i>	4d 7a to 7c	4d 7a to 7c	4d 7a to 7c	4d 7a to 7c	4d 7a to 7c	<ul style="list-style-type: none"> • Minor negative -1 • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	
<p>SA objective 14: Biodiversity - To conserve, connect and enhance the Borough's wildlife, habitats and species</p> <p>Development sites that are close to an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, proximity to designated sites provides an indication of the potential for an adverse effect. Appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <p>Impact Risk Zones (IRZs) defined by Natural England were used to appraise the potential risks posed by development proposals to: Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. IRZs define zones around each biodiversity site which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. Note that all SACs, SPAs, Ramsar sites and National Nature Reserves (NNRs) in England are also designated as SSSIs (although the SSSI boundary may extend beyond that of these other designations) therefore SSSIs were used as a proxy for all these designations in the SA. European sites are underpinned by the SSSI designation, and their interest features and sensitivities are covered by the SSSI IRZs. Where the notified features of the European site and SSSI are different, the SSSI IRZs have been set so that they reflect both. "Residential" IRZs define unique scales of proposed housing development above which there is a potential for adverse impacts and this will be taken into account in the appraisal. The effects of the Local Plan as a whole and of preferred policies and site allocations on European sites were assessed by the separate Habitats Regulations Assessment.</p> <p>A zone of influence of 250 m was assumed for all sub-nationally designated wildlife sites and ancient woodland, based on professional judgement.</p> <p>Loss of open space is addressed under SA objective 4: Health.</p> <p>No digital data were available to confirm the location of any Regional Important/Local Geological Sites so these were excluded from the appraisal.</p>							
<i>14a Internationally and nationally designated biodiversity assets</i>	N/A	N/A	All other sites	Intersects with relevant (to allocated housing capacity and/or to rural vs urban location) 'residential', 'rural residential' or 'all	Intersects with designated site	<p>If any one of the criteria score major negative or two or more criteria score minor negative then the overall effect of the site vs. the SA objective is significant negative.</p> <p>If only one criterion scores</p>	<p>International and national wildlife and geological designations covered by the extent of the UK's Sites of Special Scientific Interest (SSSIs).</p> <p>See Appendix 3 of IRZ Guidance for further guidance:</p>

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
				planning applications' IRZ		minor negative, then the overall effect vs. the SA objective is minor negative.	/Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf
14b Locally designated wildlife sites and ancient woodland	N/A	N/A	All other sites	<=250m from designated site boundary	Intersects with designated site	All other sites have a negligible effect vs. the SA objective.	Local Nature Reserves Local Wildlife Sites Ancient Woodland
14c Priority Habitat Inventory (PHI) habitat	N/A	N/A	All other sites	Intersects with habitat	N/A		Priority Habitat Inventory
SA objective 15: Historic environment - To conserve and/or enhance the Borough's historic environment							
<p>The NPPF states that the "significance [of a heritage asset] can be harmed or lost through alteration or destruction of the heritage asset or development within its setting". However, development could also enhance the significance of the asset, provided that the development preserves those elements of the setting that make a positive contribution to or better reveals the significance of the asset. In all cases, effects from a Local Plan site allocation will be subject to a degree of uncertainty as the actual effects on heritage assets will depend on the particular scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features, for example where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect.</p> <p>The proximity tests used in the SA of the Local Plan site allocations are intended to provide a basis for screening for the potential for adverse effects on heritage assets but in the absence of a separately commissioned historic environment sensitivity study or similar they are subject to a high degree of uncertainty. Distances used are based on professional judgement. Longer screening distances are used for site options outside of existing settlements to reflect typically longer sightlines in rural vs. urban areas.</p>							
15a Proximity to historic assets: sites within existing settlements	N/A	N/A	All other sites	101-250m	<=100m	One criterion for every site (either rural or urban) therefore criteria effects correspond directly to significance scores. However, all effects to acknowledge uncertainty (?) in the absence of a heritage impact assessment: • Major negative = --? • Minor negative = -? • All other = 0?	Settlement boundaries Scheduled Monuments Listed Buildings Registered Parks and Gardens Conservation Areas Areas of Archaeological Potential Not present in study area: Protected Wreck Sites; Registered Battlefields; World Heritage Sites
15b Proximity to historic assets: sites outside of existing settlements	N/A	N/A	All other sites	501-1000m	<500m		
SA objective 16 Landscape - To conserve and enhance the character and distinctiveness of the Borough's settlements and landscape							
<p>The Council's Landscape Capacity Study (2015) included an assessment of the overall landscape sensitivity of each character area, based on both landscape character sensitivity and visual sensitivity. This overall landscape sensitivity formed the basis of the SA of residential sites vs. SA objective 16: Landscape.</p> <p>Conservation of open spaces was covered under SA objective 4: Health. Loss of countryside was covered under SA objective 9: Soils.</p>							
16a Sensitive landscapes	N/A	N/A	Site contains landscape of "low" sensitivity or landscape was not included in sensitivity study as	Site contains landscape of "moderate" sensitivity but not landscape of "high" sensitivity	Site contains landscape of "high" sensitivity	If the criterion scores major negative then the significance of the effect of the site vs. the SA objective is significant negative.	Landscape sensitivity Source: Landscape Capacity Study 2015 (a small number of LCAs containing site options were scoped out of the 2015 study - sensitivity

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
			it is in Maidstone urban area			<p>If the criterion scores minor negative then the significance of the effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	ratings per 2013 study were used for these)

Table C.4 from Reg 19 document – Assessment criteria for employment sites

Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
SA objective 1: Housing - To ensure that everyone has the opportunity to live in a decent, well-designed, sustainably constructed and affordable home							
SA objective 1: Housing was scoped out of the appraisal of employment site options as it is not relevant to employment use.							
SA objective 2: Services & facilities - To ensure ready access to essential services and facilities for all residents							
The effects of site options in relation to SA objective 2 were tested by analysis of their proximity to essential services and facilities that may be accessed by employees during the working day. Access to open space was considered under SA objective 4: Health and not repeated here.							
<i>2a GP surgeries</i>	<=400m from nearest NHS GP surgery	401-800m from nearest NHS GP surgery	N/A	801-1,200m from nearest NHS GP surgery	>1,200m from nearest NHS GP surgery	<p>Each criterion is scored:</p> <ul style="list-style-type: none"> • Major positive +3 • Minor positive +1 • Minor negative -1 • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	GP surgeries Excludes opticians, pharmacies, hospitals, any private healthcare facilities
<i>2d Maidstone town centre</i>	<=400m from town centre	401-800m from town centre	N/A	801-1,201m from town centre	>1,200m from town centre		Town centres Maidstone only - boundary provided by MBC
<i>2e Rural Service Centres</i>	<=200m from retail centre of Rural Service Centre	201-400m from retail centre of Rural Service Centre	N/A	401-800m from retail centre of Rural Service Centre	>800m from retail centre of Rural Service Centre		Retail centres within Rural Service Centres (Marden, Staplehurst, Headcorn, Lenham, Harrietsham - boundaries provided by MBC)
SA objective 3: Community - To strengthen community cohesion							
SA objective 3: Community was scoped out of the appraisal of employment site options as it is not relevant to employment use.							
SA objective 4: Health - To improve the population's health and wellbeing and reduce health inequalities							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<p>The effects of employment site options in relation to SA objective 4: Health were tested by spatial analysis of their proximity to areas likely to have negative (e.g. high levels of air pollution) or positive (e.g. access to open space) effects on health and well-being of employees during the working day. In terms of negative determinants, employment sites were assumed to be less susceptible to environmental noise pollution than residential sites, therefore exposure to road and rail noise was scoped out.</p> <p>Footpath and cycle path networks are more likely to constitute a recreational resource if they are in or easily link to rural areas but those in urban areas may be important for commuting by active modes therefore both were considered.</p> <p>Many other factors within the scope of the Local Plan could affect achievement of this SA objective but these were tested by other site assessment criteria to which they more directly relate (e.g. access to healthcare facilities is tested under SA objective 2: Services & facilities and not repeated here) and by the SA of Local Plan policies (for instance in relation to provision of new or enhancement to existing healthcare facilities, open spaces, and sports and recreation facilities).</p>							
4a AQMAs	N/A	N/A	All other sites	N/A	Site located within an AQMA	<p>Each criterion is scored:</p> <ul style="list-style-type: none"> • Major positive +3 • Minor positive +1 • Negligible 0 • Minor negative -1 • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	<p>Air Quality Management Areas</p> <p>Waste water treatment works</p> <p>Waste management facilities</p> <p>Open spaces (existing or allocated in Local Plan 2017)</p> <p>Sport & recreation facilities</p> <p>Open country</p> <p>Registered common land</p> <p>PRoW</p> <p>Cycle paths (no data available for local cycle network so limited to national network)</p>
4c Odour from waste facilities	N/A	N/A	All other sites	N/A	<p><=400m to wastewater treatment works or established safeguarding zone, or</p> <p><=250m to waste management facility</p>		
4d Open space	<=300m from open space, sport, recreation facility, open country, or registered common land	301-800m from open space, sport, recreation facility, open country, or registered common land	N/A	801-1,200m from open space, sport, recreation facility, open country, or registered common land	<p>>1,200m from open space, sport and recreation facility</p> <p>OR</p> <p>Loss of open space, sport, recreation facility, open country and registered common land</p>		
4e Public Rights of Way (PRoW) / Cycle Paths	<=200m from PRoW / Cycle Paths (assumed that paths running through development sites will be retained or diverted around the site boundary)	201-400m from PRoW / Cycle Paths	N/A	401-800m from PRoW / Cycle Paths	>800m from PRoW / Cycle Paths		

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
SA objective 5: Economy - To facilitate a sustainable and growing economy							
All site options with the potential to deliver employment opportunities have the potential for positive effects in relation to SA objective 5: Economy.							
<i>5a Employment land</i>	N/A	All sites	N/A	N/A	N/A	A minor positive effect is recorded for all site options	N/A
SA objective 6: Town centre - To support vibrant and viable Maidstone town centre							
The allocation of use class A (shops, including some services such as professional services) or use class D (non-residential institutions, including many public services and entertainment/leisure) developments to Maidstone town centre would help to create a strong service offering that increases footfall for new and existing town centres uses, with positive effects on vibrancy and viability of the town centre.							
<i>6a Allocations for town centre uses in Maidstone Town Centre</i>	Sites in Maidstone Town Centre considered for use classes A or D	N/A	Sites considered for other use classes and sites not in Maidstone Town Centre	N/A	N/A	If the criterion scores major positive then the significance of the effect of the site vs. the SA objective is significant positive. All other sites have a negligible effect vs. the SA objective.	Uses for which site considered Source: MBC officer assessment Maidstone Town Centre boundary Source: MBC
SA objective 7: Sustainable travel - To reduce the need to travel and encourage sustainable and active alternatives to motorised vehicles to reduce road traffic congestion							
The effects of site allocations in relation to SA objective 7: Sustainable travel will partly depend on reducing the need to travel by ensuring that they are conveniently located for access to essential services and facilities and employment but these factors were already tested under SA objective 2: Services and facilities. Access to open space was considered under SA objective 4: Health. These factors are not repeated here. Instead, the site appraisal criteria for SA objective 7 considered access to public transport facilities.							
<i>7a Railway stations</i>	<= 500m of a railway station	501-1,000m of a railway station	N/A	1,001-2,000m of a railway station	>2,000m of a railway station	Each criterion is scored: <ul style="list-style-type: none"> • Major positive +3 • Minor positive +1 • Minor negative -1 • Major negative -3 Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows: <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	Railway Stations
<i>7b Bus stops</i>	<= 300m of a bus stop	301-600m of a bus stop	N/A	601-1,000m of a bus stop	>1,000m of a bus stop		Bus Stops
<i>7c Cycle paths</i>	<= 200m of a cycle path	201-400m of a cycle path	N/A	401-800m of a cycle path	>800m of a cycle path		Cycle paths (no data available for local cycle network so limited to national network)
SA objective 8: Minerals - To conserve the Borough's mineral resources							
Mineral resources are essential to the construction industry. Allocating other land uses within Mineral Safeguarding Areas could either prevent future mineral extraction or delay delivery of development until extraction is complete and land has been remediated (note that only one Mineral Consultation Area is defined in Kent and it is not in Maidstone Borough). Allocating development close to active mineral							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
extraction sites could result in negative effects on amenity due to noise, vibration, dust, and road traffic associated with extraction. Potential negative effects in relation to SA 8: Minerals were identified based on the proximity of employment sites to relevant mineral resources.							
<i>8a Minerals safeguarding</i>	N/A	N/A	All other sites	Site is within a Mineral Safeguarding Area OR within 250m of a Safeguarded Mineral Site	N/A	If the criterion scores minor negative then the significance of the effect of the site vs. the SA objective is minor negative. All other sites have a negligible effect vs. the SA objective.	Mineral Safeguarding Areas Safeguarded Mineral Sites Source: Kent Minerals & Waste Local Plan 2019

SA objective 9: Soils - To conserve the Borough's soils and make efficient and effective use of land

Prioritisation of previously developed land over greenfield sites was assumed to have a positive effect in relation to this SA objective.

Potential harm to soil quality through the development of greenfield land was assessed by reference to the Agricultural Land Classification (ALC) used by Natural England to give advice to planning authorities and developers. The classification is based on the long-term physical limitations of land for agricultural use; factors affecting the grade are climate, site and soil characteristics, and the important interactions between them. The ALC system classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a by policy guidance (see Annex 2 of NPPF). This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals. Data to subdivide the agricultural land into grades 3a and 3b were not available for Maidstone Borough therefore these grades were considered together.

<i>9a Greenfield land</i>	Existing status of site is brownfield	N/A	N/A	Site is currently a mix of greenfield and brownfield	Existing status of site is greenfield	If any of the criteria score major negative then the significance of the effect of the site vs. the SA objective is significant negative. If only one criterion scores minor negative then the significance of the effect is minor negative. All other sites have a negligible effect vs. the SA objective.	Brownfield vs. greenfield site status Source: MBC officer assessment
<i>9b Agricultural Land</i>	N/A	N/A	All other sites	Site on Grade 3 agricultural land but not on Grades 1 or 2	Site on Grade 1 or 2 agricultural land		Agricultural Land Classifications

SA objective 10: Water - To maintain and improve the quality of the Borough's waters and achieve sustainable water resources management

Effects of development on water resources were not appraised on a site by site basis; instead, support of the Local Plan for water efficient design of new development will be considered in the SA of development management policies.

Effects of development on water quality will partly depend on adoption of good practice site layout and construction techniques as well as the inclusion of sustainable drainage systems (SuDS) within the design; these factors will be considered in the SA of development management policies.

Development could affect surface water quality due to additional discharges of wastewater, for example because there is insufficient treatment capacity at the local wastewater treatment works (WwTWs) or

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<p>because of nutrient enrichment issues in the receiving waters. These issues are generally managed at the catchment scale and were considered by the SA of the spatial strategy and policies on the amount of development to be delivered rather than for individual site options.</p> <p>Development could affect water quality in drinking water resources during construction or occupation. Source protection zones (SPZs) are areas designated to protect groundwater sources used for public drinking water supply. They relate to the risk of contamination of the water source from various activities, this increasing as the distance between the source of contamination and the groundwater abstraction point decreases. Drinking Water Safeguard Zones are catchment areas that influence the water quality for associated Drinking Water Protected Areas that are at risk of failing drinking water protection objectives. Site options were appraised in relation to these zones.</p>							
<p>10a Drinking water quality</p> <p style="font-size: 2em; font-weight: bold;">425</p>	<p>N/A</p>	<p>N/A</p>	<p>All other sites</p>	<p>Site falls within a Source Protection Zone 2 or 3</p> <p>OR</p> <p>Site falls within a drinking water safeguard zone (groundwater)</p> <p>OR</p> <p>Site falls within a drinking water safeguard zone (surface water)</p>	<p>Site falls within a Source Protection Zone 1</p>	<p>If the criterion scores major negative then the significance of the effect of the site vs. the SA objective is significant negative.</p> <p>If the criterion scores minor negative then the significance of the effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	<p>Source Protection Zones</p> <p>Drinking Water Safeguard Zones</p>
<p>SA objective 11: Air Quality - To reduce air pollution ensuring lasting improvements in air quality</p> <p>The proximity of sites to Air Quality Management Areas (AQMAs) does not robustly test the potential for such sites to generate road traffic through AQMAs. Furthermore, individual sites options are unlikely to significantly affect air quality. Instead, the Local Plan's spatial strategy options were appraised via qualitative consideration of potential movement patterns. Once a preferred spatial approach has been selected, any available transport and air quality modelling will be used to inform appraisal of the total effects of the Council's preferred spatial strategy and site allocations.</p>							
<p>SA objective 12: Flooding - To avoid and mitigate flood risk</p> <p>Development on greenfield land would increase the area of impermeable surfaces and could therefore increase overall flood risk, particularly where the sites are within high risk flood zones. The Government's Planning Practice Guidance identifies most employment uses as a 'less vulnerable', which is suitable in areas of Flood Zone 1, 2 and 3a but would require an exception test in flood zone 3b.</p> <p>Surface water flooding occurs when intense rainfall overwhelms drainage systems.</p> <p>Groundwater flood risk can occur via permeable superficial deposits (PSD) (these generally occur in the flood plain, and can be mistaken for fluvial flooding), via high spring flows, and via high bedrock groundwater levels.</p> <p>Other aspects of the Local Plan affecting flood risk will be assessed via the SA of development management policies, for example requirements to incorporate SuDS, or site-specific policies, for example requirements for flood-resilient design.</p>							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
12a EA Flood Risk Zones	N/A	N/A	All other sites	Site within Flood Zone 3	N/A	<p>If any criterion scores major negative or two or more criteria score minor negative, the overall significance of the effect of the site vs. the SA objective is significant negative.</p> <p>If only one criterion scores minor negative, then the overall significance of the effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	EA Flood Risk Zone 3 (split between Zone 3a and Zone 3b not available)
12b Surface water flood risk	N/A	N/A	All other sites	Contains land with a 1 in 100 year risk of surface water flooding	Contains land with a 1 in 30 year risk of surface water flooding		Surface water flooding areas (Environment Agency data 'Risk of Flooding from Surface Water (Basic)' identifies areas with a 1 in 100 years or greater risk of surface water flooding)
12c Groundwater flood risk	N/A	N/A	Groundwater levels are at least 5m below the ground surface or area is categorised as "no risk"	Groundwater levels are in the 0.5m-5m or 0.025m-0.5m below ground surface range	Groundwater levels are either at or very near (within 0.025m of) the ground surface		Groundwater flooding areas Source: Strategic Flood Risk Assessment

SA objective 13: Climate change - To minimise the Borough's contribution to climate change

SA 13: Climate change was appraised in relation to travel-related carbon emissions by reference to other appraisal criteria on access to services, employment, open space, and public transport.

Other aspects of this SA objective depend on factors such as the promotion of energy efficient design, water efficient design, and renewable energy development. These factors were scoped out of the appraisal site options as they do not depend on the location of the site allocations and will be taken into account by the SA of development management policies and site-specific requirements set out in allocation policies.

13a Access to services, employment, open space, and public transport	See criteria: 2a, 2d, 2e 4d 7a to 7c	See criteria: 2a, 2d, 2e 4d 7a to 7c	See criteria: 2a, 2d, 2e 4d 7a to 7c	See criteria: 2a, 2d, 2e 4d 7a to 7c	See criteria: 2a, 2d, 2e 4d 7a to 7c	<p>Each criterion is scored:</p> <ul style="list-style-type: none"> • Major positive +3 • Minor positive +1 • Minor negative -1 • Major negative -3 <p>Scores are totalled and then averaged (i.e. total score divided by number of criteria). The significance of the overall effect of the site vs. the SA objective is scored as follows:</p> <ul style="list-style-type: none"> • Significant positive >= +2 • Minor positive >0 to <2 • Negligible 0 • Minor negative <0 to <-2 • Significant negative >= -2 	See data requirements for the constituent criteria
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SA objective 14: Biodiversity - To conserve, connect and enhance the Borough's wildlife, habitats and species

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
<p>Development sites that are close to an international, national or local designated conservation site have the potential to affect the biodiversity or geodiversity of those sites/features, e.g. through habitat damage/loss, fragmentation, disturbance to species, air pollution, increased recreation pressure etc. Conversely, there may be opportunities to promote habitat connectivity if new developments include green infrastructure. Therefore, proximity to designated sites provides an indication of the potential for an adverse effect. Appropriate mitigation may avoid adverse effects and may even result in beneficial effects. In addition, the potential impacts on biodiversity present on each site, or undesignated habitats and species adjacent to the potential development sites, cannot be determined at this strategic level of assessment. This would be determined once more specific proposals are developed and submitted as part of a planning application.</p> <p>Impact Risk Zones (IRZs) defined by Natural England were used to appraise the potential risks posed by development proposals to: Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. IRZs define zones around each biodiversity site which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. Note that all SACs, SPAs, Ramsar sites and National Nature Reserves (NNRs) are also designated as SSSIs therefore SSSIs were used as a proxy for all these designations in the SA. European sites are underpinned by the SSSI designation and their interest features and sensitivities are covered by the SSSI IRZs. Where the notified features of the European site and SSSI are different, the SSSI IRZs have been set so that they reflect both. The effects of the Local Plan as a whole and of preferred policies and site allocations on European sites were assessed by the separate Habitats Regulations Assessment.</p> <p>A zone of influence of 250 m was assumed for all sub-nationally designated wildlife sites and ancient woodland, based on professional judgement.</p> <p>Loss of open space is addressed under SA objective 4: Health.</p> <p>427 digital data were available to confirm the location of any Regional Important/Local Geological Sites so these were excluded from the appraisal.</p>							
<p>14a <i>Internationally and nationally designated biodiversity assets</i></p>	N/A	N/A	All other sites	Intersects with 'rural non-residential', 'air pollution', 'water supply', or 'all planning applications' IRZ	Intersects with designated site	<p>If any one of the criteria score major negative or two or more criteria score minor negative then the overall effect of the site vs. the SA objective is significant negative.</p> <p>If only one criterion scores minor negative, then the overall effect vs. the SA objective is minor negative.</p> <p>All other sites have a negligible effect vs. the SA objective.</p>	<p>International and national wildlife and geological designations covered by the extent of the UK's Sites of Special Scientific Interest (SSSIs).</p> <p>See Appendix 3 of IRZ Guidance for further guidance: /Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf</p>
<p>14b <i>Locally designated wildlife sites and ancient woodland</i></p>	N/A	N/A	All other sites	<=250m from designated site boundary	Intersects with designated site	<p>Local Nature Reserves Local Wildlife Sites Ancient Woodland</p>	
<p>14c <i>Priority Habitat Inventory (PHI) habitat</i></p>	N/A	N/A	All other sites	Intersects with habitat	N/A	<p>Priority Habitat Inventory</p>	
<p>SA objective 15: Historic environment - To conserve and/or enhance the Borough's historic environment</p>							
<p>The NPPF states that the "<i>significance [of a heritage asset] can be harmed or lost through alteration or destruction of the heritage asset or development within its setting</i>". However, development could also enhance the significance of the asset, provided that the development preserves those elements of the setting that make a positive contribution to or better reveals the significance of the asset. In all cases, effects from a Local Plan site allocation will be subject to a degree of uncertainty as the actual effects on heritage assets will depend on the particular scale, design and layout of the new development and opportunities which may exist to enhance the setting of heritage features, for example where sympathetic development replaces a derelict brownfield site which is currently having an adverse effect.</p>							
<p>The proximity tests used in the SA of the Local Plan site allocations are intended to provide a basis for screening for the potential for adverse effects on heritage assets but in the absence of a separately</p>							

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Criteria	Major positive	Minor positive	Negligible	Minor negative	Major negative	Significance Scoring	Datasets & related notes
commissioned historic environment sensitivity study or similar are subject to a high degree of uncertainty. Distances used are based on professional judgement. Longer screening distances are used for site options outside of existing settlements to reflect typically longer sightlines in rural vs. urban areas.							
15a Proximity to historic assets: sites within existing settlements	N/A	N/A	All other sites	101-250m	<=100m	One criterion for every site (either rural or urban) therefore criteria effects correspond directly to significance scores. However, all effects to acknowledge uncertainty (?) in the absence of a heritage impact assessment: • Major negative = --? • Minor negative = -? • All other = 0?	Settlement boundaries Scheduled Monuments Listed Buildings Registered Parks and Gardens Conservation Areas Areas of Archaeological Potential Not present in study area: Protected Wreck Sites; Registered Battlefields; World Heritage Sites
15b Proximity to historic assets: sites outside of existing settlements	N/A	N/A	All other sites	501-1000m	<500m		
SA objective 16 Landscape - To conserve and enhance the character and distinctiveness of the Borough's settlements and landscape							
The Council's Landscape Capacity Study (2015) included an assessment of the overall landscape sensitivity of each character area, based on both landscape character sensitivity and visual sensitivity. This overall landscape sensitivity formed the basis of the SA of employment sites vs. SA objective 16: Landscape.							
Conservation of open spaces was covered under SA objective 4: Health. Loss of countryside was covered under SA objective 9: Soils.							
428 16a Sensitive landscapes	N/A	N/A	All other sites	Site within landscape of "moderate" sensitivity	Site within landscape of "high" sensitivity	If the criterion scores major negative then the significance of the effect of the site vs. the SA objective is significant negative. If the criterion scores minor negative then the significance of the effect vs. the SA objective is minor negative. All other sites have a negligible effect vs. the SA objective.	Landscape sensitivity Source: Landscape Capacity Study 2015 (a small number of LCAs containing site options were scoped out of the 2015 study - sensitivity ratings per 2013 study were used for these)

Appendix D

Reference table of site allocations

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Table D.1: New or deleted site allocations between Regulation 18 Preferred Approaches, Regulation 19 Pre-submission Local Plan stages and Main Modifications (Sites allocated at Main Modifications stage are shown in bold)

UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
1	Land Adj Brhemar Garage	LPRSA001	Not allocated	Not allocated	
2	The Homestead	Reasonable alternative	Not allocated	Not allocated	
5	Land Adj to Dingly Dell	LPRSA005	Not allocated	Not allocated	
7	The Paddocks, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
8	Bassetts Bungalow, Marden	Reasonable alternative	Not allocated	Not allocated	
9	116 to 120 Week St	LPRSA009	Not allocated	Not allocated	
10	Bydews Place Site 1 ACK	LPRSA010	Not allocated	Not allocated	
11	Bydews Place Site 2 ACK	Reasonable alternative	Not allocated	Not allocated	
12	Land at Forsham House	Reasonable alternative	Not allocated	Not allocated	
13	Land at Chartway Sutton	Reasonable alternative	Not allocated	Not allocated	
15	KIA site, Ashford Road	Reasonable alternative	Not allocated	Not allocated	
16	Fir Tree Farm and Norton Lea (North)	Reasonable alternative	Not allocated	Not allocated	
17	Land East of Maidstone Road, Headcorn	Reasonable alternative	Not allocated	Not allocated	
18	Land rear of Beech House	Reasonable alternative	Not allocated	Not allocated	
19	Land at Lenham Rd, Headcorn	Reasonable alternative	Not allocated	Not allocated	
21	Land at Southways, Sutton Valence	LPRSA021	Not allocated	Not allocated	Deleted and merged with expanded site 78
27	Land at George Street	Reasonable alternative	Not allocated	Not allocated	
29	Court Lodge Farm	Reasonable alternative	Not allocated	Not allocated	
34	Land at George St, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
37	Land at The Gables, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
48	Plot off S side Forge Ln, E. Farleigh	Reasonable alternative	Not allocated	Not allocated	
50	Army Hut Farm Stables, Stockett Ln, East Farleigh	Reasonable alternative	Not allocated	Not allocated	
53	12-14 Week St	LPRSA053	Not allocated	Not allocated	
54	Chainhurst	Reasonable alternative	Not allocated	Not allocated	
55	Victoria's Cabaret Club	Reasonable alternative	Not allocated	Not allocated	
56	Orchard House, Clapper Ln, Staplehurst	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
57	Land at Oak Farm Gardens, Headcorn	Reasonable alternative	Not allocated	Not allocated	
58	Green Lane Farm	Reasonable alternative	Not allocated	Not allocated	
59	Fellinpits, Beltring	Reasonable alternative	Not allocated	Not allocated	
60	Land at Rush Farm, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
64	Land South of Marden Rd, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
66	Land at Lodge Rd, Staplehurst	LPRSA066	LPRSA066	LPRSA066	
70	Land at Willow Wood	Reasonable alternative	Not allocated	Not allocated	
71	Marley Rd, Harrietsham	LPRSA071	LPRSA071	LPRSA071	Approximately 37 dwellings
73	Bearstead Golf Course	Reasonable alternative	Not allocated	Not allocated	
77	Teiside Nurseries, Laddingford	Reasonable alternative	Not allocated	Not allocated	
78	Haven Farm	LPRSA078	LPRSA078	LPRSA078	Site boundary amended, 100 dwellings across the two sites
79	Land South of Heath Road	Reasonable alternative	Not allocated	Not allocated	
80	Land west of Loder Close and Westwood Close	Reasonable alternative	Not allocated	Not allocated	
81	Land off Lenham Road	Reasonable alternative	Not allocated	Not allocated	
82	Land rear of Firenze	Reasonable alternative	Not allocated	Not allocated	
83	Land at Hartley Dene	Reasonable alternative	Not allocated	Not allocated	
84	Land off Heath Road	LPRSA084	Not allocated	Not allocated	
86	Elsfield Cottages, Ashford Road	Reasonable alternative	Not allocated	Not allocated	
88	Land south of Ashford Road	Reasonable alternative	Not allocated	Not allocated	
90	Land adjacent to Bridgehurst Oast	Reasonable alternative	Not allocated	Not allocated	
91	Teston Field	Reasonable alternative	Not allocated	Not allocated	
93	Land at Linden Farm	Reasonable alternative	Not allocated	Not allocated	
94	Land South of Tumblers Hill	Reasonable alternative	Not allocated	Not allocated	
95	Land at Halfe Yoke	Reasonable alternative	Not allocated	Not allocated	
98	Land south of Ashford Rd, Harrietsham	Reasonable alternative	Not allocated	Not allocated	
101	Land south of A20, Harrietsham	LPRSA101	LPRSA101	LPRSA101	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
102	Ringles Nursery & Ringles Gate, Headcorn	Reasonable alternative	Not allocated	Not allocated	
104	Gowan Park, Kingswood	Reasonable alternative	Not allocated	Not allocated	
105	Land at junction of Vicarage Lane & Lower Rd, East Farleigh	Reasonable alternative	Not allocated	Not allocated	
107	Land adjacent to Westholme, Sutton Valance	Reasonable alternative	Not allocated	Not allocated	
108	Land at South Lane, Sutton Valance	Reasonable alternative	Not allocated	Not allocated	
109	Land south of Orchard End	Reasonable alternative	Not allocated	Not allocated	
112	Sutton Valance Group GP Practice	Reasonable alternative	Not allocated	Not allocated	
114	Land at and Adjacent to home Farm	LPRSA114	LPRSA114	LPRSA114	
115	Farm and Yard at Boughton Mount Farm	Reasonable alternative	Not allocated	Not allocated	
117	Land at Loose Court Farm Cottage	Reasonable alternative	Not allocated	Not allocated	
118	Gibbs Hill Farm	Reasonable alternative	Not allocated	Not allocated	
119	North of Thorn View	Reasonable alternative	Not allocated	Not allocated	
120	Rowan House Farm and Fairview (Broomfield Park)	Reasonable alternative	Not allocated	Not allocated	
122	The Orchard Land adjacent to White Cottage	LPRSA122	Not allocated	Not allocated	
124	Old Goods Yard phase 2	Reasonable alternative	Not allocated	Not allocated	
125	Old Goods Yard phase 3	Reasonable alternative	Not allocated	Not allocated	
128	Land at Westfield Sole Rd, Ledding	Reasonable alternative	Not allocated	Not allocated	
129	Land Rear of Bearstead Rd	Reasonable alternative	Not allocated	Not allocated	
130	Land adjacent to Ivans Field, Chart Sutton	Reasonable alternative	Not allocated	Not allocated	
131	M W Wickham Estate	Reasonable alternative	Not allocated	Not allocated	
132	Knoll House & Tower House, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
133	Land NE of Old Belringham Hall	Reasonable alternative	Not allocated	Not allocated	
134	Baldwins Farm	Reasonable alternative	Not allocated	Not allocated	
135	South of Ashford Rd, Bearstead	Reasonable alternative	Not allocated	Not allocated	
136	Land N of West St, Harrietsham	Reasonable alternative	Not allocated	Not allocated	
137	Land South of Marden Rd, Staplehurst	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
140	Land at Squerryes Oast, Otham	Reasonable alternative	Not allocated	Not allocated	
141	Eastwood Rd, Ulcombe	Reasonable alternative	Not allocated	Not allocated	
143	Land south of Heath Rd, Langley Heath	Reasonable alternative	Not allocated	Not allocated	
144	34- 35 High Street, Maidstone	LPRSA144	LPRSA144	LPRSA144	
145	Len House	LPRSA145	LPRSA145	LPRSA145	
146	Maidstone East	LPRSA146	LPRSA146	LPRSA146	
147	Gala Bingo and Granada House	LPRSA147	LPRSA147	LPRSA147	
148	Maidstone Riverside	LPRSA148	LPRSA148	LPRSA148	
149	Maidstone West	LPRSA149	LPRSA149	LPRSA149	Approximately 130 dwellings
150	Mill St Car Park	LPRSA150	Not allocated	Not allocated	
151	Mote Rd	LPRSA151	LPRSA151	LPRSA151	
152	Royal British Legion Social Club	LPRSA152	LPRSA152	LPRSA152	
156	Danebury	LPRSA156	Not allocated	Not allocated	
157	Harrietsham Rectory	Reasonable alternative	Not allocated	Not allocated	
158	Land adj Headcorn Rd & Heniker Ln	Reasonable alternative	Not allocated	Not allocated	
159	Yalding Hill	Reasonable alternative	Not allocated	Not allocated	
161	Bell Farm, Harrietsham	Reasonable alternative	Not allocated	Not allocated	
162	Land north of Headcorn	Reasonable alternative	Not allocated	Not allocated	
167	North & West of Leeds	Reasonable alternative	Not allocated	Not allocated	
168	Land at Forge Lane	Reasonable alternative	Not allocated	Not allocated	
169	Land adj to Long Oast, Paddock Wood	Reasonable alternative	Not allocated	Not allocated	
171	Land adjoining Homewell House	Reasonable alternative	Not allocated	Not allocated	
172	Land at Sutton Rd	LPRSA172	LPRSA172	LPRSA172	
173	Durrants Farm	Reasonable alternative	Not allocated	Not allocated	
174	Land South of Sutton Road	Reasonable alternative	Not allocated	Not allocated	
175	Land at Vicarage Road Yalding	Reasonable alternative	Not allocated	Not allocated	
176	Land North and South of Ashford Rd	Reasonable alternative	Not allocated	Not allocated	
177	Land between Lower St & George St	Reasonable alternative	Not allocated	Not allocated	
178	Land South of Warmlake Road	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
179	Land at Westerhill	Reasonable alternative	Not allocated	Not allocated	
180	Land west of Otham Road	Reasonable alternative	Not allocated	Not allocated	
182	Invicta Park Barracks	Reasonable alternative	Not allocated	Not allocated	
184	Brickfields Farm and Rosemount	Reasonable alternative	Not allocated	Not allocated	
185	Otham Glebe, Church Road	Reasonable alternative	Not allocated	Not allocated	
186	Land at Headcorn Road Staplehurst	Reasonable alternative	Not allocated	Not allocated	
187	Land at Penfold Hill and Ashford Road	Reasonable alternative	Not allocated	Not allocated	
188	Land at Old Ashford Road Lenham	Reasonable alternative	Not allocated	Not allocated	
189	Land north of Ashford Road Harrietsham	Reasonable alternative	Not allocated	Not allocated	
191	Land adjacent to South Lane Sutton Valence	Reasonable alternative	Not allocated	Not allocated	
192	Land adjacent to Headcorn Road Sutton Valence	Reasonable alternative	Not allocated	Not allocated	
193	Land East of Upper Street Langley	Reasonable alternative	Not allocated	Not allocated	
195	Waterside Park	Reasonable alternative	Not allocated	Not allocated	
196	Land at Willow Farm	LPRSA196	Not allocated	Not allocated	
197	Golf Course Car Park Staplehurst	Reasonable alternative	Not allocated	Not allocated	
198	Staplehurst Golf Course	Reasonable alternative	Not allocated	Not allocated	
199	Old Cricket Ground Loose	Reasonable alternative	Not allocated	Not allocated	
200	Land at former cricket field, Loose	Reasonable alternative	Not allocated	Not allocated	
201	Land at Inkstand Cattery and Stables Lenham	Reasonable alternative	Not allocated	Not allocated	
202	Land at Forstal Lane Coxheath	LPRSA202	Not allocated	Not allocated	
203	Land at Bydews Place Tovil	Reasonable alternative	Not allocated	Not allocated	
204	South of Eythorne Street Hollingbourne	LPRSA204	LPRSA204	LPRSA204	
206	Summer Place Caring Lane Bearsted	Reasonable alternative	Not allocated	Not allocated	
207	Ledian Farm	Reasonable alternative	Not allocated	Not allocated	
208	Land adjacent to the Kent House B&B Leeds	Reasonable alternative	Not allocated	Not allocated	
210	Land at Newlyn's Farm, Sutton Valence	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
211	Wheelers Lane Linton	Reasonable alternative	Not allocated	Not allocated	
212	Land at the Grange Staplehurst	Reasonable alternative	Not allocated	Not allocated	
215	Woodford Yard Depot, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
216	Rochester Meadow	LPRSA216	Not allocated	Not allocated	
220	Land at Bydews Farm	Reasonable alternative	Not allocated	Not allocated	
222	Land at Henhurst Farm, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
224	Land West of Lenham	Reasonable alternative	Not allocated	Not allocated	
225	Tanglewood Loose	Reasonable alternative	Not allocated	Not allocated	
226	Land north of Staplehurst - Garden village	Reasonable alternative	Not allocated	Not allocated	
227	Land South of Green Lane, Boughton Monchelsea	Reasonable alternative	Not allocated	Not allocated	
228	Land to North West View, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
229	Land at Stanley Farm Staplehurst	Reasonable alternative	Not allocated	Not allocated	
231	Land at Lested Farm Chart Sutton	Reasonable alternative	Not allocated	Not allocated	
233	Land west of Chart Corner Plough Wents Road Junction Chart Sutton	Reasonable alternative	Not allocated	Not allocated	
234	west of North St, Barming site submission	Reasonable alternative	Not allocated	Not allocated	
235	Land at Boughton Lane Maidstone	LPRSA235	Not allocated	Not allocated	
236	Fairview Farm (North Parcel)	Reasonable alternative	Not allocated	Not allocated	
239	Land to south Shangri-La, Langley	Reasonable alternative	Not allocated	Not allocated	
240	Banky Meadow, Bearstead	Reasonable alternative	Not allocated	Not allocated	
244	Land at Iden Park, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
245	Land north of the M2 liding - urban extension	Reasonable alternative	Not allocated	Not allocated	
246	Land rear of Appletree House, Bearstead	LPRSA246	Not allocated	Not allocated	
247	Land south of Court Lodge Road Harrietsham	Reasonable alternative	Not allocated	Not allocated	
248	Land north & south of Kenward Road Yalding	LPRSA248	LPRSA248	LPRSA248	
250	Land rear of Butlers Farm Langley	Reasonable alternative	Not allocated	Not allocated	
251	Land at Heath Road Coxheath	Reasonable alternative	LPRSA251	LPRSA251	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
252	Land rear of Lavender Cottage, Langley	Reasonable alternative	Not allocated	Not allocated	
254	Land to South of Cotuams Hall Hollingbourne	Reasonable alternative	Not allocated	Not allocated	
255	Land east of Yew Tree House Leeds	Reasonable alternative	Not allocated	Not allocated	
257	Land at junction of Heath Road & Dean Street Coxheath	LPRSA257	Not allocated	Not allocated	
260	Land at Ashford Road Lenham	LPRSA260	LPRSA260	LPRSA260	
262	Land at Fant Farm Maidstone	Reasonable alternative	Not allocated	Not allocated	
263	Land west of Ledian Farm, Leeds	Reasonable alternative	Not allocated	Not allocated	
265	Land at Abbey Farm Tovil	LPRSA265	LPRSA265	LPRSA265	
266	Land North of Ware Street Bearstead	LPRSA266	LPRSA266	LPRSA266	
269	Land east of Copper Lane Marden	Reasonable alternative	Not allocated	Not allocated	
270	Land at Pested Bars Road, Boughton Monchelsea (option 1)	LPRSA270	LPRSA270	LPRSA270	Approximately 300 dwellings
271	Fir Tree Farm and Norton Lea (South)	Reasonable alternative	Not allocated	Not allocated	
273	Land between Maidstone Road (B2160) and Whetsted Road (A228) Paddock Wood	LPRSA273	Not allocated	Not allocated	
274	South of Leeds	Reasonable alternative	Not allocated	Not allocated	
279	Langley Heath - Strategic Settlement	Reasonable alternative	Not allocated	Not allocated	
285	Land at Dickley Court, Dickley Lane Lenham	LPRSA285	Not allocated	Not allocated	
286	Underlyn Lane	Reasonable alternative	Not allocated	Not allocated	
288	Hill Farm Linton-Coxheath	Reasonable alternative	Not allocated	Not allocated	
289	Heathlands Garden Community	Reasonable alternative	Not allocated	Not allocated	
291	Bridge Farm Water Lane	Reasonable alternative	Not allocated	Not allocated	
292	Land at Old Ashford Rd, Lenham	Reasonable alternative	Not allocated	Not allocated	
294	Land to East of Jubilee Cottages, Sutton Valence	Reasonable alternative	Not allocated	Not allocated	
295	Land north of Copper Lane, Marden	LPRSA295	LPRSA295 & 314	LPRSA295	Merged with site 314
296	Astor Hever	Reasonable alternative	Not allocated	Not allocated	
297	Bearstead Library	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
298	Dorothy Lucy Centre	LPRSA298	Not allocated	Not allocated	
299	Maidstone AEC	Reasonable alternative	Not allocated	Not allocated	
302	Oakwood Overflow Car Park	Reasonable alternative	Not allocated	Not allocated	
303	IS Oxford Rd	LPRSA303	LPRSA303	LPRSA303	
304	Land east of Hunton Rd, Chainhurst	Reasonable alternative	Not allocated	Not allocated	
305	Maidstone East Station (within Maidstone East Site 146)	Reasonable alternative	Not allocated	Not allocated	
306	Land South of Gore Court, Otham	Reasonable alternative	Not allocated	Not allocated	
307	Land N Marden Rd E of Clapper Lane, Staplehurst	Reasonable alternative	Not allocated	Not allocated	
308	58 Church St, Boughton Monchelsea	Reasonable alternative	Not allocated	Not allocated	
309	Strategic Expansion of Marden	Reasonable alternative	Not allocated	Not allocated	
310	Land north of Mote Rd, Headcorn	LPRSA310	LPRSA310	LPRSA310	
312	Land north of Heath Rd, Coxheath	Reasonable alternative	LPRSA312	LPRSA312	
314	East of Albion Rd, Marden	LPRSA314	LPRSA295 & 314	Not allocated	Merged with site 295
316	Binbury Park, Detling	Reasonable alternative	Not allocated	Not allocated	
317	Langley Heath	Reasonable alternative	Not allocated	Not allocated	
318	Pagehurst Farm	Reasonable alternative	Not allocated	Not allocated	
319	Beaux Aires Farm	Reasonable alternative	Not allocated	Not allocated	
322	Lughorse Lane, Yalding	Reasonable alternative	Not allocated	Not allocated	
324	The Grange Ashford Road	Reasonable alternative	Not allocated	Not allocated	
326	Land at Amsbury Wood, Hunton	Reasonable alternative	Not allocated	Not allocated	
327	Land at Hockers Farm, Detling	Reasonable alternative	Not allocated	Not allocated	
328	Land at 59 Linton Rd, Loose	Reasonable alternative	Not allocated	Not allocated	
329	Land at Sapphire Kennels, Sutton Valence	LPRSA329	Not allocated	Not allocated	
330	Land at Seeburg, Bredhurst	Reasonable alternative	Not allocated	Not allocated	
331	Land south of the Lodge, Yalding	Reasonable alternative	Not allocated	Not allocated	
332	Fairview Farm (South Parcel)	Reasonable alternative	Not allocated	Not allocated	
333	Land at Old Ham Lane, Lenham - Kilnwood	Reasonable alternative	Not allocated	Not allocated	

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UID	Site name	Reg 18 Preferred Approaches allocation policy	Reg 19 Pre-submission allocation policy	Main Mods	Notes
334	Land at Old Ham Lane, Lenham - Old Goods Yard	Reasonable alternative	Not allocated	Not allocated	
335	Fir Tree Farm and Norton Lea (South)	LPRSA335	Not allocated	Not allocated	
360	Campfield Farm, Haste Hill Road, Boughton Monchelsea, Maidstone	LPRSA360	LPRSA360	LPRSA360	Approx. 30 dwellings
362	Kent Police Headquarters	LPRSA362	LPRSA362	LPRSA362	Approx. 5,800sqm of commercial and community uses
364	Kent Ambulance HQ	N/A	LPRSA364	LPRSA364	Site newly identified at Reg 19 stage for 15 residential units (nil employment use). This is a brownfield, 0.35 ha site located within the Coxheath growth location (typology: larger village)
366	KCC Library HQ	LPRSA366	LPRSA366	LPRSA366	

Maidstone Borough Council

**Maidstone Local Plan
Review Habitats
Regulations Assessment
HRA Report Addendum:
Main Modifications**

Draft final report
Prepared by LUC
September 2023

Maidstone Borough Council

Maidstone Local Plan Review Habitats Regulations Assessment

HRA Report Addendum: Main Modifications

Version	Status	Prepared	Checked	Approved	Date
1.	Draft report	K. Sydney	J. Pearson	Cannot be approved for publication until outstanding matters documented in this draft are addressed	14.07.2023
2.	Revised draft to reflect MBC review and amended Main Mods	K. Sydney	J. Pearson	J. Pearson	25.08.2023
3.	Draft final report, following conclusion of work by Jacobs	K. Sydney	J. Pearson	J. Pearson	06.09.2023

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Chapter 1

Introduction

1.1 This report presents an assessment of the implications of Maidstone Local Plan Review's Main Modifications on the previous findings of the Habitats Regulations Assessment (HRA); along with the outputs of technical work undertaken since the Local Plan Review Regulation 19 (Reg.19) consultation.

1.2 This addendum to the Reg.19 HRA report¹ supersedes a previous addendum², which presented the emerging outputs of technical studies and the HRA implications during the Local Plan Review Examination hearings. The outputs of that technical work are therefore re-presented here and updated where necessary (**Chapters 2 & 3**; and **Appendices A-C**), taking into account the related Main Modifications (**Chapter 4** and **Appendix C**).

1.3 The addendum will be consulted on, along with the proposed amendments to the Local Plan Review, as part of the Main Modifications consultation.

Previous HRA work

Reg.19 HRA

1.4 LUC was commissioned by MBC to carry out an HRA of its Local Plan Review. The HRA of the Local Plan Review (Reg.19) was completed in September 2021 and published for consultation alongside the Local Plan Review. Natural England, as a statutory consultee, provided comments on the Local Plan Review and the HRA. It advised that additional information would be needed to provide the required level of certainty (i.e. beyond reasonable scientific doubt) to justify the Appropriate Assessment's conclusion that there would be no adverse effects on the integrity of:

- North Downs Woodlands Special Area of Conservation (SAC), due to air pollution from vehicles; and
- Stodmarsh SAC, Special Protection Area (SPA) and Ramsar site, due to a decrease in water quality from nutrient enrichment.

¹ LUC (2021) Maidstone Local Plan Review Reg.19 HRA Report, September 2021; <https://localplan.maidstone.gov.uk/home/local-plan-review>

² LUC (2023) Maidstone Local Plan Review HRA Report Addendum for Examination, June 2023; <https://localplan.maidstone.gov.uk/home/local-plan-review-examination>

HRA work undertaken in preparation for Local Plan Examination

1.5 An HRA addendum was produced in March 2022 and updated in July 2022. The addendum presented and assessed the implications of the technical work undertaken in respect of air pollution and water quality since the Regulation 19 consultation and ahead of the Local Plan Examination Stage 1 Hearings in November 2022. This addendum supersedes the previous addendum.

1.6 The technical work concluded that impacts relating to nutrient neutrality at Heathlands Garden Settlement and Lenham were unlikely to result in adverse effects on the integrity of Stodmarsh SAC, SPA & Ramsar site; providing that “consultation with the Environment Agency, Kent County Council, Natural England and River Stour Internal Drainage Board is concluded prior to the adoption of the Local Plan in order to provide certainty that the proposed onsite wetlands are deliverable.”

1.7 In relation to air pollution, it stated that “further work is required to test the identified suite of mitigation measures and update the traffic modelling and air quality assessment. The intention of the Council is to agree the mitigation strategy with Natural England before the Local Plan Review is adopted.”

1.8 During the Examination period, further work was undertaken to resolve the outstanding issues, as summarised below and set out in a Statement of Common Ground (SOCG) with Natural England (March 2023; provided in **Appendix A**). The SOCG is currently being updated to reflect work done since March 2023, with respect to air quality.

Water quality and nutrient neutrality

1.9 Arcadis produced two technical notes, which were appended to the July 2022 HRA addendum and are now published as Local Plan Examination Documents³:

- July 2022: Heathlands Garden Community and Lenham Broad – nutrient neutrality assessment and mitigation proposals, Examination Document ED36; and
- November 2022: Consideration of additional options for achieving nutrient neutrality in Heathlands Garden Community, November 2022, Examination Document ED80.

1.10 In response to the July 2022 technical note, Natural England confirmed (July 2022; see **Appendix A**) that further work would be required to demonstrate that abstraction from the River Stour would be feasible and deliverable.

1.11 The November 2022 technical note then explored several options that would remove the need to divert flows from the River Stour, such as piping water beneath the M20 between the proposed wetlands (from ‘wetlands 1 and 2’ to ‘wetlands 3 and 4’) so that water from the Stour is not required to maintain water within wetlands 3 and 4. The options explored were outlined at the Stage 1 Examination Hearings. All four of the options were found to be technically feasible, and no further work was required for the Stage 2 Hearings.

1.12 The implications of this work are assessed in **Chapter 2**.

Air pollution

1.13 Since the July 2022 HRA addendum was produced, further transport and air quality assessment work has been undertaken. At the Stage 1 Hearings, there remained uncertainty as to whether there would be adverse effects on the North Downs Woodlands SAC. For the Stage 2 Hearings, further work was undertaken to update the assumptions underlying the transport model (as set out in **Appendix B** and described further in **Chapter 3**).

1.14 The outputs of this showed that there was still an exceedance of the air pollution screening threshold used to identify likely significant effects, in one of the modelled scenarios. The potential for adverse effects on the integrity of North Downs Woodlands SAC could therefore not be ruled out.

1.15 Ecological work was commissioned to consider the effects of this exceedance in the affected areas of the SAC; however, seasonal constraints meant that the outputs of this were not available during the Hearings. Therefore, potential mitigation options were explored so that, if the ecological work identifies the potential for adverse effects on integrity, there would be interventions that could be put in place to avoid them.

1.16 MBC committed (in the SOCG; **Appendix A**) to agreeing the principles of mitigation before the end of the Examination Hearings.

HRA work undertaken since Examination

1.17 No further technical work was required in relation to nutrient neutrality.

1.18 In relation to air pollution, an ecological survey was carried out by Southern Ecological Solutions in July 2023 (**Appendix B**) of the areas of North Downs Woodlands SAC in which exceedances of the air quality screening threshold were predicted to occur. This work confirmed that the SAC’s

³ Local Plan Examination documents, <https://localplan.maidstone.gov.uk/home/local-plan-review-examination>

qualifying woodland habitats are present within the air pollution impact zone, and therefore adverse effects on integrity cannot be ruled out on the basis of local ecological characteristics.

1.19 Jacobs subsequently modelled the mitigation measure considered most likely to reduce traffic on roads within 200m of Boxley Road, to demonstrate that there is at least one effective mitigation measure that can be implemented to avoid adverse effects on the integrity of the North Downs Woodlands SAC. The mitigation tested is the use of traffic calming measures along Boxley Road / Lidsing Road to restrict traffic and discourage its use; and the connection of Lidsing Garden Settlement to the M2 J4 via the new link road, reducing traffic from the Garden Settlement past North Downs Woodlands SAC (see **Appendix B**). Testing of this mitigation option has shown that this would reduce traffic to the extent that there is no exceedance of the 1% critical load screening threshold

1.20 A technical note prepared by Jacobs setting out the latest findings (September 2023) of the transport and air quality assessment is in **Appendix B**.

1.21 The implications of this work are assessed in **Chapter 3**.

Modifications to the Local Plan Review

1.22 The Main Modifications proposed by Maidstone Borough Council incorporate changes required following the Stage 1 and Stage 2 Examination hearings, and recommendations from the Planning Inspectorate.

1.23 LUC has reviewed all of the proposed modifications and has found that the majority of the proposed Main Modifications and all of the Minor Modifications will not affect the HRA assessment or findings (as set out in the Reg.19 HRA); for example because the changes are minor or because they update a policy that does not result in development or mitigation.

1.24 The modifications that require further consideration as they could affect the HRA findings are those that:

- Alter the overall quantum of development, or significantly alter the quantum of development in individual locations; or
- Introduce a new policy; or
- Update HRA mitigation embedded within the policies.

1.25 Modifications falling into these categories are reproduced in **Appendix C** and their implications for the HRA findings are assessed in **Chapter 4**.

Chapter 2

Water quality at Stodmarsh SAC and SPA/Ramsar

Background to technical work

2.1 The findings of the Local Plan Review HRA at Reg. 19 stage in relation to water quality and quantity were:

The Appropriate Assessment concluded no adverse effect on integrity as a result of increased pressure on water abstraction and treatment in relation to all European sites, provided that the following safeguards and mitigation measures are required by the plan and successfully implemented:

- Policy SP14a: “developers to ensure that new developments incorporate measures where appropriate to [within a list of criteria i to viii]:

(iv) Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at Stodmarsh).”

- New wastewater treatment works are planned at Heathlands Garden Settlement, to serve the garden community and other new development in Lenham (broad location), with constructed wetlands to provide additional treatment, including of surface water; as set out in Appendix E.

Provided that Natural England is supportive of the policy requirements and mitigation measures developed and agreed in relation to nutrient neutrality at sites affecting Stodmarsh SAC and SPA/Ramsar before the Local Plan is adopted, then it can be concluded that there will not be an AEOL from the LPR. This could be verified during the Examination process and confirmed in an HRA Addendum and/or Adoption Statement.

2.2 Appendix E of the Reg. 19 HRA Report is a Nutrient Neutrality Assessment for Heathlands Garden Community, prepared by Ramboll in September 2021⁴.

2.3 Natural England confirmed that further information would be required before they could support the conclusions of no adverse effects on integrity at Stodmarsh SAC and SPA/Ramsar.

Development of mitigation

Technical options

2.4 In response to Natural England's comments, Arcadis (March 2022) prepared a technical note setting out nutrient budget calculations and associated mitigation proposals. This was then updated in July 2022 (ED36), to reflect a revised nutrient calculation methodology published by Natural England in March 2022.

2.5 Natural England provided a response to the technical notes on water quality and nutrient neutrality (July 2022; ED35), which confirmed that:

"1. The water supply for wetlands still needs to be discussed and confirmed, as some existing watercourses will need to be diverted. It will be important for confidence to be provided that this is both feasible and deliverable along with any required consents or permits.

2. The proposal has mentioned the requirement for water abstraction from the River Great Stour to supply a number of the wetlands. Natural England note that water is a limited resource within the Stour catchment and would recommend that greater clarity is provided in relation to the likelihood of an abstraction licence being granted. Given that there appears to be a level of uncertainty on whether the abstraction licence will be obtained, it may be appropriate to provide clarity on whether there are alternative options to supply the mitigation wetlands with water. For example, what size of mitigation wetland could be achieved from surface water runoff and discharges from the Lenham WwTW [wastewater treatment works] and the new onsite WwTW?"

2.6 Arcadis then undertook further work (November 2022; ED80) to identify alternatives to diverting water from the Stour, to demonstrate that these would be feasible and to therefore ensure that nutrient neutrality would be deliverable if abstraction is not possible.

2.7 This work explored four options and concluded that all are technically feasible:

- Option 1: Construct a pipeline under HS1 and the M20 to allow a direct discharge to Wetlands 3 and 4.
- Option 2: Expand the size of Wetland 1 or find space for additional treatment wetlands within the western catchment.
- Option 3: Design Wetland 1 as an enhanced wetland to improve on the assumed Total Phosphorus median removal rate of 1.2 g/m²/year.
- Option 4: Improve the quality of the discharge from Lenham WwTW.

2.8 The Statement of Common Ground (March 2023), which sets out agreements between MBC and Natural England (**Appendix A**) states:

"At this stage in plan making there presents several options for linking the proposed new WWTW to the wetlands, so whilst further discussions are taking place with the Environment Agency, there remains alternative approaches that could be taken in this respect such as a direct connection between the WwTW and the wetlands. Natural England has reviewed this additional information and has made further comments in relation to additional updates to guidance and methodologies that have arisen since March 2022.

It has been agreed that development at Heathlands and the Lenham Broad location can be delivered whilst achieving nutrient neutrality in the river Stour. This has been demonstrated by the scheme and proposed mitigations compliance with the November 2020 and March 2022 methodologies. Since then, MBC has continued to work with Natural England to demonstrate that abstraction from the river Stour can be avoided."

2.9 Arcadis is the hydrological expert and LUC, as HRA expert, has relied on the findings set out in its technical notes. On the basis of the revised calculations and mitigation proposed, Arcadis states that it is possible to demonstrate that nutrient neutrality can be achieved at the proposed Heathlands Garden Community and Lenham Broad Location site allocations.

⁴ Ramboll (2021) Heathlands Garden Community Nutrient Neutrality Assessment, September 2021, Local Plan Evidence base document

LPR 1.93: <https://localplan.maidstone.gov.uk/home/local-plan-review-examination/local-plan-review-evidence-page>

2.10 The technical notes produced by Arcadis in July 2022 has been published as part of the Local Plan Examination⁵ (document ED36), along with their November 2022 Memo (document ED80), which sets out options for achieving nutrient neutrality without diverting water from the River Stour.

2.11 There is currently no preferred option, although the Heathlands viability appraisal has been based on the more costly Option 1. The November 2022 Memo states that “the preferred option (which may potentially comprise a combination of the above options) can be chosen post Local Plan adoption period following detailed analysis”. As set out in the March 2023 SOCG:

“As the scheme progresses through SPD and planning application stages the Council is keen to work with NE to deliver the most appropriate solution in line with regulations at that time. The promoter will be incentivised to look at new solutions with NE post adoption, as the currently agreed solution, which is included in the promoter’s viability appraisal, is nonetheless an extremely expensive option.”

2.12 Based on the calculations and mitigation proposals set out in these technical notes, there are feasible and deliverable options for achieving nutrient neutrality that would avoid adverse effects on integrity at Stodmarsh SAC and SPA/Ramsar.

Safeguards in policy

2.13 If mitigation that enables Heathlands Garden Settlement and Lenham Broad Site Allocations to be nutrient neutral (or better) cannot be achieved, then development would not be permitted, as provided for in the Local Plan Review:

Policy LPRSP14(A) Natural Environment

Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).

2.14 Additional details relating to mitigation have also been incorporated into policies as part of the Main Modifications (see also Appendix D and Chapter 4):

- **Policy SP4(A) Heathlands Garden Settlement:** sets out the indicative phasing of essential infrastructure, including that required to achieve nutrient neutrality.
- **Policy SP5(C) Lenham Broad Location for Housing Growth:** requires applications for development in the Stour Catchment to achieve nutrient neutrality.
- **Policy SP6(D) Lenham:** requires improvements to wastewater capacity to serve the Lenham Broad Location.
- **Paragraph 7.153** (supporting text for Policy LPR SP14a Natural Environment): clarifies that the requirement for nutrient neutrality applies to developments that would result in a net increase in population served by a wastewater system within the Stour catchment.

HRA conclusions in respect of water quality at Stodmarsh SAC and SPA/Ramsar

2.15 The technical expert, Arcadis, has stated that it is possible to demonstrate that nutrient neutrality can be achieved at the proposed Heathlands Garden Community and Lenham Broad Site Allocations; and Natural England has confirmed (by signing the March 2023 SOCG; see paragraph 2.8 above) that it is happy with the proposed approach.

2.16 The safeguards embedded with the Local Plan Review policies (including those within the Main Modifications) ensure that adverse effects on the integrity of the Stodmarsh SAC and SPA/Ramsar can be avoided.

⁵ Local Plan examination documents, <https://localplan.maidstone.gov.uk/home/local-plan-review-examination>

Chapter 3

Air pollution at North Downs Woodlands SAC

Background to technical work

3.1 The findings of the Local Plan Review HRA at Reg. 19 stage stated, in relation to air pollution, that:

The Appropriate Assessment concluded no adverse effect on integrity as a result of increased air pollution in relation to Medway Estuary and Marshes SPA/Ramsar and The Swale SPA/Ramsar, due to the scale of nitrogen deposition impact and characteristics of the sites.

Nitrogen deposition at North Downs Woodlands SAC has the potential for adverse effects on integrity, due to the impact of the LPR in combination with other plans and projects, on traffic flows the A229, A249 and Detling Road.

Mitigation could include measures such as reducing speeds on affected roads or reducing nitrogen deposition from other sources such as agriculture. Provided that a mitigation strategy is developed and agreed with Natural England before the Local Plan Review is adopted, then it can be concluded that there will not be adverse effects on the integrity of the SAC. This could be verified during the Examination process and confirmed in an HRA Addendum and/or Adoption Statement.

3.2 Natural England's Reg. 19 consultation response (dated December 2021 and linked from Examination document ED3) states that it cannot support a conclusion of no adverse effects on the integrity of North Downs Woodlands SAC due to there not being the sufficient level of scientific certainty required at the Appropriate Assessment stage, as the mitigation strategy had not been developed and agreed at the time.

3.3 In response, further work was commissioned by MBC to:

- Refine and update the assumptions underlying the transport modelling work, for example the proportion of Lidsing Garden Settlement to be built out during the Plan period, other committed developments included in the model, and assumptions about electric vehicle uptake. This work was carried out by for MBC by Jacobs.
- Assess the condition of the habitats within the area of the SAC affected by the predicted increase in air pollution, and determine whether there would be an

adverse effect on the integrity of the site without mitigation. This work was carried out for MBC by Southern Ecological Services.

- Consider mitigation options that would reduce traffic flows on affected roads, such that adverse effects on integrity (if identified) would be avoided. This work was carried out for MBC by Jacobs.

3.4 The implications of this further technical work for the HRA are discussed below.

Refining and updating the traffic and air quality assessment

3.5 Jacobs produced an air quality HRA technical note (ED4C dated 19 May 2022) to predict changes in air quality at ecological receptors within North Downs Woodlands SAC. This identified the potential for the Local Plan to result in significant adverse effects and the need for an ecological assessment for designated ecological habitats. This work has been updated by Jacobs (12 May 2023 technical note **Appendix B**) and now explains that:

There are predicted increases in nitrogen deposition greater than 1% of the site relevant critical loads (i.e. exceedances) within 10m and 2m of the Affected Road Network for transects B and C respectively, with the Local Plan alone impact (Do Minimum – Do Something) scenario for 2037. Both transects are located adjacent to Boxley Road, which runs directly through the SAC.

3.6 Note that the Local Plan ‘in combination’ scenario (i.e. Do Something – Do Nothing) does not show an exceedance of the screening threshold because the baseline (Do Nothing) scenario distributes growth that is not attributable to the Local Plan evenly across the modelled area whereas the Do Minimum model provides a more realistic baseline by including the effects of committed developments at specific locations (as explained in the technical note). The key message for the HRA is that one of the modelled scenarios shows an exceedance of screening thresholds, and therefore requires further assessment.

3.7 Previous outputs from the traffic and air quality modelling showed higher exceedance of screening thresholds than the latest modelling, and on all three of the roads passing the SAC (A229, A249 and Boxley Road). The most recent, refined model outputs show that it is only Boxley Road that will see an increase in air pollution above the screening threshold, and

only within 10m of the road. This is because the following assumptions within the model were amended:

- Updated assumptions on electric vehicle usage within Defra’s Emission Factor Toolkit (EFT version 11);
- Removal of Binbury Park development from traffic model (previously included as an application had been submitted but not recommended for approval);
- Only the part of the Lidsing development that will come forward within the Plan period is now included in the model; and
- Transect points within two metres of the road have been excluded, in line with IAQM guidance.

Ecological survey and adverse effects on integrity

3.8 To demonstrate that there will be no adverse effects on the integrity of the North Downs Woodlands SAC, the ecological findings and/or mitigation strategy would need to provide evidence that air pollution associated with development provided by the Local Plan Review in combination with that provided by other relevant plans and programmes would not prevent the site’s conservation objectives (in relation to air quality) being met.

3.9 The conservation objectives⁶ for the site are to “Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of the qualifying natural habitats;
- The structure and function (including typical species) of the qualifying natural habitats; and
- The supporting processes on which the qualifying natural habitats rely.”

3.10 Supplementary advice for the site⁷ provides further detail on how this can be achieved and sets a target for air quality: “Maintain as necessary, the concentrations and deposition of air pollutants to at or below the site-relevant Critical Load or Level values given for this feature of the site on the Air Pollution Information System (www.apis.ac.uk).”

3.11 As set out in the Reg. 19 HRA Report, the relevant critical loads for this site within 200m of roads (A249, A229, and Detling Road) are for *Taxus baccata* woods of the British

⁶ European Site Conservation Objectives for North Downs Woodlands Special Area of Conservation:
<http://publications.naturalengland.org.uk/file/5579173532008448>

⁷ European Site Conservation Objectives:

Supplementary advice on conserving and restoring site features
North Downs Woodlands Special Area of Conservation (SAC):
<http://publications.naturalengland.org.uk/file/5280120969625600>

Isles and *Asperulo-Fagetum* beech forests, which have a critical load of 5-15 kg N/ha/yr and 10-20 kg N/ha/yr respectively. Nitrogen deposition for woodland habitat within this SAC is currently at a minimum of 25.2 kg N/ha/yr and a maximum of 25.9 kg N/ha/yr⁸, which exceeds the critical loads. APIS Source Attribution Data shows that road transport is responsible for c.17% of contributions to nitrogen deposition (KgN/ha/yr) from local sources, with a similar proportion arising from livestock (the two largest sources).

3.12 Since air pollutants are already above site relevant critical loads and the updated air quality assessment has predicted that there will be an increase in nitrogen deposition (of >1% of the critical load; the screening threshold) then either:

- An ecological assessment would need to demonstrate that this increase in nitrogen deposition will not cause adverse effects on integrity at the affected parts of the SAC; or
- Effective mitigation measures that mean adverse effects on integrity can be avoided will need to be agreed, and their implementation secured, prior to adoption of the Local Plan.

3.13 Seasonal constraints to ecological surveying meant that the findings of the ecological assessment were not completed in time for the Stage 2 Hearings. The work was undertaken subsequently and the survey (**Appendix B**) confirmed that the SAC's qualifying woodland habitats are present within the air pollution impact zone (i.e. the areas in which nitrogen deposition is predicted to exceed screening criteria). Therefore, adverse effects on integrity cannot be ruled out on the basis of local ecological characteristics.

Development of mitigation

Technical options

3.14 Jacobs proposed a suite of mitigation measures that could be avoid adverse effects at North Downs Woodlands SAC due to nitrogen deposition, primarily by reducing traffic on the roads within 200m of the SAC (A229, A259 and Boxley Road), although options to screen the SAC from nitrogen deposition were also considered:

1. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development.
2. Traffic calming to discourage access/egress via Boxley and Bredhurst.

3. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.
4. On-site measures to encourage/increase take up of low emission vehicles, such as electric vehicle charging points.
5. HGV and other vehicle "site servicing" and "delivery route" management strategies.
6. Strategic road signage strategy.
7. Off-site planting at agreed locations and species (note that this option is not appropriate to the Boxley Road, where the SAC qualifying features are adjacent to the road).
8. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.
9. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.
10. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.
11. Low emission strategy at south of site and through Boxley/Bredhurst.

3.15 Jacobs subsequently modelled traffic calming on Boxley Road / Lidsing Road, along with the the new road linking Lidsing Garden Settlement to the M2, as this was considered the measure likely to be most effective at reducing nitrogen deposition at North Downs Woodlands SAC. The modelling demonstrated that this measure would reduce nitrogen deposition such that none of the modelled transects exceed the screening threshold, on any of the roads within 200m of the SAC. Jacobs' technical note (Appendix B) states that "It is recognised that KCC and National Highways will not be in a position to endorse the proposed traffic calming at this stage as the wider impacts for such an intervention remain unknown , including assessment of the impact at key junctions." In the event that the tested mitigation could not be delivered, then the safeguards now incorporated within the Main Modifications to policies LPR SP14a and LPR SP4b (see below) provide assurance that development would not proceed without suitable mitigation being agreed and in place.

⁸ Up to date at July 2023

3.16 Therefore adverse effects on the integrity of the North Downs Woodlands SAC due to air pollution from the LPR alone or in combination can be avoided.

3.17 Further detailed work will be undertaken by Lidsing at the planning application once the site layout etc is known. If this still shows a likely exceedance of air quality screening thresholds, then an alternative mitigation approach may be proposed. Any approach would need to demonstrate that it would be effective, and be agreed with Natural England.

Safeguards in policy

3.18 The requirements for mitigation have been incorporated into policy as part of the Main Modifications (see also **Appendix C** and **Chapter 4**):

Policy LPRSP14(A) Natural Environment

Now states that:

“The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodlands SAC.

Development proposals must support the Council’s nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.”

And its supporting text states that:

“The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can

demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.”

3.19 The mitigation requirements specific to Lidsing Garden Settlement have also been incorporated, as follows:

Policy LPRSP4(B) Lidsing Garden Settlement

Now states that:

“Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate.”

And its supporting text states that:

“The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC’s critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.

In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:

- i. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development .
- ii. Traffic calming to discourage access/egress via Boxley and Bredhurst.
- iii. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.
- iv. On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.

- v. HGV and other vehicle “site servicing” and “delivery route” management strategies.
- vi. Strategic road signage strategy.
- vii. Off-site planting at agreed locations and species.
- viii. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.
- ix. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.
- x. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.
- xi. Low emission strategy at south of site and through Boxley/Bredhurst.“

HRA conclusions in respect of air pollution at North Downs Woodlands SAC

3.20 Modelling has demonstrated that adverse effects on the integrity of North Downs Woodlands SAC can be avoided, in relation to air pollution, alone or in combination with other plans or projects. The modelled approach (traffic calming along Boxley Road / Lidsing Road, and the new link road for Lidsing Garden Settlement) may be superseded by an alternative approach, following detailed assessment as part of the Lidsing Garden Settlement planning application, if proven to be effective and agreed with Natural England. The requirements for mitigation are set out in LPR Policies SP14(A) and SP4(B) (as set out in the Main Modifications; see Chapter 4), and these are sufficient to conclude ‘no adverse effects on integrity’.

Chapter 4

Assessment of Main Modifications

4.1 Main Modifications that affect the HRA are summarised in **Appendix D** and assessed below.

Main Modifications with the potential for likely significant effects

Main Modifications that alter quantum of development

4.2 Main Modifications within the Spatial Strategy policy alter the overall quantum of development, and these changes are reflected in other related policies and site allocations:

- **Policy SS1 Maidstone Borough Spatial Strategy:** increases quantum of development for housing (1,923 additional homes), employment (17,695m² additional floorspace) and retail (591 m² additional floorspace); has also been updated to reflect change in Plan period from 2022-2037 to 2021-2038.

The changes in retail provision are considered minor, but the changes in residential and employment quantum have the potential for likely significant effects and are considered further below.

- **Policy SP10 Housing delivery:** this is a new policy (see below) that reflects the changes in housing quantum in Policy SS1 and sets out the housing delivery trajectory and housing provision at each neighbourhood area.
- Site allocations seeing changes in numbers of homes are associated with policies:
 - **Policy SP1 Maidstone Town Centre;** Office conversion broad location (reduction of 73)
 - **Policy SP1 Maidstone Town Centre;** King Street car park (increase of 700)
 - **Policy SP4(A) Heathlands Garden Community** (reduction of 90)
 - **Policy SP4(B) Lidsing** (increase of 40)
 - **Policy SP8 Smaller villages:** Ulcombe (reduction of 10), Chart Sutton (increase of 10).

The majority of the changes to residential quantum on individual site allocations are minor; however the increase in number of homes at Maidstone Town Centre

growth location has the potential for likely significant effects and is assessed further below.

- **Policy SP11(B) Creating new employment opportunities:** reflects the changes in quantum in Policy SS1 and sets out how those changes are distributed around the site allocations. Site allocations seeing changes in employment floorspace are:
 - **RMX1(3) King Street Car Park**, additional allocation in Maidstone Town Centre (1,400m² town centre use space);
 - **LPR SA362 Police HQ Sutton Road**, in Maidstone Urban Area (additional 5,800m² office space).

The majority of the changes to employment quantum on individual site allocations are minor; however the increase in employment floorspace in Maidstone (Town Centre plus Urban Area) has the potential for likely significant effects and is assessed further below.

Main Modifications that introduce a new policy

4.3 Policy SP10 Housing delivery replaces the former SP10 Housing and sets out the housing delivery trajectory and housing provision at each neighbourhood area. The quantum of development has been assessed in the HRA in relation to overarching Policy SS1 Maidstone Borough Spatial Strategy, and the individual (and in-combination) site allocations. Policy SP10 does not therefore result in additional development that requires assessment in its own right.

There are no likely significant effects associated with the new Policy SP10 Housing delivery.

Main Modifications that update mitigation for HRA

Water quality effects on Stodmarsh SAC and SPA/Ramsar

4.4 The following policies have been updated to reflect the requirements for mitigation to achieve nutrient neutrality at Heathlands Garden Settlement and Lenham Broad Location:

- **Policy SP4(A) Heathlands Garden Settlement:** the modifications introduce a phasing and delivery schedule for infrastructure and include the requirements to provide the following:
 - Phase 1 (2031-2037; c.1,310 homes): New / improved wastewater treatment mechanisms delivered and cordon sanitaire; and phased nutrient neutrality mitigation delivered in accordance with Nutrient Neutrality Strategy.

- Phase 3 (to 2048; c.3,758 homes): phased nutrient neutrality mitigation delivered in accordance with Nutrient Neutrality Strategy.
- Phase 4 (to 2054; c.5,000 homes): phased nutrient neutrality mitigation delivered in accordance with Nutrient Neutrality Strategy.

- **Policy SP5(C) Lenham Broad Location for Housing Growth:** the modifications embed the requirement for applicants to demonstrate that nutrient neutrality, and therefore the Habitats Regulations, can be met.
- **Policy SP6(D) Lenham:** now refers to the need for improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider.
- **Paragraph 7.153** (supporting text for Policy LPR SP14a Natural Environment): clarifies that the requirement for nutrient neutrality applies to developments that would result in a net increase in population served by a wastewater system within the Stour catchment.

Air quality effects on North Downs Woodlands SAC

4.5 The requirements for further assessment and mitigation of air quality effects at North Downs Woodlands SAC have been incorporated into the Main Modifications as follows:

- **Policy SP14(A) Natural Environment:** states that development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.
- Supporting text to SP14(A) explains that the air pollution mitigation specified by Policy LPRSP4(B) will avoid adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination. In addition, a 'backstop' position is provided in the event that the Lidsing garden community is not delivered. In that case, the Council will agree an approach to air pollution mitigation with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed,

unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination. .

- **Policy SP4(B) Lidsing Garden Settlement:** states that development proposals must demonstrate that the Lidsing Garden Settlement, in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). The new supporting text to SP4(B) describes how this can be achieved.

Implications for previous HRA findings

4.6 This section assesses the implications of the Main Modifications on the findings reported in the Reg.19 HRA and also takes into account the additional technical work reported in Chapters 2 and 3 of this addendum.

Air pollution

4.7 Jacobs, as transport and air quality advisers to MBC, have confirmed that the Main Modifications will not result in significant changes to the modelled traffic flows or nitrogen deposition on roads within 200m of European sites. <To be confirmed by Jacobs>

4.8 The proposed Main Modifications also now provide certainty that adverse effects on the integrity of North Downs Woodlands SAC can be avoided through mitigation.

Recreation pressure

4.9 The Reg.19 HRA concluded in relation to recreation pressure that there would be no adverse effect on integrity as a result of increased recreational pressure in relation to all European sites, provided that the following safeguards and mitigation measures required by the plan are successfully implemented:

- Policy SP14(A): "The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure and air pollution effects at North Downs Woodlands SAC."
- Policy SP4(B): confirms Lidsing Garden Settlement will contribute to the Bird Wise tariff, which provides mitigation for effects at Medway Estuary and Marshes SPA/Ramsar. Proposals for the site also include a cycling and walking link to Capstone Valley Country Park and enhancements to the country park, as well as open space within the new settlement (31ha of semi natural open space plus amenity green space, play, sports and allotment provision); these provide mitigation for potential effects at Queendown Warren SAC.

4.10 The overall increase in the number of homes provided with in the Plan area as a whole, and particularly in Maidstone town, is likely to slightly increase visitor numbers to North Downs Woodlands SAC. However, as explained in the Reg.19 HRA:

Allocated sites (and development permitted outside these, e.g. within villages) within 7km of North Downs Woodlands SAC, which includes sites around Maidstone town and Lidsing, could contribute to visitor pressure at the European site.

Natural England has confirmed through consultation that the issues with recreation at North Downs Woodlands SAC are from off road vehicles and mountain bikes coming off the permitted rights of way into the woodland. Legitimate uses such as walking are not seen as a concern. Antisocial behaviour is by a small number of visitors and therefore not as strongly linked to nearby population increases as overall visitor numbers would be, although there is likely to be some correlation.

Natural England has said that in order to manage the effects of off road vehicles, the relevant authorities need to maintain paths in good condition (particularly the byways) and work with landowners and the community to deter off-roading.

Policy SP14(A) of the Local Plan Review states that:

"The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure and air pollution effects at North Downs Woodlands SAC. "

This is considered sufficient to address the effects of recreation associated with residential development within 7km of the SAC, which are primarily associated with off-road vehicles rather than general visitor numbers.

4.11 The increase in homes provided for by the main modifications to the Plan is not expected to change this conclusion or the required mitigation.

4.12 There is no significant change in the number of homes proposed at Lidsing in the main modifications, and the proposed green infrastructure enhancements remain the same, therefore the mitigation proposed in Policy SP4(B) is considered likely to remain effective for impacts at Medway Estuary and Marshes SPA/Ramsar and Queendown Warren SAC. The Reg.19 HRA stated that:

The Bird Wise North Kent Mitigation Strategy requires all new dwellings within 6km of the SPA/Ramsar to contribute to a tariff to fund access management and monitoring. The strategy is currently in place until 2034, which falls slightly short of the Local Plan Review end

date of 2037; however, because the updated visitors surveys have been postponed due to the pandemic, Natural England has confirmed that Maidstone Borough Council can rely on the strategy as mitigation to 2037.

4.13 As the main modifications extend the Plan period further, to 2038, Natural England's opinion has been sought as to whether Maidstone's Local Plan Review can continue to rely on the Bird Wise Strategy as mitigation. Natural England has confirmed (see Appendix A) that their advice continues to be that financial contributions to BirdWise are appropriate to mitigate recreational impacts at coastal sites, based on the best available evidence.

Water quantity and quality

4.14 The Reg.19 HRA concluded in relation to water quantity and quality that:

Provided that Natural England is supportive of the policy requirements and mitigation measures developed and agreed in relation to nutrient neutrality at sites affecting Stodmarsh SAC and SPA/Ramsar before the Local Plan is adopted, then it can be concluded that there will not be an AEOI from the LPR. This could be verified during the Examination process and confirmed in an HRA Addendum and/or Adoption Statement.

4.15 The mitigation strategy has since been agreed (as set out in Chapter 2) and its requirements have been incorporated into the Main Modifications.

4.16 There will be no adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar, following changes made by the Main Modifications.

Chapter 5

Conclusions

5.1 Following the additional work to test air pollution mitigation measures in relation to North Downs Woodlands SAC, and the agreed Main Modifications; it is now possible to conclude that there will be no adverse effects on any European sites arising from the Local Plan Review, alone or in combination with other plans or projects. **<Subject to receipt of confirmations highlighted at paras 4.7 from Jacobs>**

Appendix A

Natural England consultation responses

Regulation 19 representation

A.1 Natural England provided comments on the Local Plan Review (Regulation 19), on 10 December 2021, Examination Document ED3.

A.2 Following the technical work outlined in Chapter 1 of this HRA addendum, those comments have been superseded by the ongoing discussions and comments provided during Examination.

Additional consultation during Examination

A.3 The following summarises Natural England's comments on, and agreements made in respect of, information provided during the Local Plan Review Examination:

- Letter from Natural England "Heathlands Garden Community and Lenham Broad - Nutrient Neutrality Assessment and Mitigation Proposals", 29 July 2022, Examination Document ED35 – reproduced below.
- Informal comments from Natural England which informed the air quality and HRA progress note prepared by MBC in response to the Inspector's post-Stage 1 letter requesting an update on progress towards addressing air quality issues. The note summarises discussions with Natural England, 31 March 2023, Examination Document ED77⁹.
- Natural England review of Jacobs' technical note (ED78¹⁰)
- Statement of Common Ground between Maidstone Borough Council and Natural England, October 2022 (updated March 2023), Examination Document ED99 – reproduced below.

Consultation in relation to main modifications

A.4 As the main modifications extend the Plan period by one year to 2038, Natural England's opinion was sought as to whether the Bird Wise strategy remained appropriate as

⁹ Examination document ED77: https://drive.google.com/file/d/1J-66c41q45_4Q_YvmtFbJaYITLZ6PDWA/view?usp=share_link

¹⁰ Examination document ED78: https://drive.google.com/file/d/1HntyF9YpGL8INvovAhpc2JWT8mWHZ-T-/view?usp=share_link

mitigation. Natural England confirmed through personal communication on 5 September 2023 that:

“Whilst the Bird Wise management of the Strategic Access Management and Monitoring Strategy (SAMMS) for the Thames, Medway and Swale Estuaries and the Local Plan time frames do not fully correlate, given there is the Local Plan review and there will also need to be a review of the SAMMS, our advice would at present (based upon the best available evidence) be that the appropriate financial contribution to Bird Wise appears appropriate to mitigate recreational impacts to the coastal designated sites. As you mention, when the Local Plan is reviewed there will be the opportunity to revisit recreational disturbance and if appropriate, the mitigation measures that will be needed.”

Appendix B

Technical notes: Air quality assessment and mitigation

- B.1** Technical note prepared by Jacobs, 12 May 2023.
- B.2** Technical note prepared by Jacobs to assess proposed mitigation, 5 September 2023.
- B.3** NVC survey report of North Downs Woodlands SAC by Southern Ecological Solutions, 11 July 2023

Maidstone Local Plan Air Quality HRA Technical Note

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12/05/2023

Kent County Council and Maidstone Borough Council

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3.0	10/02/2023	Maidstone Air Quality HRA Technical Note- updated DN2037 traffic data and APIS nitrogen deposition website data	RS	SK	HP/MT	CH
4.0	22/03/2023	Maidstone Air Quality HRA Technical Note-updated to IAQM guidance for receptors and updated habitat type information. Removal of Boxley Road speed scenario.	SK	RS	HP/MT	CH
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Limitation Statement

This document has been prepared on behalf of, and for the exclusive use of, Maidstone Borough Council and Kent County Council and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. The report should be read in full with no excerpts out of context deemed to be representative of the report and its findings as a whole. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

1. Introduction

1.1 Background

Maidstone Borough Council (MBC) and Kent County Council (KCC) are undertaking a Local Plan Review (LP) for the MBC to address the latest Government standard methodology for calculating authorities' future housing numbers and extend the Maidstone Local Plan period to at least 2037.

In September 2021, the Stage 2 Maidstone Local Transport Modelling and Air Quality Assessment were completed to test the impacts of the committed and local plan developments. More information can be found in Stage 2 Maidstone Local Plan (LP) – Initial Option Forecast Report (Jacobs, 2021a) and Maidstone LP Review Stage 2 (Jacobs, 2021b).

The air quality assessment undertaken highlighted increases in nitrogen emissions and associated nitrogen deposition on the area of the North Downs Woodland Special Area of Conservation (SAC).

In January 2022, updates were made to the Maidstone Local Transport Model to incorporate changes to the planned developments represented; one of which was the removal of Binbury Park. More details on the approach and methodology can be found in the Maidstone Local Plan – Extended Forecast Modelling Report, Jacobs, 2022a.

1.2 Purpose of this Document

This technical note describes the results of the detailed air quality impact assessment of the 2037 Maidstone Local Plan (LP) Review scenario.

This assessment has been undertaken to determine the impact of nitrogen deposition on the North Downs Woodland SAC.

The 2037 Maidstone LP Review scenario also includes the Defra updated Emission Factor Toolkit (EFT) version 11; (Defra, 2021) which includes electric vehicle fleet penetration into the fleet mix up to 2050. EFT version 11 post 2030 has been produced for use in calculating carbon dioxide (CO₂) emissions as opposed to air quality pollutant emissions (such as oxides of nitrogen (NO_x), as pre-cursor for nitrogen deposition) post 2030. However, the use of electric vehicles will not just reduce emissions of CO₂, but will also reduce emissions of NO_x (as electric vehicles do not produce NO_x), it is therefore deemed appropriate for this assessment.

The Do-Something (DS) has been compared to the Do-Nothing (DN), to estimate the in-combination impact, and the Do-Minimum (DM), to estimate the LP alone impact. Although the LP alone impact scenario is unlikely to happen in isolation of the wider geographical developments, it should be considered that the DM scenario for this study includes developments that are approved and have a high probability of happening. Therefore, the DM represents a more realistic baseline, to the DN, for comparison purposes. The description of each scenario is discussed further in the next section of this report.

It should be noted that this report is an interim version and will be updated once additional options have been confirmed and assessed.

2. Assessment Methodology, Assumptions and Limitations

2.1 Guidance

The assessment of air quality has been completed using the following guidance:

- Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality (Highways England, 2019)
- Local Air Quality Management – Technical Guidance (LAQM TG(22)) (Defra, 2022)
- Natural England’s approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (Natural England, 2018)
- Institute of Air Quality Management – A guide to the assessment of air quality impacts on designated nature conservation sites, v1.1, May 2020 (IAQM, 2020)

2.2 Assessment Scenarios

The following scenarios were considered in this assessment:

- The Do-Nothing (DN) scenario in the forecast year (2037) includes global traffic growth derived from TEMPro. TEMPro is a software that summarises the growth forecast from the National Trip End Model (NTEM). This data takes into account national projections of population, employment, housing, car ownership and trip rates. Adjustments were made to TEMPro to calculate the low growth figure and develop a hypothetical situation of low growth scenario across Kent and Maidstone (refer to Maidstone Local Plan - Stage 2 - Initial Options Forecast Report, Jacobs, 2021a).
- The Do-Minimum (DM) scenario in the forecast year (2037) includes background growth from TEMPro and committed developments in Maidstone. The committed developments are those developments with approval, under construction or high probability that it will happen (i.e. the Reference Case scenario described in the Maidstone Local Plan - Extended Forecast Modelling Report; Jacobs, 2022a).
- The Do-Something (DS) scenario in the proposed implementation year (2037) includes the demand considered in the DM scenario, plus the local plan developments (i.e. the Option 2 scenario described in the Maidstone Local Plan - Extended Forecast Modelling Report; Jacobs, 2022a). It is worth noting that the 2037 DS scenario only assumes partial build out of Lidsing based on the development trajectory for 2037 (i.e. the assumed residential units are 1,300 instead of 5,000). Appendix C details the plans and proposals included within the traffic data for this scenario. The plans and proposals were based on information received in January 2022 from MBC.

2.3 Study Area

Changes in traffic in the Do-Something scenario were compared against the Do-Nothing scenario to define the Affected Road Network (ARN), which is shown in Appendix A. This is in accordance with Natural England (2018) which recommends that the screening thresholds should be applied to identify ‘in-combination’ effects.

2.4 Sensitive Receptors

Receptors representing the North Downs Woodland SAC within 200m of the ARN were included in the air quality assessment. However, paragraph 5.4.1.13 of the IAQM guidance (IAQM, 2020) recommends ‘*modelling predictions are not made closer than 2 m from the edge of the road*’. Transect points have therefore started at 2m from the nearest point of the road edge, where the SAC is within 2m of the road edge, in accordance with the IAQM guidance. Transect receptor points at approximately 10m intervals were modelled, up to a maximum distance of 200m from the road edge. Transects for each of the designated ecological receptors are shown in Appendix A.

2.5 Summary of Methodology

The methodology set out within Maidstone LP Review Stage 2 Report (Jacobs, 2021b) was followed to assess nitrogen deposition at the North Downs Woodland SAC. However, towards the end of 2021, Defra released a new version of EFT version 11 which has been incorporated into this assessment.

The detailed assessment of the potential air quality effects has been undertaken using the dispersion modelling software ADMS-Roads. It is an atmospheric dispersion modelling system that focuses on road traffic as a source of pollutant emissions and is a recognised tool for carrying out air quality impact assessments. Version 5.0.1.3 (January 2022) was used for this assessment.

Model verification adjustment factors for NO_x were applied to the air quality modelling results. The factors applied to the results were taken from the Maidstone LP Review Stage 2 Report (Jacobs 2021b). Model calibration and adjustment is not discussed further in this assessment.

2.6 Magnitude and Significance

The predicted changes in nitrogen deposition were used to identify the potential for significant effects to occur at the habitat. With regard to nitrogen deposition, critical loads for designated ecological habitats in the UK have been published by the Centre for Ecology and Hydrology - and were obtained from the Air Pollution Information System (APIS) website (Centre for Ecology and Hydrology, 2023).

Nitrogen deposition rates were updated on the APIS website in January 2023 as a result of a national error being identified in the previous website data utilised in this assessment. Therefore, the nitrogen deposition rates utilised in the 2037 Maidstone LP Review scenario have been updated to reflect the updated nitrogen deposition rates.

Following a site walkover by a project ecologist, whereby updated habitat type information was provided, the habitat types for transects A and D have been updated from 'Coniferous Woodlands' to 'Broadleaved Deciduous Woodland'.

DMRB LA 105 (Highways England, 2019) states that if the change in nitrogen deposition is greater than 1% of the lower critical load and the total deposition is greater than lower critical load, then there is a potential impact. If this is the case, the information should be reviewed by the project ecologists to determine their significance and where practicable, mitigation should be proposed.

2.7 Assumptions and Limitations

The assessment provided within this technical note is based on information available at the time of writing.

As with any computer model that seeks to predict future conditions, there is uncertainty in the predictions made. Whilst being the best predictions available, elements of impact prediction such as the specific concentration of a pollutant at a given receptor are not precise and are always subject to a margin of error. These errors have been minimised and where necessary a cautious approach has been used.

Based on IAQM guidance (IAQM 2020), receptor points along each transect started at 2m from the nearest road edge to the North Downs SAC.

3. Air Quality Assessment Results

3.1 Scenarios with 2037 Maidstone LP Review

This section considers the likely effects that the 2037 Maidstone LP review could have on the North Downs Woodland SAC.

HRA Assessment

In order to provide an indication of whether the 2037 Maidstone LP Review has the potential to impact nitrogen deposition, the change in nitrogen deposition has been estimated at the closest point within the SAC (or at 2m if appropriate) to the ARN and compared to the lowest critical load for the Designated Site. Where the change in nitrogen deposition (PC) is estimated to be greater than 1% of the lowest possible critical load, this has been used to indicate where changes in nitrogen deposition have the potential to affect the SAC. Likewise, where changes in nitrogen deposition are estimated to be less than this amount, then it has been assumed that any resulting impacts are unlikely to be significant.

2037

A summary of the results of this assessment for the DM-DS (LP alone impacts) scenario are provided in Table 3-1. Only receptors with potentially significant impacts are shown. As there are no significant impacts for DN-DS (in-combination impacts), no results are shown for this scenario in this section, however, the results for DN-DS (in-combination impacts) are provided in Appendix B.

The results in Table 3-1 indicate that the change in site relevant critical loads for nitrogen deposition are modelled to be greater than 1% for the DM-DS (LP alone) scenario (i.e. exceeded), as a result of the 2037 Maidstone LP.

These exceedances are predicted within transects B, up to 10m from the ARN, and transect C, up to 2m from the ARN. These transect points are located adjacent to Boxley Road, which runs directly through the SAC. As explained in Section 1.2, although the LP alone impact scenario is unlikely to happen in isolation of the wider geographical developments, it should be considered that the DM scenario for this study includes developments that are approved and have a high probability of happening. Therefore, the DM represents a more realistic baseline, to the DN, for comparison purposes.

As explained in Section 2.2, the levels of traffic demand for each scenario vary. The DN scenario (considered as part of the in-combination impacts) assumed global growth evenly applied across the model, while the DM (considered as part of the LP alone impacts) includes the committed developments, which are concentrated on specific locations. The same case applies to the DS scenario, which includes committed and local plan developments. The different levels of growth and development result in different traffic patterns in each scenario.

In analysing the DN-DS (in-combination impacts), no impacts were predicted because the difference in the traffic flows predicted changes in concentrations is lower than the 1% nitrogen deposition change threshold. On the other hand, the DM-DS (LP alone impacts) predicted potential impacts on Boxley Road, because the difference in traffic, resulted in concentrations exceeding the 1% threshold. This is due to more traffic being predicted to use Boxley Road in the DN, compared to the DM, due to the global TEMPro growth applied across the model. However, in the DM, the traffic on Boxley Road is slightly lower than the DN due to the different levels of growth from the committed developments (i.e. site specific development growth as opposed to just global growth). This results in the DM-DS (LP alone) predicted to have a higher magnitude of traffic flow difference compared to the DN-DS difference. This traffic pattern is expected since the DM scenario included developments that are more concentrated on specific locations, resulting in more localised traffic redistribution.

It is noted that in accordance with IAQM guidance the results predicted at less than 2m from the road edge are not considered to be reliable and may not represent areas of relevance. There is therefore potential for the DM-

DS (LP alone impacts) 2037 Maidstone LP Review scenario to result in significant adverse effects at these locations. The likely significance should be determined by a competent expert for biodiversity within the HRA. Should likely significant effects be determined by a competent expert for biodiversity, mitigation measures have been identified and can be provided to the planning inspector should these be requested.

Table 3-1: Modelled air quality designated habitat receptors for nitrogen deposition in 2037, for the HRA assessment between the DM and DS (LP alone) scenario.

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DM) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DM	DS			
ECO_B_2	SAC North Downs Woodlands#2	2.0	33.6	33.9	0.3	10	2.65
ECO_B_10	SAC North Downs Woodlands#2	10.1	32.7	32.8	0.1	10	1.44
ECO_C_2	SAC North Downs Woodlands#3	2.0	32.7	32.8	0.1	10	1.44

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4. Conclusions

Detailed air dispersion modelling has been undertaken to predict changes in air quality at ecological receptors within the North Downs Woodland SAC. The assessment took account of APIS background deposition rates to provide predicted nitrogen deposition rates in the North Downs Woodland SAC.

4.1 Scenarios with 2037 Maidstone LP Review

There are no potential significant effects modelled for the DN-DS (in combination) in 2037.

There are predicted increases in nitrogen deposition greater than 1% of the site relevant critical loads (i.e. exceedances) within 10m and 2m of the ARN for transects B and C respectively, with the LP alone impact (DM-DS) scenario for 2037. Both transects are located adjacent to Boxley Road, which runs directly through the SAC.

In analysing the DN-DS (in-combination impacts), no impacts were predicted because the difference in the traffic flows predicted changes in concentrations is lower than the 1% nitrogen deposition change threshold. On the other hand, the DM-DS (LP alone impacts) predicted potential impacts on Boxley Road, because the difference in traffic, resulted in concentrations exceeding the 1% threshold. This is due to more traffic being predicted to use Boxley Road in the DN, compared to the DM, due to the global TEMPro growth applied across the model. However, in the DM, the traffic on Boxley Road is slightly lower than the DN due to the different levels of growth from the committed developments (i.e. site specific development growth as opposed to just global growth). This results in the DM-DS (LP alone) predicted to have a higher magnitude of traffic flow difference compared to the DN-DS difference. This traffic pattern is expected since the DM scenario included developments that are more concentrated on specific locations, resulting in more localised traffic redistribution.

There is therefore potential for the 2037 LP alone impact (DM-DS) only to result in significant adverse effects at these habitats. As explained in Section 1.2, although the LP alone impact scenario is unlikely to happen in isolation of the wider geographical developments, it should be considered that the DM scenario for this study includes developments that are approved and have a high probability of happening. Therefore, the DM represents a more realistic baseline for comparison purposes. The final determination of significance for designated ecological habitats should therefore be made by a competent expert for biodiversity. Should likely significant effects be determined by a competent expert for biodiversity, mitigation measures have been identified and can be provided to the planning inspector should these be requested.

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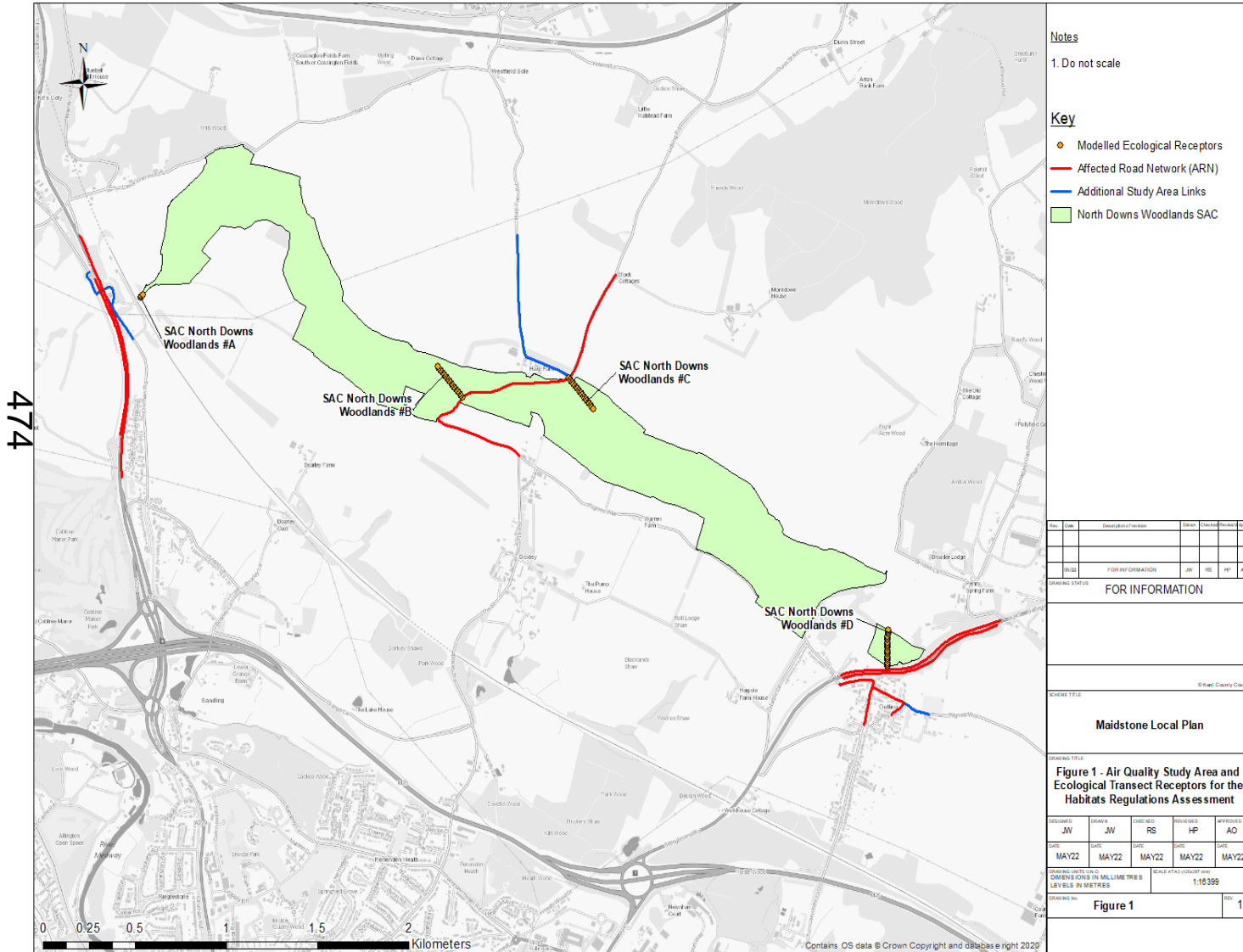
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Appendix A. Figures

Figure 1: Air Quality Study Area and Ecological Transect Receptors.



Notes

1. Do not scale

Key

- ◆ Modelled Ecological Receptors
- Affected Road Network (ARN)
- Additional Study Area Links
- North Downs Woodlands SAC

Rev	Date	Description of Revision	Drawn	Checked	Author	Reviewer

FOR INFORMATION

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Maidstone Local Plan

Figure 1 - Air Quality Study Area and Ecological Transect Receptors for the Habitats Regulations Assessment

DESIGNED	DRAWN	CHECKED	REVIEWED	APPROVED
JW	JW	RS	HP	AO
DATE	DATE	DATE	DATE	DATE
MAY22	MAY22	MAY22	MAY22	MAY22
DIMENSIONS IN MILLIMETRES				SCALE AT AS SHOWN
LEVELS IN METRES				1:10,000

DRAWING NO. **Figure 1** REV. 1

Appendix B. DN-DS (in-combination impacts) results

Table B 1: Modelled air quality designated habitat receptors for nitrogen deposition in 2037, for the HRA assessment between the DN and DS (in-combination impacts) scenario.

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DN) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DN	DS			
ECO_A_2	SAC North Downs Woodlands#1	163.5	32.0	31.9	0.0	10	-0.46
ECO_A_10	SAC North Downs Woodlands#1	171.5	31.9	31.9	0.0	10	-0.43
ECO_A_20	SAC North Downs Woodlands#1	181.5	31.9	31.9	0.0	10	-0.43
ECO_B_2	SAC North Downs Woodlands#2	2	33.9	33.9	-0.1	10	-0.55
ECO_B_10	SAC North Downs Woodlands#2	10	32.9	32.8	0.0	10	-0.26
ECO_B_20	SAC North Downs Woodlands#2	20	32.4	32.4	0.0	10	-0.12
ECO_B_30	SAC North Downs Woodlands#2	30	32.2	32.2	0.0	10	-0.09
ECO_B_40	SAC North Downs Woodlands#2	40	32.1	32.1	0.0	10	-0.06
ECO_B_50	SAC North Downs Woodlands#2	50	32.0	32.0	0.0	10	-0.06
ECO_B_60	SAC North Downs Woodlands#2	60	31.9	31.9	0.0	10	-0.06
ECO_B_70	SAC North Downs Woodlands#2	70	31.9	31.9	0.0	10	-0.03
ECO_B_80	SAC North Downs Woodlands#2	80	31.8	31.8	0.0	10	-0.06
ECO_B_90	SAC North Downs Woodlands#2	90	31.8	31.8	0.0	10	-0.03
ECO_B_100	SAC North Downs Woodlands#2	100	31.8	31.8	0.0	10	-0.03
ECO_B_110	SAC North Downs Woodlands#2	110	31.5	31.5	0.0	10	-0.06
ECO_B_120	SAC North Downs Woodlands#2	120	31.5	31.5	0.0	10	-0.03
ECO_B_130	SAC North Downs Woodlands#2	130	31.5	31.5	0.0	10	-0.03

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Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DN) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DN	DS			
ECO_B_140	SAC North Downs Woodlands#2	140	31.5	31.5	0.0	10	-0.03
ECO_B_150	SAC North Downs Woodlands#2	150	31.5	31.5	0.0	10	-0.03
ECO_B_160	SAC North Downs Woodlands#2	160	31.5	31.5	0.0	10	-0.03
ECO_B_170	SAC North Downs Woodlands#2	170	31.4	31.4	0.0	10	-0.06
ECO_B_180	SAC North Downs Woodlands#2	180	31.4	31.4	0.0	10	-0.03
ECO_B_190	SAC North Downs Woodlands#2	190	31.4	31.4	0.0	10	-0.03
ECO_B_200	SAC North Downs Woodlands#2	200	31.4	31.4	0.0	10	-0.03
ECO_C_2	SAC North Downs Woodlands#3	2	32.8	32.8	0.0	10	-0.09
ECO_C_10	SAC North Downs Woodlands#3	10	32.2	32.2	0.0	10	-0.06
ECO_C_20	SAC North Downs Woodlands#3	20	32.0	32.0	0.0	10	-0.03
ECO_C_30	SAC North Downs Woodlands#3	30	31.9	31.9	0.0	10	-0.06
ECO_C_40	SAC North Downs Woodlands#3	40	31.8	31.8	0.0	10	-0.03
ECO_C_50	SAC North Downs Woodlands#3	50	31.8	31.8	0.0	10	-0.03
ECO_C_60	SAC North Downs Woodlands#3	60	31.8	31.8	0.0	10	-0.03
ECO_C_70	SAC North Downs Woodlands#3	70	31.7	31.7	0.0	10	-0.03
ECO_C_80	SAC North Downs Woodlands#3	80	31.7	31.7	0.0	10	0.00
ECO_C_90	SAC North Downs Woodlands#3	90	31.7	31.7	0.0	10	0.00
ECO_C_100	SAC North Downs Woodlands#3	100	31.7	31.7	0.0	10	-0.03
ECO_C_110	SAC North Downs Woodlands#3	110	31.7	31.7	0.0	10	0.00

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DN) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DN	DS			
ECO_C_120	SAC North Downs Woodlands#3	120	31.7	31.7	0.0	10	-0.03
ECO_C_130	SAC North Downs Woodlands#3	130	31.7	31.7	0.0	10	-0.03
ECO_C_140	SAC North Downs Woodlands#3	140	31.7	31.7	0.0	10	0.00
ECO_C_150	SAC North Downs Woodlands#3	150	31.7	31.7	0.0	10	-0.03
ECO_C_160	SAC North Downs Woodlands#3	160	31.7	31.7	0.0	10	0.00
ECO_C_170	SAC North Downs Woodlands#3	170	31.7	31.7	0.0	10	0.00
ECO_C_180	SAC North Downs Woodlands#3	180	31.7	31.7	0.0	10	-0.03
ECO_C_190	SAC North Downs Woodlands#3	190	31.7	31.7	0.0	10	0.00
ECO_C_200	SAC North Downs Woodlands#3	200	31.7	31.7	0.0	10	0.00
ECO_D_2	SAC North Downs Woodlands#4	2	34.4	34.3	-0.1	10	-0.95
ECO_D_10	SAC North Downs Woodlands#4	10	33.7	33.6	-0.1	10	-0.60
ECO_D_20	SAC North Downs Woodlands#4	20	33.1	33.1	0.0	10	-0.40
ECO_D_30	SAC North Downs Woodlands#4	30	32.8	32.7	0.0	10	-0.29
ECO_D_40	SAC North Downs Woodlands#4	40	32.5	32.5	0.0	10	-0.17
ECO_D_50	SAC North Downs Woodlands#4	50	32.4	32.3	0.0	10	-0.14
ECO_D_60	SAC North Downs Woodlands#4	60	32.2	32.2	0.0	10	-0.12
ECO_D_70	SAC North Downs Woodlands#4	70	32.1	32.1	0.0	10	-0.06
ECO_D_80	SAC North Downs Woodlands#4	80	32.0	32.0	0.0	10	-0.06
ECO_D_90	SAC North Downs Woodlands#4	90	31.9	31.9	0.0	10	-0.03

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Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DN) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DN	DS			
ECO_D_100	SAC North Downs Woodlands#4	100	31.9	31.8	0.0	10	-0.06
ECO_D_110	SAC North Downs Woodlands#4	110	31.8	31.8	0.0	10	-0.06
ECO_D_120	SAC North Downs Woodlands#4	120	31.7	31.7	0.0	10	-0.03
ECO_D_130	SAC North Downs Woodlands#4	130	31.7	31.7	0.0	10	-0.03
ECO_D_140	SAC North Downs Woodlands#4	140	31.7	31.7	0.0	10	-0.03
ECO_D_150	SAC North Downs Woodlands#4	150	31.6	31.6	0.0	10	-0.03
ECO_D_160	SAC North Downs Woodlands#4	160	31.6	31.6	0.0	10	-0.03
ECO_D_170	SAC North Downs Woodlands#4	170	31.6	31.6	0.0	10	0.00
ECO_D_180	SAC North Downs Woodlands#4	180	31.5	31.5	0.0	10	-0.03

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Appendix C. Plans and projects included within the 2037 DN-DS (in-combination) traffic data

Development Description	Residential Units	Employment, Floorspace, sqm
H1(1) - Bridge Nursery, London Road, Maidstone	140	0
H1(2) - East of Hermitage Lane, Maidstone	500	0
H1(3) - West of Hermitage Lane, Maidstone	330	0
H1(4) - Oakapple Lane, Barming	187	0
H1(5) - Langley Park, Sutton Road, Boughton Monchelsea	600	0
H1(6) - North of Sutton Road, Otham	286	0
H1(7) - North of Bicknor Wood, Gore Court Road, Otham	250	0
H1(8) - West of Church Road, Otham	440	0
H1(9) - Bicknor Farm, Sutton Road, Otham	302	0
H1(10) - South of Sutton Road, Langley	750	0
H1(11) - Springfield, Royal Engineers Road and Mill Lane, Maidstone	400	0
H1(21) - Barty Farm, Roundwell, Thurnham	100	0
H1(27) - Kent Police HQ, Sutton Road, Maidstone	112	0
H1(28) - Kent Police training school, Sutton Road, Maidstone	90	0
RMX1(1) - Newnham Park, Bearsted Road, Maidstone	0	100,000
RMX1(2) - Maidstone East and Sorting Office, Sandling Road, Maidstone	210	14,000
H1(32) - South of Ashford Road, Harrietsham	113	0
H1(34) - Church Road, Harrietsham	80	0
H1(36) - Ulcombe Road and Mill Bank, Headcorn	220	0
H1(37) - Grigg Lane and Lenham Road, Headcorn	86	0
H1(41) - Tanyard Farm, Old Ashford Road, Lenham	145	0
H1(44) - Stanley Farm, Plain Road, Marden	85	0
H1(45) - The Parsonage, Goudhurst Road, Marden	144	0
H1(46) - Marden Cricket and Hockey Club, Stanley Road, Marden	124	0
H1(48) - Hen and Duckhurst Farm, Marden Road, Staplehurst	250	0
H1(49) - Fishers Farm, Fishers Road, Staplehurst	400	0
H1(57) - Heathfield, Heath Road, Coxheath	110	0
H1(58) - Forstal Lane, Coxheath	210	0
H2(1) - Maidstone town centre	940	0
H2(2) - Invicta Park barracks	1,300	0
H2(3) - Lenham	1,000	0
EMP1(1) - West of Barradale Farm, Maidstone Road, Headcorn	0	5,500
EMP1(2) - South of Claygate, Pattenden Lane, Marden	0	6,800

Development Description	Residential Units	Employment, Floorspace, sqm
EMP1(3) - West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	0	14,500
EMP1(4) - Woodcut Farm, Ashford Road, Bearsted	0	49,000
Lyewood Farm, Boughton Monchelsea - H1(54)	85	0
Sygenta, Yalding	0	46,000
Gleaming Wood Drive, Lordswood	115	0
Mote Road, Town Centre	172	1,169
Ashford Road, Lenham, Lenham	0	2,500
Lidsing, Garden Settlement	1,300	44,100
Heathlands, Garden Settlement	1,400	19,110
The Mall, Town Centre	400	0
Office to Resi, Town Centre	247	0
Maidstone Riverside, Town Centre	650	0
Len House, Town Centre	159	0
Gala Bingo, Town Centre	40	0
Maidstone West, Town Centre	130	0
Residual from the 700, Town Centre	215	0
PP 2021/22, Maidstone Borough	603	0
Windfall Small, Maidstone Borough	1,380	0
Windfall Large, Maidstone Borough	1,358	0
High St/ Medway St (Additional), Town Centre	10	0
Maidstone East (Additional), Town Centre	80	0
Springfield Tower, Urban Area	150	0
Royal British Legion, Urban Area	8	0
EIS Oxford Rd, Urban Area	20	0
Ware St, Urban Area (N)	67	0
Abbey Gate Farm, Urban Area (SW)	250	0
Pested Bars, Urban Area (S)	196	0
Police HQ Land (Additional), Urban Area (SE)	135	0
Land at Sutton Rd, Urban Area (SE)	75	0
Moat Rd, Headcorn	110	0
Copper Ln & Albion Rd, Marden	113	0
Lodge Rd, Staplehurst	78	0
Home Farm, Staplehurst	49	0
Land S of A20, Harrietsham	53	0
Keilen Manor, Harrietsham	47	0
Eyborne St, Hollingbourne	9	0

Development Description	Residential Units	Employment, Floorspace, sqm
Kenward Rd, Yalding	100	0
Haven Farm et al, Sutton Valence	100	0
Land N of Heath Rd (Guy's site), Coxheath	85	0
Kent Ambulance HQ, Coxheath	10	0
Land at Heath Rd, Coxheath	5	0
Campfield Farm, Boughton Mon	30	0
Broad Location, East Farleigh	50	0
Broad Location, Ulcombe	35	0
Broad Location, Laddingford	35	0
Broad Location, Kingswood	35	0
Broad Location, Teston	35	0
Broad Location, Boxley	25	0
Broad Location, Chart Sutton	25	0
Broad Location, Detling	25	0
Broad Location, Grafty Green	25	0
Broad Location, Hunton	25	0
Broad Location, Platts Heath	25	0
Broad Location, Stockbury	25	0
Mote Road, Town Centre	172	1,169

Maidstone Local Plan Air Quality HRA Mitigation

Document no: 1.0

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Kent County Council and Maidstone Borough Council

Air Quality HRA Mitigation Technical Note

5 September 2023



Maidstone Local Plan Air Quality HRA Mitigation

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Limitation Statement

This document has been prepared on behalf of, and for the exclusive use of, Maidstone Borough Council and Kent County Council and is subject to, and issued in accordance with, provisions of the contract between Jacobs and the client. The report should be read in full with no excerpts out of context deemed to be representative of the report and its findings as a whole. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

1. Introduction

1.1 Overview

Maidstone Borough Council (MBC) and Kent County Council (KCC) are undertaking a Local Plan Review (LP) for MBC to address the latest Government standard methodology for calculating authorities future housing numbers and to extend the Maidstone Local Plan period to at least 2037. The LPR sets out a new spatial strategy and policy framework to meet the Borough's future development needs, and to ensure that growth is sustainably managed.

For the LPR to be formally adopted by the Council it must meet the 'tests of soundness' set out in the National Planning Policy Framework (Ministry of Housing, Communities & Local Government, 2021). To help demonstrate the plan's soundness, MBC has prepared an extensive evidence base covering a range of policy topic areas.

In the recent Maidstone Air Quality HRA Technical Note (Jacobs, 2023a), within the Do Minimum (DM)-Do Something (DS) scenario (LP alone), the results highlighted increases in nitrogen-related emissions and associated nitrogen deposition on the North Downs Woodland Special Area of Conservation (SAC), particularly close to Boxley Road, as presented in Appendix A. A competent expert for biodiversity (SES, 2023) has undertaken a survey to determine whether the likely significance of impacts could impact qualifying features of the SAC.

Based on the survey results obtained, adverse impacts from increased nitrogen deposition on the qualifying woodland features of the SAC cannot be ruled out. MBC have therefore identified a package of potential mitigation measures for further consideration.

1.2 Purpose of this Document

This study builds upon a previous 'Stage 1' initial high level review of the technical feasibility of implementing these mitigation measures (Jacobs, 2023b), with a 'Stage 2' assessment, that provides quantifiable data to assist with the assessment of air quality impacts.

This technical note describes the results of the detailed air quality assessment relating to the proposed mitigation measure- traffic calming/restrictions on trips to/from Lidsing Garden Settlement to Boxley Road/Lidsing Road. More information can be found in the next section of this report.

This scenario also use Department for Transport (DfT) TAG electric/petrol/diesel vehicle fleet splits (DfT, 2023), which provide a greater optimistic outlook in terms of future adoption of electric vehicles, as opposed to the Defra Emission Factor Toolkit (Defra, 2021).

The DS has been compared to the DM, to estimate the LP alone impact.

It should be noted that this report is an interim version and will be updated should additional mitigation measures be confirmed and assessed.

2. Assessment Methodology, Assumptions and Limitations

2.1 Guidance

The assessment of air quality has been completed using the following guidance:

- Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality (Highways England, 2019)
- Local Air Quality Management Technical Guidance (LAQM TG (22)) (Defra, 2022)
- Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitat Regulations (Natural England, 2018)
- Institute of Air Quality Management - A guide to the assessment of air quality impacts on designated nature conservation sites (IAQM, 2020)

2.2 Assessment Scenarios

The following scenarios were considered in this assessment:

- The Do-Minimum (DM) scenario in the forecast year (2037) as detailed within the Maidstone Air Quality HRA Technical Note (Jacobs, 2023a).
- The Do-Something (DS) scenario with traffic calming measures in the proposed implementation year (2037) which includes the following transport modelling approach and assumptions:
 - a. This scenario assessed the impacts of restricting the trips to/from Lidsing Garden Settlement via Boxley Road/Lidsing Road. It was based on the access strategy arrangement and traffic calming measures discussed in the ED93 Lidsing Technical Note on Indicative Phasing and Mitigation (Charles & Associates 2023). The proposed access arrangements connect the development traffic directly to the new link road and M2 J4 which is assumed to be the main route of choice to/from Lidsing Garden Settlement.
 - b. In addition, the Technical Note – Rural Lane Interventions by the Lidsing promoter includes the following traffic calming measures in Bredhurst and Boxley. Although these cannot be modelled directly into the strategic model, it is believed that these will result in making Boxley Road/ Lidsing Road and other rural roads in the areas less attractive. Therefore, diverting the traffic to use the new link road.
 - Horizontal Deflections - a form of traffic calming which force drivers to be deflected from their normal path, either resulting in slowing or, where these measures introduce conflict with approaching vehicles, require vehicles to stop and give-way. For example, the geometry of The Street is generally straight with a slight curve before merging into Dunn St Road therefore a moderate intervention such as road narrowing could be provided. Other horizontal deflection options can include build-outs which create a chicane arrangement significantly reducing vehicle speeds; and pedestrian refuge islands creating an uncontrolled crossing.
 - Vertical Deflections – include narrow speed bumps and introduction of raised tables. These measures reinforce the need to slow and when implemented in a 'place making' form, can provide strong incentive to use routes, with drivers being made to feel less welcome and comfortable.
 - Changes in Junction Arrangement and Placemaking - the junctions could be reconfigured to change priority arrangements to make through movements a disadvantage; or there is scope to introduce roundabouts which present uncertainty of priority and again reduce perception of an unconstrained corridor.
 - Traffic Filtering - more aggressive interventions can also be introduced throughout the village of Bredhurst with the possibility of traffic filters or road closures. Traffic filters are intended to reduce traffic levels by reducing the number of unnecessary journeys by car. Filtering of vehicular traffic could use similar arrangements as applied in Low Traffic Neighbourhoods, with planters removing vehicles from using the road, instead prioritising walking and cycling.

- c. In order to represent the above measures, restrictions on the trips to/from Lidsing Garden Settlement via Boxley Road / Lidsing Road were implemented into the model.

2.3 Study Area

The study area contained the Affected Road Network (ARN) surrounding the North Downs Woodland SAC as considered within the Maidstone Air Quality HRA Technical Note (Jacobs, 2023a), which is shown in Appendix A.

2.4 Sensitive Receptors

The ecological receptors as set out within Maidstone Air Quality HRA Technical Note (Jacobs, 2023a) were included in the air quality assessment. Transects for each of the designated ecological receptors are shown in Appendix A.

2.5 Summary of Methodology

The methodology set out in Maidstone Air Quality HRA Technical Note (Jacobs, 2023a) was followed to assess nitrogen deposition at the North Downs Woodland SAC. However, DfT TAG electric vehicle fleet splits (DfT, 2023) have been incorporated into this assessment for the estimation of vehicle emissions.

The detailed assessment of potential air quality effects has been undertaken using the Atmospheric Dispersion Modelling System (ADMS-Roads). It is a system that focuses on road traffic as a source of pollutant emissions and is a recognised tool for carrying out air quality impact assessments. Version 5.0.1.3 (January 2022) was used for this assessment.

Model verification adjustment factors for NO_x were applied to the air quality modelling results. Model verification was not updated for the use of DfT TAG emissions data as the electric vehicle fleet mixes used are for projected years (2037) and not a base year as is used within model verification. As such, the model verification factors applied to the results were taken from the Maidstone LP Review Stage 2 Report (Jacobs 2021). Model verification and adjustment is not discussed further in this assessment.

2.6 Magnitude and Significance

The predicted changes in nitrogen deposition were used to identify the potential for significant effects to occur at the habitat. With regard to nitrogen deposition, critical loads for designated ecological habitats in the UK have been published by the Centre for Ecology and Hydrology and were obtained from the Air Pollution Information System (APIS) website (Centre for Ecology and Hydrology, 2023).

Nitrogen deposition rates were updated on the APIS website in July 2023. Therefore, the nitrogen deposition rates utilised in the mitigation measures scenario have been updated to reflect the updated nitrogen deposition rates.

DMRB LA 105 (Highways England, 2019) states that if the change in nitrogen deposition is greater than 1% of the lower critical load and the total deposition is greater than the lower critical load, then there is a potential impact. If this is the case, the information should be reviewed by the project ecologists to determine their significance.

2.7 Assumptions and Limitations

The assessment provided within this technical note is based on information available at the time of writing.

As with any computer model that seeks to predict future conditions, there is uncertainty in the predictions made. Whilst being the best predictions available, elements of impact prediction such as the specific concentration of a pollutant at a given receptor are not precise and are always subject to a margin of error. These errors have been minimised and where necessary a cautious approach has been used.

Based on IAQM guidance (IAQM 2020), receptor points along each transect started at 2m from the nearest road edge to the North Downs Woodland SAC.

It is recognised that KCC and National Highways will not be in a position to endorse the proposed traffic calming at this stage as the wider impacts for such an intervention remain unknown , including assessment of the impact at key junctions. A sensitivity modelling test should be run at the next stage of assessment e.g. at the Supplementary Planning Document and/or planning application stage.

3. Air Quality Assessment Results

3.1 Traffic restrictions on Boxley/Lidsing Road

HRA Assessment

In order to provide an indication of whether the mitigation measure (traffic calming/restrictions on the trips to/from Lidsing Garden Settlement via Boxley Road and Lidsing Road) has the potential to impact nitrogen deposition, the change in nitrogen deposition has been estimated at the closest point within the SAC (or at 2m if appropriate) and compared to the lowest critical load for the Designated Site. Where the change in nitrogen deposition (PC) is estimated to be >1% of the lowest possible critical load, this has been used to indicate where changes in nitrogen deposition have the potential to affect the SAC. Likewise, where changes in nitrogen deposition are estimated to be less than this amount, then it has been assumed that any resulting impacts are unlikely to be significant.

A summary of the results of this assessment for DM-DS (LP alone impacts) are provided in Table 1-1 for the ecological receptors at the closest point within the SAC to the ARN and the full deposition results at each transect point are provided in Appendix B.

The results in Table 1-1 indicate that changes in emissions from road traffic associated with the proposed mitigation are less than 1% of the relevant critical loads for nitrogen deposition. Therefore, the mitigation measure (traffic calming/restrictions on the trips to/from Lidsing Garden Settlement via Boxley Road and Lidsing Road) is not considered to result in significant adverse effects at these locations.

The results mentioned above are due to the reduction of traffic on Boxley Road/Lidsing Road as a result of the restrictions implemented on the trips to/from Lidsing Garden Settlement in using these roads. This also resulted in traffic rerouting mainly on the A229, however, this did not trigger any exceedances greater than 1%.

The effectiveness of this measure will require both MBC and Lidsing Garden Settlement to develop a plan in implementing and managing the traffic calming measures highlighted in Section 2.2 of this report to ensure that the increase in traffic is kept at a level that does not result in an adverse impact on the integrity of the SAC owing to nitrogen deposition.

Informed by the Habitats Regulations Assessment, further Main Modifications are proposed to the Local Plan Review relevant to North Downs Woodlands SAC. The modifications set policy requirements to ensure that the impacts of new development on the SAC are carefully considered and assessed throughout the planning and development process, including provisions for any necessary and appropriate air pollution mitigation measures.

In particular, the Main Modifications require that further detailed assessments of new development on the SAC, together with necessary air pollution mitigation measures at the Lidsing garden community, be undertaken as part of the preparation of a Supplementary Planning Document (to be developed and adopted by MBC) for the garden community and also at the planning application stage.

The Local Plan Review policies and planning guidance will be a material consideration in the determination of future planning applications and will help to ensure that the impacts of new development do not result in potential significant adverse effects on the integrity of the North Downs Woodlands SAC, including through the delivery of mitigation measures where necessary and appropriate.

Table 1-1: Modelled air quality nitrogen deposition at select (worst-case) designated habitat receptors in 2037, between the DM and DS (LP alone) scenario

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) (kg N/ha/yr)		Change in Nitrogen Deposition (DS-DM) (kg N/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DM	DS			
ECO_A_2	SAC North Downs Woodlands#1	163.5	25.8	25.8	0.01	10	0.06
ECO_B_2	SAC North Downs Woodlands#2	2.0	26.6	26.7	0.05	10	0.55
ECO_C_2	SAC North Downs Woodlands#3	2.0	26.0	26.0	0.02	10	0.23
ECO_D_2	SAC North Downs Woodlands#4	2.0	27.4	27.4	0.01	10	0.09

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4. Conclusions

Detailed air dispersion modelling has been undertaken to predict changes in air quality at ecological receptors within the North Downs SAC. The assessment took into account of APIS background deposition rates to provide predicted nitrogen deposition rates in the North Downs Woodland SAC.

4.1 Traffic restrictions on Boxley/Lidsing Road

There are no potential significant effects modelled for the DM-DS (LP alone) in 2037.

The effectiveness of this measure will require both MBC and Lidsing Garden Settlement to develop a plan in implementing and managing the traffic calming measures highlighted in Section 2.2 of this report to ensure that the increase in traffic is kept at a level that does not result in an adverse impact on the integrity of the SAC owing to nitrogen deposition.

Informed by the Habitats Regulations Assessment, further Main Modifications are proposed to the Local Plan Review relevant to North Downs Woodlands SAC. The modifications set policy requirements to ensure that the impacts of new development on the SAC are carefully considered and assessed throughout the planning and development process, including provisions of any necessary and appropriate air pollution mitigation measures.

In particular, the Main Modifications require that further detailed assessments of new development on the SAC, together with necessary air pollution mitigation measures at the Lidsing garden community, be undertaken as part of the preparation of a Supplementary Planning Document (to be developed and adopted by MBC) for the garden community and also at the planning application stage.

The Local Plan Review policies and planning guidance will be a material consideration in the determination of future planning applications and will help to ensure that the impacts of new development do not result in potential significant adverse effects on the integrity of the North Downs Woodlands SAC, including through the delivery of mitigation measures where necessary and appropriate.

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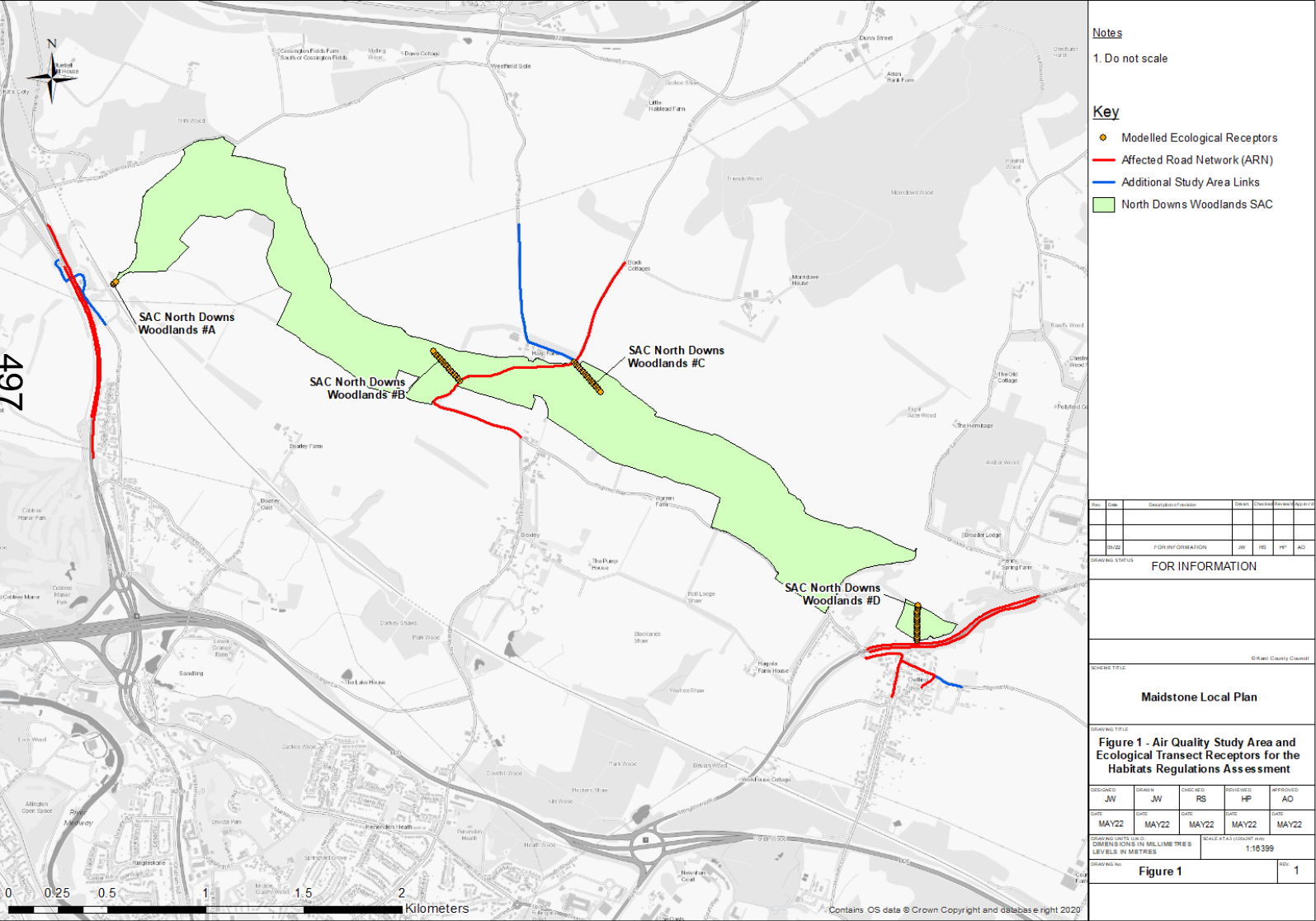
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Appendix A. Figures

Figure 1: Air Quality Study Area and Ecological Transect Receptors



Appendix B. DM-DS (LP alone) Mitigation Results

Table 1-2: Modelled air quality designated habitat receptors for nitrogen deposition in 2037, for the DM-DS (LP alone) Mitigation

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) kg N/ha/yr		Change in Nitrogen Deposition (DS-DM) (kg n/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DM	DS			
ECO_A_2	SAC North Downs Woodlands#1	163.5	25.8	25.8	0.01	10	0.06
ECO_A_10	SAC North Downs Woodlands#1	171.5	25.8	25.8	0.01	10	0.06
ECO_A_20	SAC North Downs Woodlands#1	181.5	25.8	25.8	<0.01	10	0.03
ECO_B_2	SAC North Downs Woodlands#2	2.0	26.6	26.7	0.05	10	0.55
ECO_B_10	SAC North Downs Woodlands#2	10.0	26.0	26.0	0.03	10	0.29
ECO_B_20	SAC North Downs Woodlands#2	20.0	25.8	25.8	0.01	10	0.14
ECO_B_30	SAC North Downs Woodlands#2	30.0	25.7	25.7	0.01	10	0.12
ECO_B_40	SAC North Downs Woodlands#2	40.0	25.6	25.6	0.01	10	0.09
ECO_B_50	SAC North Downs Woodlands#2	50.0	25.6	25.6	0.01	10	0.06
ECO_B_60	SAC North Downs Woodlands#2	60.0	25.5	25.5	0.01	10	0.06
ECO_B_70	SAC North Downs Woodlands#2	70.0	25.5	25.5	0.01	10	0.06
ECO_B_80	SAC North Downs Woodlands#2	80.0	25.5	25.5	<0.01	10	0.03
ECO_B_90	SAC North Downs Woodlands#2	90.0	25.5	25.5	<0.01	10	0.03
ECO_B_100	SAC North Downs Woodlands#2	100.0	25.5	25.5	<0.01	10	0.03
ECO_B_110	SAC North Downs Woodlands#2	110.0	25.3	25.3	<0.01	10	0.03
ECO_B_120	SAC North Downs Woodlands#2	120.0	25.3	25.3	<0.01	10	0.03
ECO_B_130	SAC North Downs Woodlands#2	130.0	25.3	25.3	<0.01	10	0.03
ECO_B_140	SAC North Downs Woodlands#2	140.0	25.3	25.3	<0.01	10	0.03
ECO_B_150	SAC North Downs Woodlands#2	150.0	25.3	25.3	<0.01	10	<0.01
ECO_B_160	SAC North Downs Woodlands#2	160.0	25.3	25.3	<0.01	10	0.03
ECO_B_170	SAC North Downs Woodlands#2	170.0	25.3	25.3	<0.01	10	<0.01
ECO_B_180	SAC North Downs Woodlands#2	180.0	25.3	25.3	<0.01	10	<0.01
ECO_B_190	SAC North Downs Woodlands#2	190.0	25.3	25.3	<0.01	10	<0.01

Maidstone Local Plan Air Quality HRA Mitigation

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) kg N/ha/yr		Change in Nitrogen Deposition (DS-DM) (kg n/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DM	DS			
ECO_B_200	SAC North Downs Woodlands#2	200.0	25.3	25.3	<0.01	10	<0.01
ECO_C_2	SAC North Downs Woodlands#3	2.0	26.0	26.0	0.02	10	0.23
ECO_C_10	SAC North Downs Woodlands#3	10.0	25.7	25.7	0.01	10	0.09
ECO_C_20	SAC North Downs Woodlands#3	20.0	25.6	25.6	0.01	10	0.06
ECO_C_30	SAC North Downs Woodlands#3	30.0	25.5	25.5	<0.01	10	0.03
ECO_C_40	SAC North Downs Woodlands#3	40.0	25.5	25.5	<0.01	10	0.03
ECO_C_50	SAC North Downs Woodlands#3	50.0	25.5	25.5	<0.01	10	<0.01
ECO_C_60	SAC North Downs Woodlands#3	60.0	25.4	25.5	<0.01	10	0.03
ECO_C_70	SAC North Downs Woodlands#3	70.0	25.4	25.4	<0.01	10	<0.01
ECO_C_80	SAC North Downs Woodlands#3	80.0	25.4	25.4	<0.01	10	0.03
ECO_C_90	SAC North Downs Woodlands#3	90.0	25.4	25.4	<0.01	10	<0.01
ECO_C_100	SAC North Downs Woodlands#3	100.0	25.4	25.4	<0.01	10	<0.01
ECO_C_110	SAC North Downs Woodlands#3	110.0	25.4	25.4	<0.01	10	<0.01
ECO_C_120	SAC North Downs Woodlands#3	120.0	25.4	25.4	<0.01	10	<0.01
ECO_C_130	SAC North Downs Woodlands#3	130.0	25.4	25.4	<0.01	10	<0.01
ECO_C_140	SAC North Downs Woodlands#3	140.0	25.4	25.4	<0.01	10	<0.01
ECO_C_150	SAC North Downs Woodlands#3	150.0	25.4	25.4	<0.01	10	0.03
ECO_C_160	SAC North Downs Woodlands#3	160.0	25.4	25.4	<0.01	10	<0.01
ECO_C_170	SAC North Downs Woodlands#3	170.0	25.4	25.4	<0.01	10	<0.01
ECO_C_180	SAC North Downs Woodlands#3	180.0	25.4	25.4	<0.01	10	<0.01
ECO_C_190	SAC North Downs Woodlands#3	190.0	25.4	25.4	<0.01	10	<0.01
ECO_C_200	SAC North Downs Woodlands#3	200.0	25.4	25.4	<0.01	10	<0.01
ECO_D_2	SAC North Downs Woodlands#4	2.0	27.4	27.4	0.01	10	0.09
ECO_D_10	SAC North Downs Woodlands#4	10.0	26.9	27.0	0.01	10	0.06

Maidstone Local Plan Air Quality HRA Mitigation

Receptor	Ecological Transect	Minimum Distance to Road (m)	Total Nitrogen Deposition Rate 2037 (Maximum) kg N/ha/yr		Change in Nitrogen Deposition (DS-DM) (kg n/ha/yr)	Site Relevant Critical Load (kg N/ha/yr)	Change in Nitrogen Deposition in Relation to Lower Critical Load (%)
			DM	DS			
ECO_D_20	SAC North Downs Woodlands#4	20.0	26.6	26.6	<0.01	10	0.03
ECO_D_30	SAC North Downs Woodlands#4	30.0	26.4	26.4	<0.01	10	0.03
ECO_D_40	SAC North Downs Woodlands#4	40.0	26.2	26.2	<0.01	10	0.03
ECO_D_50	SAC North Downs Woodlands#4	50.0	26.1	26.1	<0.01	10	0.03
ECO_D_60	SAC North Downs Woodlands#4	60.0	26.0	26.0	<0.01	10	0.03
ECO_D_70	SAC North Downs Woodlands#4	70.0	25.9	25.9	<0.01	10	0.03
ECO_D_80	SAC North Downs Woodlands#4	80.0	25.9	25.9	<0.01	10	<0.01
ECO_D_90	SAC North Downs Woodlands#4	90.0	25.8	25.8	<0.01	10	<0.01
ECO_D_100	SAC North Downs Woodlands#4	100.0	25.8	25.8	<0.01	10	<0.01
ECO_D_110	SAC North Downs Woodlands#4	110.0	25.8	25.8	<0.01	10	0.03
ECO_D_120	SAC North Downs Woodlands#4	120.0	25.7	25.7	<0.01	10	0.03
ECO_D_130	SAC North Downs Woodlands#4	130.0	25.7	25.7	<0.01	10	0.03
ECO_D_140	SAC North Downs Woodlands#4	140.0	25.7	25.7	<0.01	10	<0.01
ECO_D_150	SAC North Downs Woodlands#4	150.0	25.6	25.6	<0.01	10	<0.01
ECO_D_160	SAC North Downs Woodlands#4	160.0	25.6	25.6	<0.01	10	<0.01
ECO_D_170	SAC North Downs Woodlands#4	170.0	25.6	25.6	<0.01	10	0.03
ECO_D_180	SAC North Downs Woodlands#4	180.0	25.6	25.6	<0.01	10	<0.01



NVC Survey Report

North Downs Woodland SAC, Kent

On Behalf of:

FD Attwood and Partners

July 2023

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SES Quality Management

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A	Issue	19/06/2023	Molly Dailide MCIEEM	Vicky Cheung (Senior Ecologist)	Sean Crossland CEcol MCIEEM (Technical Director)
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B	Issue	11/07/2023	Molly Dailide MCIEEM	Vicky Cheung (Senior Ecologist)	Sean Crossland CEcol MCIEEM (Technical Director)

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Site assessments / surveys (where required) have been restricted to a level of detail required to achieve the stated objectives of the work.

Due to the temporal nature of ecology, the findings of this report should not be relied upon if a significant amount of time has passed, as defined by the Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines

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Executive Summary

1. Southern Ecological Solutions Ltd. (SES) was commissioned by FD Attwood and Partners to undertake a National Vegetation Classification (NVC) survey of two areas within the North Downs Woodlands Special Area of Conservation (SAC), located to the north of Boxley, Kent.
2. The survey was required in order to determine whether the 2037 Maidstone Local Plan Review and subsequent predicted increases from vehicle pollution along Lidsing Road could impact qualifying features of the SAC.
3. A detailed air quality impact assessment of the 2037 Maidstone Local Plan Review (Jacobs, 2023) identified two transects along the Lidsing Road where nitrogen deposition increases were modelled to exceed 1% of the site relevant critical loads. An NVC survey was carried out on the two transects to determine the woodland vegetation present and whether the habitats present comprised the qualifying features of the SAC.
4. The survey followed the NVC sampling methodology and classification system, with the Survey Areas covering 0-20m and 0-10m from the road for Transects B and C respectively. A width of 50m was surveyed for the canopy vegetation and c. 10-20m for ground flora.
5. The habitats present at 0-20m along Transect B were not able to be sampled in accordance with the NVC survey methodology due to significant physical access constraints, however, the vegetation present was visible from the surrounding locality with both yew and beech trees present within and adjacent to the survey area. It is assumed that the qualifying woodland features of the SAC (*Asperulo-Fagetum* beech forests and Yew *Taxus baccata* woods of the British Isles) are present along this transect and thus within the impact zone.
6. The habitats present at 0-10m along Transect C were sampled and subject to NVC survey and analysis and were determined to match most closely with NVC woodland community W10a *Quercus robur* - *Pteridium aquilinum* - *Rubus fruticosus* woodland (typical sub-community). When compared to the applicable NVC woodland communities of the qualifying woodland features, the woodland within Survey Area C did not correspond.
7. Therefore, with the site relevant critical loads of nitrogen deposition modelled to be exceeded at both 2.0m and 10.1m from the road (Transect B) and the qualifying woodland features present within the impact zone, adverse impacts from increased nitrogen deposition cannot be ruled out.
8. Based on the results obtained, adverse impacts from increased nitrogen deposition on the qualifying woodland features of the SAC cannot be ruled out.

1.0 Introduction

- 1.1** Southern Ecological Solutions Ltd. (SES) was commissioned by FD Attwood and Partners (the client) to undertake a National Vegetation Classification (NVC) survey of two areas within the North Downs Woodlands Special Area of Conservation (SAC), located to the north of Boxley, Kent.
- 1.2** The survey was required in order to determine whether the 2037 Maidstone Local Plan (LP) Review and subsequent predicted increases from vehicle pollution along Lidsing Road could impact qualifying features of the SAC.
- 1.3** A previous walk-over survey was undertaken in November 2022 across three survey areas within the SAC, identified as falling within 200m buffers from a road where potential for air quality impacts had been highlighted (SES, 2022). The walkover was carried out to determine the broad habitat types present and whether the qualifying features of the SAC may be present throughout. The survey found the three areas were largely similar in composition, comprising a mosaic of woodland types, often intimately mixed. The primary woodland types included pure yew *Taxus Baccata* woodland, and *Fagus sylvatica* beech and yew woodland (both qualifying features of the SAC), and areas of ash *Fraxinus excelsior* dominated woodland. Small areas of more level ground had a greater abundance of pedunculate *Quercus robur* and sessile *Quercus petraea* oak, while pockets of sweet chestnut *Castanea sativa* and hazel coppice *Corylus avellana* were also present.
- 1.4** Following the walk-over survey, a detailed air quality impact assessment was undertaken of the 2037 Maidstone Local Plan Review scenario to determine, with greater specificity, the impact of nitrogen deposition on the North Downs Woodland SAC (Jacobs, 2023). Receptors representing the North Downs Woodland SAC within 200m of the Affected Road Network (ARN) were included in the air quality assessment, with transect points starting at 2m from the nearest point of the road edge, at approximately 10m intervals modelled (Jacobs, 2023).
- 1.5** As a result of the modelling, two transects (B and C) identified areas of the woodland SAC which could be impacted, whereby the site relevant critical loads were modelled to be exceeded and the increase in nitrogen deposition as a result of the 2037 Maidstone LP Review, was greater than 1% of the site relevant critical loads in one of the modelled scenarios (Jacobs, 2023). These areas were situated within 2.0m and 10.1m of the road for transect B and 2.0m from the road for transect C
- 1.6** Consequently, this NVC survey was commissioned to be carried out within these specific areas (referred to as Survey Area B and Survey Area C, corresponding to the identified transects), in order to determine whether the qualifying features of the SAC were present and could potentially be impacted as a result of the 2037 Maidstone LP Review.
- 1.7** This report details the survey methodology undertaken, the results and subsequent interpretation.

Aims of Study

1.8 The aims of the study are as follows:

- To survey and describe the woodland vegetation present within the two survey areas (B and C) with reference to plant communities described in the National Vegetation Classification (NVC) system of Rodwell *et al.* (1998).
- To identify any woodland Habitats of Principal Importance in England (HPIs), as listed in accordance with the requirements of Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006, using the definitions of Priority Habitats given in Maddock (2011).
- To determine if habitats present within the survey areas comprise the qualifying features of the North Downs Woodlands SAC.

Site Description

1.9 The survey comprised two Survey Areas (B and C) located to the west (B) and east (C) of Lidsing Road, Maidstone. The survey areas comprised woodland set within a much larger tract of woodland along a chalk escarpment from Wouldham to Detling. The soils along the escarpment covering Survey Area B are mapped as 'shallow lime-rich soils over chalk or limestone' on Soilscales (Cranfield University, 2016) while the top of the escarpment where Survey Area C is located is mapped as 'slightly acid loamy and clayey soils with impeded drainage.' The Survey Areas are covered by several designations as outlined below.

Designations

1.10 The Survey Areas are situated either wholly (B) or partly (C) within the North Downs Woodlands Special Area of Conservation (SAC). The SAC is classified for the presence of the following Annex I habitats:

Annex I habitats that are a primary reason for selection of this site (Joint Nature Conservation Committee [JNCC])

9130 *Asperulo-Fagetum* beech forests

"This site consists of mature Asperulo-Fagetum beech forests and also yew 91J0 Yew Taxus baccata woods on steep slopes. The stands lie within a mosaic of scrub and other woodland types and are the most easterly of the beech woodland sites selected. Parts of the woods were affected by the Great Storm of 1987."

91J0 *Taxus baccata* woods of the British Isles* Priority feature

"Yew Taxus baccata woodland at this site is associated with 9130 Asperulo-Fagetum beech forests, scrub and small areas of unimproved grassland on thin chalk soils. Where the shade is not too dense dog's mercury Mercurialis perennis predominates in the ground flora. The site is the most easterly of those selected."

Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site (JNCC)

6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) (* important orchid sites)

- 1.11** Survey Area B and part of Survey Area C are also notified as Wouldham to Detling Escarpment Site of Special Scientific Interest (SSSI). The SSSI comprises a 10 km stretch of the chalk escarpment to the north of Maidstone and includes representative examples of woodland, scrub and unimproved grassland habitats on chalk, which support a number of rare and scarce species of plants and invertebrates. Scarce plants include lady orchid *Orchis purpurea* and stinking hellebore *Helleborus foetidus*. The SSSI units where the survey areas are located are considered to be in 'favourable' condition following an assessment in 2021 by Natural England.
- 1.12** In addition, part of each Survey Area is mapped as ancient woodland on the Multi Agency Geographic Information for the Countryside (MAGIC) spatial data resource (magic.defra.gov.uk), while Survey Area B is also covered by the Boxley Warren Local Nature Reserve (LNR), designated for its international rare yew woodland, flora and fauna.

2.0 Methods

Field Survey

- 2.1** The NVC survey was carried out on 19 May 2023 by Molly Dailide BSc MSc MCIEEM. Molly has been a professional ecologist for over nine years and has a Botanical Society of Britain and Ireland (BSBI) Field Identification Skills Certificate (FISC) 4 botanical identification level. The survey was undertaken in dry conditions with good visibility throughout.
- 2.2** The NVC is a classification system based on plant species composition and frequency within a sampled stand of vegetation. Sampling of the vegetation was guided by the methodology detailed in the NVC Users' handbook (Rodwell, 2006) and British Plant Communities Volume 1 (Rodwell *et al*, 1998).
- 2.3** The Survey Areas were chosen to cover 0-20m from Lidsing Road along Transect B, and 0-10m from the road along Transect C (Appendix 1). They included a width of 50m for the canopy and shrub layers and a width of c. 10-20m for the ground flora, from the identified transect lines.
- 2.4** Survey Area B was located on a steep part of the escarpment with no safe access from either the top or bottom of the slope. Lidsing Road was not considered safe to walk along due to the fast-moving traffic and lack of pavement. In addition, the woodland rose away steeply from the road. As such, it was determined to be unsafe to access this area and a survey was not undertaken. Observations were made on the vegetation types present as viewed from the surrounding areas.
- 2.5** Survey Area C was initially walked by the surveyor to identify and map homogenous stands of vegetation based on structure and floristic composition. For each homogeneous stand of vegetation, quadrat locations were identified where the vegetation was considered to potentially be representative of a distinct community type. The canopy and shrub layers were sampled using a single 50 x 50m quadrat which covered the entirety of the Survey Area, while the field layers, which were short, were sampled using five 4 x 4m quadrats in line with relevant guidance.
- 2.6** For each quadrat, the surveyor identified all vascular plant species present and estimated their percentage cover values using the Domin scale (Rodwell *et al.*, 2000) as shown in Table 1. All species were then assigned a constancy score of 'I' to 'V' depending on the number of quadrats they occurred in (Table 2).
- 2.7** Quadrat locations were recorded using What.Three.Words and photographs were taken of each homogeneous stand of vegetation (Appendix 2).

Table 1: DOMIN Scale of cover/abundance

DOMIN SCALE	% COVER
10	91-100%
9	76-90%
8	51-75%
7	34-50%
6	26-33%
5	11-25%
4	4-10%
3	Several (10+) individuals
2	Many (4-10) individuals
1	Few (1-4) individuals

Table 2: Assignment of Constancy Score

Constancy Score	% Occurrence across Quadrats
V	81-100%
IV	61-80%
III	41-60%
II	21-40%
I	1-20%

Data Analysis

2.8 Quadrat data was tabulated using Microsoft Excel and used to construct 'floristic tables' which include the frequency and abundance range for each species recorded within the sample quadrats. Data analysis involved the following three methods:

- The data was manually compared with NVC community identification keys in Rodwell *et al.* (1998) used to identify plant communities, based on the data in the floristic table;
- The floristic tables were compared to those in Rodwell *et al.* (1998).
- Further analysis was conducted using the Modular Analysis of Vegetation Information System (MAVIS) programme (CEH, 2016). Quadrats for each homogenous stand of vegetation were subject to a combined group analysis to determine similarity with published NVC datasets.

2.9 Once a decision has been made on the basis of the result of the keying exercise, comparison of floristic tables and computer analysis, the description for the NVC community which is assumed to be present is then read to ensure that this reflects the sampled stand.

Further Analysis

- 2.10** The results of the NVC survey were compared against the Annex 1 Habitats for which the North Downs Woodlands SAC is classified, and definitions for the relevant HPis. These are provided below.

Annex 1 Habitats

- 2.11** The Interpretation Manual of European Union Habitats (REF) states that Annex 1 habitat 9130 *Asperulo-Fagetum* beech forests, a qualifying feature of the North Downs Woodlands SAC, corresponds to UK NVC communities W12 *Fagus sylvatica-Mercurialis perennis* woodland and W14 *Fagus sylvatica-Rubus fruticosus* woodland.
- 2.12** It also states that Annex 1 habitat 91J0 *Taxus baccata* woods of the British Isles, a second qualifying feature of the SAC, corresponds to NVC community W13 *Taxus baccata* woodland.

Habitats of Principal Importance

- 2.13** The presence of any 'Habitats of Principal Importance' (HPI) for the conservation of biodiversity as listed within Section 41 of the NERC Act 2006 were determined by considering the recorded habitats against the published criteria for relevant HPis (formerly UK BAP Priority Habitats).
- 2.14** The description for Lowland Beech and Yew Woodland HPI includes the following reference to NVC communities:

*"The main corresponding National Vegetation Classification (NVC) plant communities associated with this habitat type are **W12** *Fagus sylvatica-Mercurialis perennis* woodland (base-rich soils), **W14** *Fagus sylvatica-Rubus fruticosus* woodland (mesotrophic soils), **W15** *Fagus sylvatica-Deschampsia flexuosa* woodland (acidic soils). Yew stands fall into **W13** *Taxus baccata* woodland."*

- 2.15** The description for Lowland Mixed Deciduous Woodland HPI includes the following reference to NVC communities:

*"In terms of the National Vegetation Classification the bulk of this type falls into **W8** (mainly sub-communities a - c in ancient or recent woods; in the lowlands W8d mostly occurs in secondary woodland) and **W10** (sub-communities a to d) with lesser amounts of **W16** (mainly W16a). Locally, it may form a mosaic with other types, including patches of beech woodland, small wet areas, and types more commonly found in western Britain."*

Limitations

- 2.16** The survey was carried out in May, at the optimal time of year for woodland botanical surveys, and as such there were few limitations for botanical identification. Some very early or late flowering plants may have been missed due to the timing of the survey but this should not affect the outcome of the survey results.

2.17 As described above, Survey Area B was not accessible due to the steepness of the escarpment and lack of safe access. Further information on this area is provided within the results and interpretation section below.

3.0 Results and Interpretation

Site Description

Survey Area B

- 3.1 Survey Area B was not accessible for survey. However, when viewed from the roadside, yew and beech trees were visible along the road, both within the area of the transect and also extending outwards from the transect, within the wider surrounding woodland along the roadside.

Survey Areas C

- 3.2 Survey Area C was located east of Lidsing Road at the junction with Harp Farm Road. This comprised a plateau of land bordered by arable field to the north, road to the west, and further woodland to the east and south. Public footpaths were present leading from Lidsing Road running east along the plateau (North Downs Way) and south through steep woodland.
- 3.3 By the road and junction was an area of cleared land c.20x20m, used by vehicles and log storage during forestry operations. This area does not comprise woodland and is clearly marked as outside of any designation, including the SAC, on Magic Map. It was therefore excluded from the survey.
- 3.4 The remainder of the Survey Area comprised predominantly of sweet chestnut coppice with no beech trees and very little yew present. Other trees present within the canopy included occasional ash, sycamore *Acer pseudoplatanus* and rare pedunculate oak. The shrub layer was mainly comprised of hazel with frequent elder *Sambucus nigra* and rare field maple *Acer campestre* and holly *Ilex aquifolium*. To the north of the footpath the ground flora was dominated by English bluebells *Hyacinthoides non-scripta* and wood anemone *Anemone nemorosa* while to the south of the footpath these species were present in lower abundance with species such as yellow archangel *Lamiastrum galeobdolon*, wood speedwell *Veronica montana* and enchanter's nightshade *Circaea lutetiana* more prominent. Beyond the plateau to the south, yew dominated woodland was present, where the land fell away steeply and the thinner, calcareous soils began.

Survey Results

- 3.5 The full species list including constancy and DOMIN values is provided in Table 3 below.

Table 3: Plant Species Data for Survey Area C

Species	Common Name	Quadrat no. & DOMIN Scale					Constancy	DOMIN Range
		Q1	Q2	Q3	Q4	Q5		
50x50 canopy and shrub layer								
<i>Castanea sativa</i>	Sweet chestnut	10	-	-	-	-	N/A	N/A
<i>Corylus avellana</i>	Hazel	8	-	-	-	-	N/A	N/A
<i>Sambucus nigra</i>	Elder	5	-	-	-	-	N/A	N/A

<i>Fraxinus excelsior</i>	Ash	4	-	-	-	-	N/A	N/A
<i>Acer pseudoplatanus</i>	Sycamore	2	-	-	-	-	N/A	N/A
<i>Acer campestre</i>	Field maple	1	-	-	-	-	N/A	N/A
<i>Quercus robur</i>	Pedunculate oak	1	-	-	-	-	N/A	N/A
<i>Ilex aquifolium</i>	Holly	1	-	-	-	-	N/A	N/A
<i>Taxus baccata</i>	Yew	1	-	-	-	-	N/A	N/A
4x4m ground flora								
<i>Anemone nemorosa</i>	Wood anemone	9	2	3	10	9	V	2-10
<i>Hyacinthoides non-scripta</i>	English bluebell	9		1	10	10	IV	1-10
<i>Rubus fruticosus agg.</i>	Bramble	4	3	1		2	IV	1-4
<i>Circaea lutetiana</i>	Enchanter's nightshade	4	5	5		1	IV	1-5
<i>Lamium galeobdolon</i>	Yellow archangel		6	5			II	5-6
<i>Veronica montana</i>	Wood speedwell		5	4			II	4-5
<i>Ranunculus ficaria</i>	Lesser celandine			4	5		II	4-5
<i>Glechoma hederacea</i>	Ground ivy		2	3			II	2-3
<i>Silene dioica</i>	Red campion	4					1	4
<i>Stachys sylvatica</i>	Hedge woundwort	2					1	2
<i>Rumex sanguineus</i>	Wood dock			2			1	2
<i>Ajuga reptans</i>	Bugle		1				1	1
<i>Ranunculus repens</i>	Creeping buttercup			1			1	1
<i>Mercurialis perennis</i>	Dog's mercury			5			1	5
<i>Milium effusum</i>	Wood millet			1			1	1
<i>Carex sylvatica</i>	Wood sedge		1				1	1
<i>Dryopteris affinis</i>	Scaley-male fern	1					1	1
<i>Galium aparine</i>	Cleavers			1			1	1

3.6 The Mavis analysis of the quadrat data for the Survey Area provided a poor fit with any NVC woodland communities. The top ten matching coefficients are provided in Table 4 which shows that all communities have a matching coefficient of less than 53%, generally considered a poor fit.

Table 4: Mavis Analysis of Survey Area C Quadrats

NVC Community	Matching Coefficient
W10b	52.73
W8b	47.62
W10	46.89
W10c	46.51
W8d	44.41
W10a	44.08
W25	40.77
W12a	39.57
W8	39.33
W8a	39.19

- 3.7** When the data is used in conjunction with the published keys for woodlands and the surveyor's experience, it is considered that the community present is most accurately described as being NVC woodland community W10a *Quercus robur – Pteridium aquilinum – Rubus fruticosus* woodland (typical sub-community).
- 3.8** It is recognised that the canopy has been altered by potential planting of sweet chestnut which may have resulted in a poor fit with W10, however the shrub layer and ground flora were considered to most closely match W10 with frequent hazel and bramble, and English bluebell and wood anemone often as the vernal dominant. Calcicolous shrubs, herbs and grasses associated with W8 woodland were generally limited with dog's mercury becoming more frequent towards the edge of the plateau and Survey Area, where the woodland began to change gradient into a steep slope with yew woodland (W13) present.

Comparison to Qualifying Features of SAC

- 3.9** The qualifying woodland features of the North Downs Woodland SAC are Annex 1 habitat 9130 *Asperulo-Fagetum* beech forests, which corresponds to UK NVC communities W12 *Fagus sylvatica-Mercurialis perennis* woodland and W14 *Fagus sylvatica-Rubus fruticosus* woodland, and Annex 1 habitat 91J0 *Taxus baccata* woods of the British Isles, a second qualify features of the SAC, which corresponds to NVC community W13 *Taxus baccata* woodland.
- 3.10** Survey Area C matched most closely to woodland community W10. The Survey Area lacked beech trees and therefore did not align with either W12 or W14 corresponding to the *Asperulo-Fagetum* beech forests feature of the SAC. The Survey Area was not dominated by yew and therefore did not correspond to community W13 and *Taxus baccata* woods of the British Isles, a second qualifying feature of the SAC. The woodland was observed to change towards the edge of the plateau and Survey Area, where yew woodland (W13) was present within the wider woodland area.
- 3.11** While Survey Area B could not be fully accessed, it was clear from a visual inspection from the road that both beech and yew trees were present at least along the roadside, both within the area of the transect and further along the roadside. Given this, the presence of the qualifying features of the SAC

within this area cannot be ruled out and due to the suitability of the topography and soils it is considered likely the woodland communities within the area would correspond to the Annex 1 habitats for which the SAC is designated.

Comparison to Habitats of Principal Importance

- 3.12** As the woodland community within the Survey Area is W10, it is therefore considered to be Lowland Mixed Deciduous Habitat of Principal Importance.

4.0 Discussion

4.1 Based on the results of the NVC survey and analysis carried out at the sampling locations along transect survey areas B and C, the following conclusions have been made:

Survey Area B

4.2 The woodland canopy and ground flora quadrats at 0-20m along Transect B were not able to be sampled in accordance with the NVC survey methodology due to significant physical access constraints, however, the vegetation present within this area was visible from the surrounding locality. Due to the presence of both yew and beech trees within and adjacent to this survey area it is considered likely that the qualifying woodland features of the SAC are present along this transect and within the wider habitat areas along Lidsing Road. Therefore, with the site relevant critical loads of nitrogen deposition modelled to be exceeded at both 2.0m and 10.1m from the road, and the qualifying woodland features present within the impact zone, adverse impacts from increased nitrogen deposition cannot be ruled out.

Survey Area C

4.3 The habitats present at 0-10m along Transect C were sampled and subject to NVC survey and analysis and were determined to match most closely with NVC woodland community W10a *Quercus robur* – *Pteridium aquilinum* – *Rubus fruticosus* woodland (typical sub-community). When compared to the applicable NVC woodland communities of the qualifying woodland features (see 3.9 and 3.10), the woodland within the Transect C woodland canopy quadrat (i.e. for a width of 50m between 0 to 10m from the road edge) did not correspond. Therefore, Survey Area C did not contain the qualifying woodland features of the SAC, although yew woodland (W13) was observed within the wider woodland area.

5.0 Conclusions

- 5.1** The Survey Areas selected for detailed NVC survey and analysis were based on the results of a detailed air quality impact assessment undertaken of the 2037 Maidstone Local Plan Review scenario (Jacobs, 2023). Two transects (B and C) identified areas of the woodland SAC which could be impacted, whereby the site relevant critical loads were modelled to be exceeded with the increase in nitrogen deposition greater than 1% of the site relevant critical loads in one of the modelled scenarios (Jacobs, 2023). The current survey was therefore carried out within these specific areas (referred to as Survey Area B and Survey Area C to determine whether the qualifying features of the SAC were present within the impact zone.
- 5.2** Whilst access into Survey Area B was severely constrained, both yew and beech trees were observed within and adjacent to this survey area and further along the roadside within the wider woodland area and it was therefore considered likely that the qualifying woodland features of the SAC were present along this transect.
- 5.3** The habitats present within Survey Area C were determined to match most closely with NVC woodland community W10a *Quercus robur* – *Pteridium aquilinum* – *Rubus fruticosus* woodland (typical sub-community). This woodland community did not therefore correspond to the qualifying woodland features of the SAC. The woodland was observed to change towards the edge of the plateau and Survey Area, where yew woodland (W13) was present within the wider woodland area.
- 5.4** Based on the results obtained, adverse effects from increased nitrogen deposition on the qualifying woodland features of the SAC within the impact zone cannot be ruled out.

6.0 References

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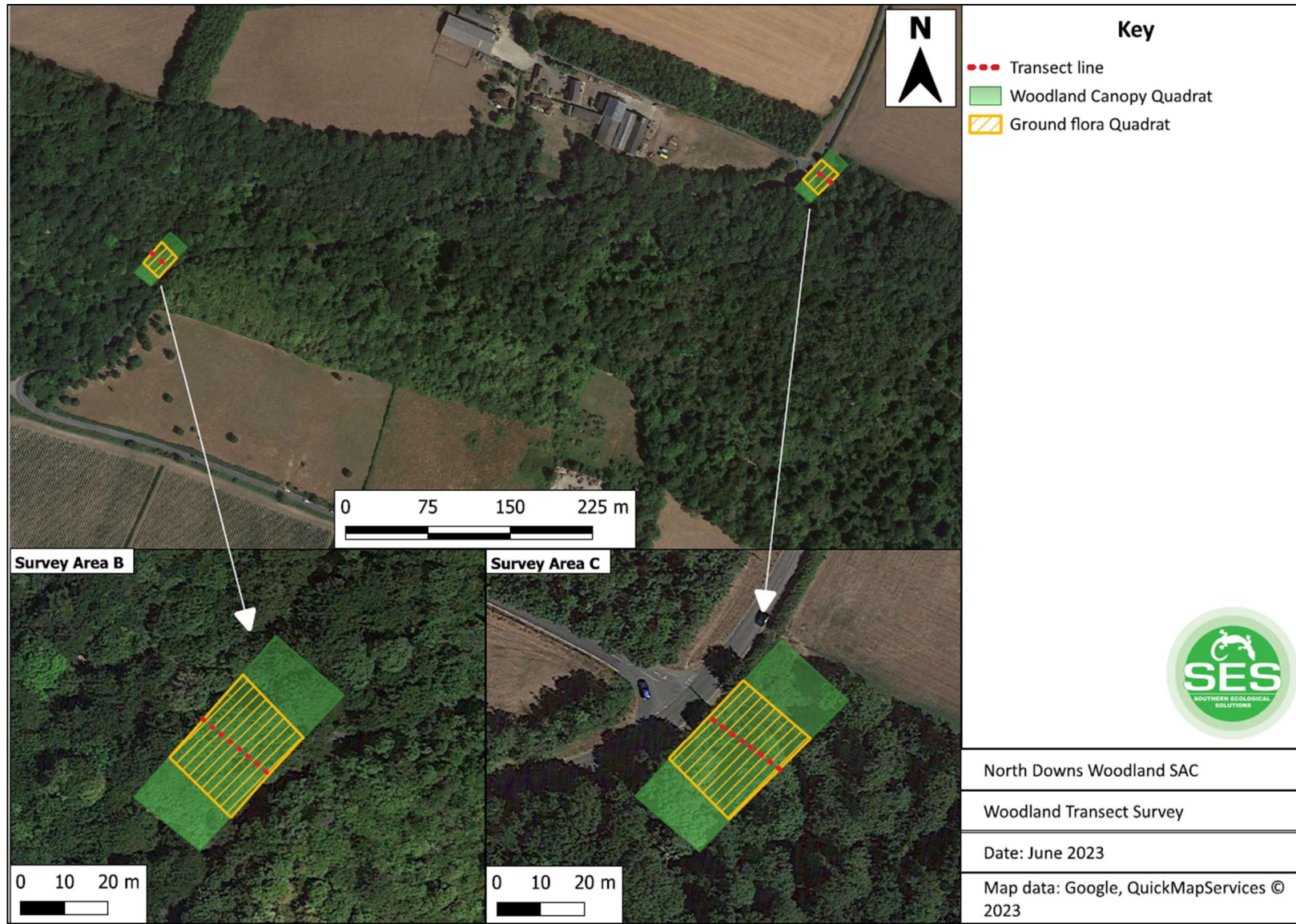
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Appendix 1: Transect Location Plan

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Appendix 2: Quadrat Locations and Photographs – Survey Area B

Quadrat No. and What.Three.Words Location	Photographs
1 – rings.smuggled.cackling	
2 – sensitive.news.closets	

3 –
secondly.valid.marmalade



4 – mere.waltzed.dishes



5 – units.nicely.river



Appendix C

Main Modifications

C.1 **Table C.1** summarises the Local Plan Review Main Modifications that are relevant to the HRA and their implications.

C.2 Modifications that are not listed in this table will not affect the HRA findings.

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Table C.1: HRA implications of Main Modifications

Local Plan Review reference	Main modification	Implications for HRA
525	<p>Amend Policy LPRSS1 as follows:</p> <p>Maidstone Borough spatial strategy 2022-2037<u>2021-2038</u></p> <ol style="list-style-type: none"> 1. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for <u>a minimum of 17,746</u>19,669 new dwellings. 2. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites for a minimum of <u>119,250m² employment floorspace as follows:</u> <ol style="list-style-type: none"> i. 33,430<u>36,650</u>m² floorspace for office use; ii. 27,135<u>33,660</u>m² floorspace for industrial use; iii. 40,990<u>48,940</u>m² floorspace for warehousing use. 3. Between 2022<u>2021</u> and 2037<u>2038</u> provision is made through the granting of planning permissions and the allocation of sites <u>for a minimum of 14,360m² retail, food and beverage floorspace as follows:</u> <ol style="list-style-type: none"> i. 5,726<u>5,990</u>m² floorspace for retail (convenience) use; ii. 4,116<u>1,220</u>m² floorspace for retail (comparison) use; and iii. 6,927<u>7,150</u>m² floorspace for food and beverage use. 4. New land allocations that contribute towards meeting the above provisions are identified on the policies map. ... 9. <u>The Council will seek to ensure that the accommodation needs of the gypsy, traveller and travelling showpeople community over the plan period will be met in full. Further details will be set out in a Gypsy, Traveller and Travelling Showpeople DPD.</u> <p>Amend paragraph 5.19 (supporting text for Policy LPR SSI) as follows:</p>	<p>Overall quantum of development: implications for air pollution and recreation pressure</p> <p>Change in Plan period: implications for air pollution assessment and applicability of BirdWise mitigation strategy.</p>

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Local Plan Review reference	Main modification	Implications for HRA															
526	<p>There is a potentially significant emerging need for Gypsy & Traveller accommodation. As noted elsewhere in this document, work on a dedicated Development Plan Document (DPD) will be undertaken at the earliest opportunity is underway, in accordance with the Local development Scheme (LDS) timetables. There is a potentially significant need for gypsy and traveller accommodation. The emerging evidence, in the form of a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), indicates an indicative total need for 543 pitches and 7 plots over the period 2023 to 2040. These figures include both those who meet the planning definition as set out in the Planning Policy for Traveller Sites and those households of gypsy and traveller ethnicity who do not travel but seek culturally appropriate accommodation.</p> <p>Importantly it is recognised that these figures are subject to review and finalisation and do not represent the final number of pitches that must be allocated through the DPD. Further work is required to understand the short term need for pitches for those meeting the planning definition, as this will indicate the requirement specifically for site allocations and the number will need to be adjusted accordingly at that time. Additionally, assessment of existing sites is required to ascertain how much of the identified need can be sustainably and suitably accommodated through existing site reorganisation, intensification and/or expansion, without the need to find additional land for entirely new sites.</p> <p>Ultimately, the need figures contained in the emerging DPD will supersede the indicative figures provided in this Local Plan Review.</p>																
Policy LPRSP1 Maidstone Town Centre	<p>Amend Policy LPRSP1 criterion (3) as follows:</p> <p>Through a combination of site allocations, identified broad locations and the granting of planning permissions, development in the town centre will deliver in the region of 3,059<u>2,500</u> new homes, 6,169 sqm of commercial floorspace, and 6,462<u>7,162</u> sqm of retail/food and drink floorspace to 2037<u>2038</u>. This includes the following:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th colspan="5" style="text-align: center;">Town Centre allocations</th> </tr> <tr> <th style="width: 15%;">Reference</th> <th style="width: 30%;">Site address</th> <th style="width: 10%;">New homes</th> <th style="width: 15%;">Commercial floorspace (sqm)</th> <th style="width: 30%;">Retail floorspace (sqm)</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Town Centre allocations					Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)						Distribution of employment and housing in Maidstone town: implications for air quality assessment and recreation pressure.
Town Centre allocations																	
Reference	Site address	New homes	Commercial floorspace (sqm)	Retail floorspace (sqm)													

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Local Plan Review reference	Main modification					Implications for HRA
527	H1(18)	Dunning Hall (off Fremlin Walk), Week Street	14	0	0	
	RMX1(3)	King Street car park	0	0	700 ¹ <u>1,400</u>	
	LPRSA144	High Street/Medway Street ⁴³	50	0	150	
	LPRSA145	Len House ²¹	159	0	3,612	
	LPRSA146	Maidstone East/ Royal Mail sorting office ³²	500	5,000	2,000	
	LPRSA147	Gala Bingo & Granada House	40	TBD	TBD	
	LPRSA148	Maidstone Riverside	650	TBD	TBD	
	LPRSA149	Maidstone West	204 <u>130</u>	0	TBD	
	LPRSA151	Mote Road ²	172	1,169	0	
	Sub-total:		604 <u>1,715</u>	5,000 <u>6,169</u>	2,150 <u>7,162</u>	
	Town Centre Broad Location					
	H2 (1) The Mall		400	0	0	
	H2 (1) Office conversion		149 ⁵ <u>174</u> ³	0	0	
	Sites TBC reflecting Town Centre Strategy, but could include components of Sessions		700 <u>215</u>	TBD	TBD	
	House; Broadway; <u>Lockmeadow</u> ; sites on Week Street; Mill Street Car Park and others					
	Sub-total:		1,219 <u>789</u>	0	0	
	TOTAL:		3,059 <u>2,504</u>	6,169	6,462 <u>7,162</u>	
	Policy LPRSP4(A) Heathlands Garden Settlement	Amend Policy LPRSP4(A) as follows:				

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Local Plan Review reference	Main modification	Implications for HRA												
528	<p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing and delivery</p> <p>Housing completions are anticipated to commence 20292031, with infrastructure being delivered in accordance with the table below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Dates</th> <th style="text-align: center;">Development</th> <th style="text-align: center;">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Preliminaries</td> <td style="text-align: center;">N/A</td> <td>[no infrastructure relevant to HRA]</td> </tr> <tr> <td style="text-align: center;">(Phase 1) 2031-2037</td> <td> Cumulative total: circa 1,310 homes New Local Centre including employment offer appropriate to the early phase and location </td> <td> New/improved wastewater treatment mechanisms delivered and cordon sanitaire Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy </td> </tr> <tr> <td style="text-align: center;">(Phase 2) To 2045</td> <td> Cumulative total: circa 3,101 homes District centre </td> <td> Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy </td> </tr> </tbody> </table>	Dates	Development	Indicative Complementary Infrastructure	Preliminaries	N/A	[no infrastructure relevant to HRA]	(Phase 1) 2031-2037	Cumulative total: circa 1,310 homes New Local Centre including employment offer appropriate to the early phase and location	New/improved wastewater treatment mechanisms delivered and cordon sanitaire Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy	(Phase 2) To 2045	Cumulative total: circa 3,101 homes District centre	Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality Strategy	<p>Mitigation required to demonstrate nutrient neutrality and therefore avoid adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar.</p>
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Preliminaries	N/A	[no infrastructure relevant to HRA]												
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Local Plan Review reference	Main modification			Implications for HRA
529	(Phase 3) To 2048	Cumulative total: circa 3,758 homes	Phased nutrient neutrality mitigations delivered in accordance with Nutrient Neutrality strategy	
	(Phase 4) To 2054	Cumulative total: circa 5,000 homes New Local Centre	Phased nutrient neutrality mitigations delivered in accordance with a Nutrient Neutrality Strategy	
	(Phase 5) To 2054	Cumulative total: circa 5,000 homes	[no infrastructure relevant to HRA]	
	<p>...</p> <p>5) Infrastructure</p> <p>d) The delivery of an improved or new waste water treatment facility covering the Greater Lenham / Upper Stour catchment, including sufficient distance being provided between the new Wastewater Treatment Works and residential development, taking account of the potential need for future expansion, and allow for adequate odour dispersion, on the basis of an odour assessment to be conducted in consultation with Southern Water;</p> <p>...</p> <p>7) Environmental</p> <p>a) A new country park around the Stour River corridor in the south of the site. including a The creation of a wetlands areas to assist with the filtration of nitrates & and phosphates arising within the upper Stour catchment, having regard to Natural England's latest advice in July 2020 regarding nutrients entering the River Stour and other relevant statutory biodiversity advice;</p>			

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Local Plan Review reference	Main modification	Implications for HRA
<p>Policy LPRSP4(B) Lidsing Garden Community</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">530</p>	<p>Insert new supporting text to Policy LPRSP4(B) as follows:</p> <p><u>The impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration, with reference to Policy LPRSP14(A). Traffic modelling of the proposed development will be required to quantify the predicted nitrogen deposition on roads passing the SAC. If nitrogen deposition exceeds the screening criteria set out in IAQM guidance (1% of the SAC’s critical load for nitrogen deposition), then mitigation will be required. Mitigation measures must be set out in a Mitigation Strategy, to be agreed by the Council and Natural England. Applications must clearly demonstrate through project-level HRA that the Mitigation Strategy is appropriate, can be feasibly implemented and will be sufficient to fully mitigate any identified adverse effects on the SAC. Mitigation measures may be provided on and/or off-site as appropriate and necessary.</u></p> <p><u>In preparing the Mitigation Strategy, applicants should have regard to the following package of mitigation measures which may be deployed, either in isolation or in-combination, as and when necessary and appropriate for air quality. The mitigations, which are in no particular order and are not exclusive, are as follows:</u></p> <ul style="list-style-type: none"> <u>i. Green Travel Planning focussed on employment facilities, commercial facilities, schools and the use of transport connections within and adjacent to the development .</u> <u>ii. Traffic calming to discourage access/egress via Boxley and Bredhurst.</u> <u>iii. Provision of cycle and pedestrian facilities to encourage sustainable modes of transport via Boxley and Bredhurst.</u> <u>iv. On-site measures to encourage/increase take up of low emission vehicles, such as EV charging points.</u> <u>v. HGV and other vehicle “site servicing” and “delivery route” management strategies.</u> <u>vi. Strategic road signage strategy.</u> <u>vii. Off-site planting at agreed locations and species.</u> <u>viii. The design of residential layouts and configuration of estate roads in a manner which discourages access/egress via Boxley and Bredhurst.</u> <u>ix. Typologies of development located at the southern sector of the site which generate lower car ownership levels of trip rates, i.e.: higher density apartment type accommodation, older persons accommodation.</u> 	<p>Embeds requirements for air pollution mitigation, to ensure that adverse effects on the integrity of North Downs Woodlands SAC can be avoided.</p>

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Local Plan Review reference	Main modification	Implications for HRA									
531	<p>x. Home and flexible working supported by broadband infrastructure to encourage and enable people to drive less.</p> <p>xi. Low emission strategy at south of site and through Boxley/Bredhurst.</p> <p>Amend Policy LPRSP4(B) as follows:</p> <p>The Council will work with the promoter to produce an agreed Supplementary Planning Document to masterplan and facilitate the site's delivery. The following criteria must be met in addition to other policies of this Local Plan:</p> <p>1) Phasing & delivery</p> <p style="padding-left: 40px;">a) Starting in approximately 2027 no later than 2028</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Phase</th> <th style="text-align: left;">Development</th> <th style="text-align: left;">Indicative Complementary Infrastructure</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Preliminary</td> <td style="vertical-align: top;">N/A</td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> Access routes into development site Utility infrastructure capacity Community engagement established and will be ongoing Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations. </td> </tr> <tr> <td style="vertical-align: top;">(Phase 1) From which start date will be no later than 2028</td> <td style="vertical-align: top;">Cumulative total: circa 590 homes (in first 5 years after commencement)</td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> Primary connections into the site and corresponding initial bus diversions AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period </td> </tr> </tbody> </table>	Phase	Development	Indicative Complementary Infrastructure	Preliminary	N/A	<ul style="list-style-type: none"> Access routes into development site Utility infrastructure capacity Community engagement established and will be ongoing Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations. 	(Phase 1) From which start date will be no later than 2028	Cumulative total: circa 590 homes (in first 5 years after commencement)	<ul style="list-style-type: none"> Primary connections into the site and corresponding initial bus diversions AONB - the structural planting to the south of the Lidsing development area (adjacent to the motorway) will be approved as part of the SPD and later outline/hybrid application and this strategic landscaping shall be planted within this period 	
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Local Plan Review reference	Main modification			Implications for HRA
532			<ul style="list-style-type: none"> • Detailed approval of the mix of employment uses, building height and design shall be in place in line with the SPD. • Open Space complementary to the 590 completed units in this phase to be delivered • Proportionate secondary school contributions received • During this stage the West-East link road will be completed and will facilitate the full orbital bus route • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations 	
	(Phase 2) From 2033 to 2038	Housing completions average 150 per annum New Local Centre	<ul style="list-style-type: none"> • Completion of the M2 J4 spur, with possible interim utilisation of existing Maidstone Road bridge crossing to allow the employment development to commence early in this stage • Subject to Transport Assessment and Monitor and Manage Strategy, implement delivery of off-site mitigations in Bredhurst and Boxley following consultation with local communities • Towards the end of the stage and as necessitated by demand, opening of replacement bridge crossing • Ancient woodland enhancement secured • Proportionate Secondary school contribution received • 3FE Primary school land transferred and serviced for 3FE primary. Contributions to construct will be secured by S106 in each phase • Capstone Valley North-South open space/ pedestrian enhancement completed 	

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Local Plan Review reference	Main modification			Implications for HRA
533			<ul style="list-style-type: none"> • Open Space complementary to the completed residential units • Employment site commenced • Land transferred and serviced for new medical facility for GP surgery to be provided • Subject to Transport Assessment and Monitor & Manage Strategy, implement delivery of other supporting transport infrastructure that is necessary for this stage, including off-site junction mitigations 	
	By 2038	<p>Cumulative total: Minimum 1,340 homes</p> <p>14 ha serviced employment site delivered</p>	<ul style="list-style-type: none"> • M2J4 AONB mitigation for the 19ha of land to the south of the M2 completed • Open Space complementary to completed residential units delivered and meeting wider SPD phasing 	
	(Phase 3) By 2042	<p>Cumulative total: circa 2,000 homes</p>	<ul style="list-style-type: none"> • Open space complementary to completed residential units delivered and meeting wider SPD phasing • All of proportionate secondary school contributions received 	
	<p>...</p> <p>2) Housing</p> <p style="padding-left: 20px;">a) 2,000 new homes in total, including 1,300 1,340 units within the Plan period up to 2037 2038;</p> <p>...</p> <p>6) Transport Connections</p>			

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Local Plan Review reference	Main modification	Implications for HRA
534	<p><u>Prior to the first occupation of any floorspace or units on the development of a 'Vision and Validate' and 'Monitor and Manage Strategy' shall be submitted to and approved by the Local Planning Authority, in consultation with National Highways and KCC Highways. Thereafter the approved framework shall be implemented until full completion of the development unless otherwise agreed by the Local Planning Authority.</u></p> <p>a) A new connection to the M2 at Junction 4 will be created, enabling improved connections across the Capstone Valley and into Medway;</p> <p>b) A new orbital bus service: linking Lordswood & Hempstead, and linking to the Medway town-centres will be created;</p> <p style="padding-left: 40px;">i. <u>Linking Lordswood & Hempstead, and linking to the Medway town centres;</u></p> <p style="padding-left: 40px;">ii. <u>Serving Boxley and Bredhurst, including exploring the potential for diversion through the site;</u></p> <p>c) New half-hourly bus services to be provided between the site and Chatham via North Dane Way.</p> <p>d) Cycling & Walking links throughout the site, and strategically north-south along the Capstone Valley and into the wider Medway area will be created;</p> <p>e) Priority, through design, throughout the site for vulnerable road users and active travel modes.</p> <p>f) Measures to prevent rat-running in local roads, including through Bredhurst and Boxley.</p> <p>g) (Placeholder for any required offsite capacity improvements, as necessary) <u>Routes identified as sites for potential mitigations will be subject to further assessment, and this will be undertaken via the Supplementary Planning Document. This may include mitigations in Boxley, Bredhurst and on the A229 and A249 corridors as well as at M2 Junction 3 in accordance with the Monitor and Manage process set out in the IDP. Off-site highway improvements, some of which may be necessary in</u></p>	

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Local Plan Review reference	Main modification	Implications for HRA
535	<p>the Medway area, will be subject to further assessment and delivered in accordance with the development phasing provisions set out in (1)(a) above.</p> <p>7) Environmental</p> <ul style="list-style-type: none"> a) A Climate Change adaptations and mitigation strategy based on national and local guidelines; b) A minimum of 20% biodiversity net gain will be expected to be delivered on-site; c) There are several areas of potential archaeological sensitivity across the site, and these should be surveyed and development should respond to their significance and be informed by a heritage Impact Assessment d) Sustainable drainage methods are implemented to manage surface water flooding issues and ensure that flood risk is not exacerbated elsewhere including a site-wide Flood Risk Assessment will be required; e) Noise and drainage and light pollution mitigation measures are integrated within the design; f) The development area has a rich and diverse heritage which presents unique opportunities and constraints. It will be important that key parts of the site are carefully designed to ensure appropriate conservation and enhancement of heritage assets to the benefit of the garden village community; their awareness, understanding and enjoyment of the special historic environment here. Heritage assets to be responded to within the site include site of a 20th century military balloon installation g) A financial contribution shall be made to mitigate recreational impact on the Medway Estuary and Marshes SPA and Ramsar. h) Site design and layout shall be informed by a sensitive response to local historic assets and landscapes. i) Development proposals must demonstrate that the Lidsing garden community, either alone or in combination with other relevant plans and projects, will avoid adverse effects on the integrity of the North Downs Woodlands SAC, due to air quality, with reference to Policy LPRSP14(A). Mitigation measures will be required where necessary and appropriate. 	
Policy LPRSP5(C) Lenham Broad Location for Housing Growth	<p>Amend Policy LPRSP5(C) to insert new criteria (11), (12) and (13) as follows:</p> <p>11. Development in Lenham and Lenham Heath that would result in a net increase in population served by a wastewater system will need to ensure that it will not have an adverse effect on the integrity of Stodmarsh</p>	Mitigation required to demonstrate nutrient neutrality and therefore avoid adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar.

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Local Plan Review reference	Main modification	Implications for HRA												
	<p>SAC/SPA/Ramsar site. Where a proposed development falls within the Stour Catchment (e.g. Lenham, east of Faversham Road), or where sewage from a development will be treated at a Waste Water Treatment Works that discharges into the river Stour or its tributaries, then applicants will be required to demonstrate that the requirements set out in the advice letter and accompanying methodology on Nutrient Neutrality issued by Natural England have been met. This will enable the Council to ensure that the requirements of the Habitats Regulations are being met.</p>													
Policy LPRSP6(D) Lenham 536	<p>Amend Policy LPRSP6(D) as follows:</p> <p>...</p> <p>5) Key infrastructure requirements for Lenham include: e) Improvements to wastewater capacity to serve the Lenham broad location unless otherwise stated by the utility provider</p>	<p>Mitigation required to demonstrate nutrient neutrality and therefore avoid adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar.</p>												
Policy LPRSP10 Housing Delivery	<p>After paragraph 7.2, insert a new policy SP10 titled ‘Housing delivery’ as follows:</p> <ol style="list-style-type: none"> Over the plan period 2021 to 2038, provision will be made for the development of a minimum of 19,669 new homes in the borough. To ensure a plan-led approach to development, the annual level of growth is to occur over a series of steps, aligned to the expected timing of delivery of new homes. This stepped trajectory is as follows: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Years</th> <th style="text-align: left;">Annualised growth (new homes)</th> <th style="text-align: left;">Total cumulative growth (new homes)</th> </tr> </thead> <tbody> <tr> <td>2021/22 – 2023/24</td> <td>1,157</td> <td>1,157</td> </tr> <tr> <td>2024/25 – 2028/29</td> <td>1,000</td> <td>7,157</td> </tr> <tr> <td>2029/30 – 2033/34</td> <td>1,150</td> <td>12,907</td> </tr> </tbody> </table>	Years	Annualised growth (new homes)	Total cumulative growth (new homes)	2021/22 – 2023/24	1,157	1,157	2024/25 – 2028/29	1,000	7,157	2029/30 – 2033/34	1,150	12,907	<p>New policy; some minor changes to housing capacity at individual site allocations.</p> <p>Quantum of development assessed under Policy SS1 and site allocations, therefore this policy will not itself result in additional development.</p>
Years	Annualised growth (new homes)	Total cumulative growth (new homes)												
2021/22 – 2023/24	1,157	1,157												
2024/25 – 2028/29	1,000	7,157												
2029/30 – 2033/34	1,150	12,907												

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Local Plan Review reference	Main modification		Implications for HRA
537	2034/35 – 2037/38	1,352 x 3 years	19,669
		1,353 x 2 years	
		Total:	19,669
	<p>2. Appendix 1 of this Plan shows the trajectory for delivering new homes over the plan period, including the breakdown of supply by aggregated source. This is a snapshot in time and delivery progress will be monitored annually through the Authority's <u>Monitoring Report</u>.</p> <p>Deliverable supply</p> <p>4. To help ensure the continued delivery of new homes, a rolling supply of deliverable sites is to be maintained in order to meet the total housing requirement (plus appropriate buffer moved forward from later in the plan period) over a five-year time frame (usually 1st April to 31st March the following year). This supply position is to be updated and published at least once per year, in accordance with the requirements of the NPPF and any associated guidance.</p> <p>Maintaining delivery</p> <p>5. Should the Council determine, through the annual monitoring process, that the housing delivery position has altered such that the NPPF 'tilted balance' is engaged (paragraph 11d, footnote 8), then proposals for additional residential development in the borough will be supported on sites where they are:</p> <p>a. Broadly consistent with, not prejudicial to and contributing towards the positive achievement of the plan's overall spatial vision and spatial strategy; and</p>		

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Local Plan Review reference	Main modification	Implications for HRA
538	<p>b. <u>In a sustainable location and of a scale and nature commensurate to the deficit in required housing and the Plan’s spatial strategy; and</u></p> <p>c. <u>Able to demonstrate the ability to contribute in a timely and proportionate manner to addressing the deficit in housing supply; and</u></p> <p>d. <u>In all other respects in accordance with other Local Plan policies, in so far as they apply.</u></p> <p><u>6. If monitoring identifies that it is not possible to demonstrate a five-year supply of deliverable land for the Borough, and there is no recovery of identified supply indicated for the two subsequent monitoring years, then a full or partial review of the Local Plan will be implemented.</u></p> <p><u>Designated Neighbourhood Areas</u></p> <p><u>7. As a minimum, and as set out in Table X [to be confirmed] of the supporting text, Designated Neighbourhood Areas are required to accommodate housing from any site allocations within their designated neighbourhood area boundary (or part thereof), as contained in Section 8 and Appendix 1 of this LPR; plus, any additional homes assigned to them through policy LPRSP8 – Smaller Villages where relevant. Additional to this are windfall sites (including first homes, affordable housing exception, and older peoples housing sites) and any part of the Garden Settlements or Strategic Development Locations that fall within the designated neighbourhood area.</u></p> <p><u>8. Any future Designated Neighbourhood Areas will be expected to accommodate, as a minimum, relevant housing requirements from:</u></p> <p>a. <u>Site allocations within this LPR (apportioned where sites are partially within the designated area);</u></p> <p>b. <u>Policy LPRSP8; and</u></p> <p>c. <u>Garden Settlements or Strategic Development Locations (apportioned where sites are partially within the designated area).</u></p>	

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Local Plan Review reference	Main modification	Implications for HRA								
539	<p>After new policy SP10 'Housing delivery' insert new supporting text as follows: <u>Designated Neighbourhood Areas</u></p> <p><u>There are currently 16 Designated Neighbourhood Areas within the borough. In line with paragraph 66 of the NPPF, the housing requirement for designated neighbourhood areas has been considered within the plan. In considering this requirement, regard has been had to the Sustainability Appraisal, transport and infrastructure capacity, the size and functionality of settlements within the areas and the overall spatial strategy of the plan. The plan includes a number of allocations within designated areas, along with further allocations in non-designated parishes. Additionally, the broad location for smaller villages at Policy LPRSP8 sets a requirement for a limited amount of additional new homes to come forward through the making of neighbourhood plans in those areas.</u></p> <p><u>The number allocated through plan policies is not a maximum requirement, nor is it finite. It should be considered as additional to any windfall sites that come forward (including first homes, affordable housing exception, and older peoples housing sites), and any part of the Garden Settlements or Strategic Development Locations that may fall within the designated neighbourhood area. The table below, sets out the indicative minimum housing requirements for each of the 16 Designated Neighbourhood Areas, exclusive of Garden Settlements, Strategic Development Locations and any potential future windfall, affordable housing and older peoples housing exception sites:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Designated Neighbourhood Area</u></th> <th style="text-align: left;"><u>Site allocation</u></th> <th style="text-align: left;"><u>Broad Location - Villages figure</u></th> <th style="text-align: left;"><u>Total minimum housing requirement figure</u></th> </tr> </thead> <tbody> <tr> <td>Bearsted</td> <td>H1(31) [50 units]</td> <td style="text-align: center;">-</td> <td style="text-align: center;"><u>50</u></td> </tr> </tbody> </table>	<u>Designated Neighbourhood Area</u>	<u>Site allocation</u>	<u>Broad Location - Villages figure</u>	<u>Total minimum housing requirement figure</u>	Bearsted	H1(31) [50 units]	-	<u>50</u>	
<u>Designated Neighbourhood Area</u>	<u>Site allocation</u>	<u>Broad Location - Villages figure</u>	<u>Total minimum housing requirement figure</u>							
Bearsted	H1(31) [50 units]	-	<u>50</u>							

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Local Plan Review reference	Main modification				Implications for HRA
540	Boughton Monchelsea	LPRSA360 [15 units]* LPRSA270 (part) [108 units]* H1(52) [25 units] H1(53) [40 units]** H1(54) [25 units]**	-	<u>213</u>	
	Boxley	-	25	<u>25</u>	
	Broomfield & Kingswood	-	35	<u>35</u>	
	Coxheath	LPRSA364 [10 units] LPRSA251 [5 units] LPRSA202 [60 units]	-	<u>75</u>	
	Harrietsham	<u>LPRSA101 [53 units]</u> <u>LPRSA071 [47 units]</u>	-	<u>100</u>	
	Headcorn	<u>LPRSA310 [110 units]</u> H1(36) [220 units]**	-	<u>330</u>	
	Lenham	<u>Lenham Neighbourhood Plan [1,047 units]</u>	-	1,047	
	Loose	LPRSA360 [15 units]*	-	<u>15</u>	
	Marden	LPRSA295 [113 units]	-	<u>237</u>	

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Local Plan Review reference	Main modification				Implications for HRA
541		H1(46) [124 units]**			
	North Loose	-	-	0	
	Otham	LPRSA172 (part) [38 units]* H1(8) [440 units]** H1(9) [335 units]**	-	813	
	Staplehurst	LPRSA114 [49 units] LPRSA066 [78 units] H1(48) [250 units]** H1(49) [400 units]**	-	777	
	Sutton Valence	LPRSA078 [100 units]	-	100	
	Tovil	<u>LPRSA265 [250 units]</u>	-	250	
	Yalding	<u>LPRSA248 [100 units]</u>	-	100	
	<u>TOTAL</u>	<u>4,132</u>	<u>60</u>	<u>4,167</u>	
	<p><u>*Only part of the site allocation is within the Designated Neighbourhood Area boundary. The number of units has therefore been apportioned and is indicative only.</u></p> <p><u>**These site allocations are 'saved' from the 2017 Local Plan and show the total number of homes included in the allocation; however, the sites are under construction/are already delivering new homes.</u></p>				

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Local Plan Review reference	Main modification	Implications for HRA
542	<p>Amend Policy LPRSP11(B) as follows:</p> <p>Allocated sites – employment</p> <p>1. The sites allocated under policies LPREMP1(1), LPREMP1(2), LPREMP1(4), LPRSAEmp1RMX1(4), and LPRSA260 will deliver approximately 105,000m² employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p> <p>Allocated sites – mixed use</p> <p>2. The sites allocated under policies LPRRMX1(1), LPRRMX1(3), LPRSA066, LPRSA078, LPRSA144, LPRSA145, LPRSA146, LPRSA147, LPRSA148, LPRSA149, and LPRSA151, and <u>LPRSA362</u> will deliver a mix of approximately 27,439 <u>34,239</u>m² employment floorspace and 6,862 <u>7,562</u>m² net retail floorspace, along with new homes to help meet the borough's needs over the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.</p>	Quantum of employment provision: implications for air quality assessment
Para. 7.153 (supporting text for LPRSP14(A) Natural Environment)	<p>Amend paragraph 7.153 as follows:</p> <p>The Stodmarsh SAC/SPA/Ramsar site is sensitive to increases in nitrogen and phosphorous arising from the River Stour. Natural England has agreed a mitigation strategy that requires developments <u>that would result in a net increase in population served by a wastewater system</u> within the Stour catchment <u>area</u> to demonstrate that they will not result in a net increase in nitrogen and phosphorous at the Stodmarsh SAC/SPA/Ramsar site. Developments in and around Lenham, including Heathlands Garden Settlement and the Lenham Broad Location for growth, will be required to meet the requirements of the mitigation/offsetting strategy, as set out in Natural England's advice note on Nutrient Neutrality issued in November 2020, or any updates to that advice.</p>	Mitigation required to demonstrate nutrient neutrality and therefore avoid adverse effects on the integrity of Stodmarsh SAC and SPA/Ramsar.
New para. after para. 7.19 (supporting text for LPRSP14(A))	<p>After paragraph 7.149 insert a new paragraph as follows:</p> <p><u>The Local Plan Review makes provision for a new garden community at Lidsing, where the impact of new development on the integrity of the North Downs Woodlands SAC requires careful consideration. Provided that</u></p>	Mitigation required to avoid adverse effects on the integrity of North Downs Woodlands SAC, due to air pollution.

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Local Plan Review reference	Main modification	Implications for HRA
Natural Environment)	<p>the air pollution mitigation specified by Policy LPRSP4(B) is delivered then adverse effects on the SAC due to air quality from the plan as a whole, alone or in-combination, can be ruled out. In the event that the Lidsing garden community is not delivered, the Council will agree a proposed approach with Natural England, and no further development contributing to an increase in traffic to roads within 200m of the SAC (A229, A249 or Boxley Road) will be permitted until mitigation has been agreed, unless applicants can demonstrate that they will not have an adverse effect on the integrity of the SAC, alone or in-combination.</p>	
Policy LPRSP14(A) Natural Environment 043	<p>Amend Policy LPRSP14(A) as follows:</p> <p>1. To enable Maidstone Borough to retain a high quality of living, protect and enhance the environment, and to be able to respond to the effects of climate change, developers will ensure that new development incorporates measures where appropriate to:</p> <ol style="list-style-type: none"> a. Deliver a minimum 20% on-site Biodiversity Net Gain on new residential development, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks. Biodiversity Net Gain should be calculated in accordance with the latest Natural England/DEFRA biodiversity metric or equivalent b. Protect positive landscape character including Landscapes of Local Value, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, ecosystem services and the existing public rights of way network from inappropriate development, and avoid significant adverse impacts as a result of development through the provision of adequate buffers and in accordance with national guidance. c. Avoid damage to and inappropriate development considered likely to have significant direct or indirect adverse effects on: <ol style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and ii. Local Biodiversity Action Plan Priority habitats d. If significant harm to habitats and biodiversity cannot be avoided, then the mitigation hierarchy should be followed. <ol style="list-style-type: none"> i. Internationally, nationally and locally designated sites of importance for biodiversity (either within or beyond the borough); and 	<p>Mitigation required to avoid adverse effects on the integrity of North Downs Woodlands SAC, due to air pollution.</p>

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Local Plan Review reference	Main modification	Implications for HRA
544	<p style="margin-left: 40px;">ii. Local Biodiversity Action Plan Priority habitats</p> <p><u>Regard shall be had to the forthcoming Design and Sustainability DPD which will further detail application of this policy.</u></p> <p>2. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones <u>and principal aquifers</u>, and incorporate measures to improve the ecological status of water bodies as appropriate; Major developments will not be permitted unless they can demonstrate that new or existing water supply, sewage and wastewater treatment facilities can accommodate the new development. Wastewater treatment and supply infrastructure must be fit for purpose and meet all requirements of both the permitting regulations and the Habitats Regulations (for example in relation to nutrient neutrality at the Stodmarsh SAC/SPA/Ramsar site).</p> <p>3. Enhance, extend and connect habitats to enhance the borough's network of sites that incorporates designated sites of importance for biodiversity, priority habitats, <u>Local Wildlife Sites</u> and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</p> <p style="margin-left: 40px;">a. Provide for the long term... b. Mitigate for and adapt to.... c. Positively contribute...</p> <p>4. Where appropriate...</p> <p>5. Any required publicly accessible...</p>	

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Local Plan Review reference	Main modification	Implications for HRA
545	<p>6. Development proposals will give...</p> <p>7. The Council will work with Natural England to assess, monitor and if necessary mitigate any recreation pressure or air pollution effects at North Downs Woodlands SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the Local Plan is adopted and implemented prior to adverse effects on integrity occurring; developer contributions would be used to support this.</p> <p><u>7(A). Development proposals must support the Council's nature conservation objectives and in doing so must not result in adverse effects on the integrity of the North Downs Woodland SAC. Any air pollution mitigation strategy will be developed and agreed with Natural England before the development commences and implemented prior to adverse effects on integrity occurring; developer contributions will be used to support this where appropriate. The Council is committed to ensuring that development within the borough will not contribute to adverse effects on the SAC due to air quality and will take the lead on coordinating any strategic mitigation required to minimise air pollution at the SAC.</u></p> <p>8. Any development within...</p>	

Schedule of Proposed Minor Changes to the Regulation 19
Maidstone Local Plan Review –
Post Stage 2 Examination Hearings

September 2023

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Background to the Minor Changes

1. Introduction

1.1. The Maidstone Local Plan Review is currently undergoing Examination in Public. This document has been prepared to support the examination. It sets out proposed Minor Changes to the plan. These are provided as an informative and will supplement the separate schedule of Main Modifications which are considered necessary to ensure the plan can be made sound in accordance with the National Planning Policy Framework. The Minor Changes presented in this document provide a consolidation of modifications to-date which have been developed following the Regulation 19 stage consultation on the Local Plan Review and through the plan examination process.

2. Reading the Schedule of Minor Changes

2.1. For ease of reference, the schedule is organised by main chapters of the Local Plan Review and set out in a table format. The table columns provide information for each modification as follows:

- **Change ref** – Minor change reference number.
- **Policy, paragraph, page ref** – Reference to the relevant part of the Local Plan Review for which the change is proposed.
- **Change proposed** – This presents the change proposed to the Local Plan Review Regulation 19 document.

Additions are shown in blue underline. Deletions are shown in ~~red strikethrough~~.

- **Reason** – Summary of the reason for the change.

Editorial changes

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI1	Whole document	Local Plan Review amended throughout to rectify typographical, grammatical and other editing errors.	Editing for plan legibility
MI2	Whole document	Local Plan Review amended throughout to revise numbering of policies, paragraphs, tables, and/or diagrams associated with, or as a consequence of, main and minor modifications.	Editing for plan legibility

Chapter 1: Introduction

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI3	Paras 1.1 to 1.4	Amend paragraphs 1.1 to 1.4 as follows: Amendments to remove information on previous public consultations and clarify the current stage of the plan process.	Factual updates.

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Chapter 2: Introduction to the Maidstone Borough Local Plan Review

No changes proposed.

Chapter 3: Spatial portrait and key local issues

No changes proposed.

Chapter 4: Spatial vision and objectives

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI4	Para 4.4	Amend paragraph 4.4 and bullets (i) and (ii) as follows:	To align with Main

		<p>By 2037 <u>Improved</u> prosperity set out in the vision will be achieved through the strategic direction of growth set out in the LPR. The emphasis will be on increasing <u>and</u> developing skilled employment opportunities in the borough alongside developing learning opportunities, having regard to the roles of centres across the borough and existing and improved accessibility patterns:</p> <p>i. Principally within the Maidstone urban area, with a particular focus on the renewal of the town centre, including the Invicta Barracks strategic development location, <u>within the plan period</u>;</p> <p>ii. Within two new garden communities at Heathlands and Lidsing, <u>within and extending beyond the plan period</u>;</p>	Modifications with respect to the plan period.
MI5	Para 4.8	<p>Amend paragraph 4.8 as follows:</p> <p>To recognise the biodiversity emergency through protection and enhancement of biodiversity. To retain and enhance the character <u>and biodiversity</u> of the existing green and blue infrastructure and to promote linkages between areas of environmental value;</p>	For plan effectiveness.
MI6	Para 4.12	<p>Amend paragraph 4.12 as follows:</p> <p>The infrastructure will support the growth projected by the Local Plan to 2034 and LPR by 2037 <u>2038</u> with a focus on large scale developments, such as proposals at the new garden communities at Heathlands and Lidsing <u>extending well beyond the plan period</u>, with an aspiration for self-sufficiency <u>and reduction in demand for travel over the full build-out of these settlements.</u></p>	For plan effectiveness and to align with Main Modifications with respect to the plan period.

Chapter 5: The borough spatial strategy

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI7	Para 5.2	<p>Amend paragraph 5.2 as follows:</p> <p>The LPR plan period runs from 2022-2037<u>2021-2038</u>, extending an additional 6<u>7</u> years beyond the current Local Plan period which ends in 2031.</p>	For consistency with the NPPF and to align with Main Modifications

			with respect to the plan period.
MI8	Para 5.4	<p>Amend 1st sentence of paragraph 5.4 as follows:</p> <p>Much of the need required over the <u>plan</u> period 2022-2037 is met through the existing Local Plan 2017.</p>	For consistency with the NPPF and to align with Main Modifications with respect to the plan period
MI9	Para 5.8	<p>Amend paragraph 5.8 as follows:</p> <p>Current allocations and permissions (Extant Supply including 2017 allocations, broad locations and other extant permissions), forecast windfall completions, and contributions from broad locations beyond the 2017 Plan period (Invicta Barracks) have the potential to meet some of this target amount <u>requirement</u>.</p>	Clarification to aid plan implementation.
MI10	Paras 5.8 to 5.13	<p>Amend paragraphs 5.8 to 5.13 as follows:</p> <p><i>Note: These paragraphs will be amended with factual updates on the housing pipeline and need figures following outcomes in advance of the consultation on the Main Modifications.</i></p>	Factual updates.
MI11	Para 5.30	<p>Amend paragraph 5.30 as follows:</p> <p>The Leeds-Langley corridor will be safeguarded to <u>may</u> enable the potential future delivery of an improved transport connection linking M20 J8 and the A274. It is not currently known whether and what quantum of development will be needed to help create the business case for this new route, and as such this Plan seeks to ensure that any development that takes place within this corridor does not act to sterilise this opportunity <u>will be kept under review</u>.</p>	To align with Main Modifications with respect to Leeds-Langley Corridor.
MI12	Para 5.36	<p>Amend paragraph 5.36 as follows:</p> <p>The new Local Plan spatial strategy is an evolution of that contained within the Local Plan 2017. Changes are flagged below for ease of use.</p>	For legibility. The deleted paragraph refers to tables that were included as an informative for

			Regulation 18 and 19 stage consultations, which have been deleted by way of minor modifications.
MI13	Page 31	Delete tables on page 31 (i.e., Comparison between Local Plan 2017 & the Local Plan Review).	For legibility. The tables were included as an informative for Regulation 18 and 19 stage consultations.

Chapter 6: Spatial strategic policies

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI14	Para 6.47	Amend paragraph 6.47 as follows: A number of key infrastructure requirements have been identified for provision within the Maidstone urban area as set out in the policy below. There is a significant strategic need for additional secondary school provision within the borough. The School of Science and Technology Valley Invicta Academy Trust has recently received approval from the Department for Education for an application for free school status and, subject to planning permission, funding has been provisionally secured for a scheme recently opened on land adjacent to Invicta Grammar School and Valley Park School.	Factual correction.
MI15	LPRSP2	Amend 1st sentence of Policy LPRSP2 criterion (2) as follows: Within the urban area and outside of the town centre boundary identified in policy LPRSP4 , Maidstone will continue to be a good place to live and work.	To rectify typographical error.
MI16	LPRSP3	Amend Policy LPRSP3 criterion (3) final bullet as follows:	Factual correction.

		<p>Improvements to health infrastructure including extensions and/or improvements at the Mote Medical Practice, Orchard Medical Centre, Wallis Avenue Surgery and Grove Park Surgery.</p> <p><i>Note: Practice details will be updated in consultation with CCG prior to the consultation on the Main Modifications.</i></p>	
MI17	LPRSP3	<p>Amend Policy LPRSP3 criterion (6)iv as follows:</p> <p>Improvements to health infrastructure including extensions and/or improvements at Barming Medical Practice, Blackthorn Medical Centre, Aylesford Medical Centre, and Allington Park or Allington Clinic.</p> <p><i>Note: Practice details will be updated in consultation with CCG prior to the consultation on the Main Modifications.</i></p>	Factual correction.
MI18	Para 6.66	<p>Amend paragraph 6.66 bullet (h) as follows:</p> <p>Provide exceptional connectivity through superfast gigabit capable broadband;.</p>	Clarification to aid plan implementation.
MI19	Para 6.66	<p>Amend 1st sentence of paragraph 6.66 as follows:</p> <p>Heathlands has many of the key features and is well located for the creation of a sustainable garden settlement.</p>	Clarification to aid plan implementation.
MI20	Para 6.68	<p>Amend paragraph 6.68 as follows:</p> <p>A robust Framework Masterplan is emerging, which demonstrates that there is the potential for a high-quality new settlement at this location, utilising the A20 and existing rail links as well as the development quantum contributing towards a future business case for a new M20 junction.</p>	Clarification to aid plan implementation.
MI21	LPRSP4(A)	<p>Amend Policy LPRSP4(A) criterion (2)(b) as follows:</p> <p>A target amount of 40% affordable housing;</p>	Clarification to aid plan implementation.

MI22	Para 6.100	<p>Amend 1st sentence of paragraph 6.100 as follows:</p> <p>The Settlement Hierarchy is established in Policy LPRSS1 and is unchanged in regard to the Rural Service Centres as identified in the 2017 Local Plan...</p>	To rectify typographical error.
MI23	LPRSP6(A)	<p>Amend Policy LPR6(A) criterion (2)(c) as follows:</p> <p>Improvements to health infrastructure including extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery at Greensand Health Centre (including branch surgery in Loose).</p>	Factual update.
MI24	LPRSP6(E)	<p>Amend Policy LPRSP6(E) criterion (4)(b) as follows:</p> <p>Provision of 0.6 form entry expansion at Marden Primary SchoolAcademy;</p>	Factual correction.
MI25	LPRSP6(E)	<p>Amend Policy LPRSP6(E) criterion (4) to include a new sub-criterion 4(e) as follows:</p> <p>Gas main improvement works as per the requirements of the Maidstone Infrastructure Delivery Plan.</p>	To aid implementation of the plan.
MI26	LPRSP6(F)	<p>Amend Policy LPRSP6(F) criterion (4)(d) as follows:</p> <p>Improvements to health infrastructure including extension and/or improvements at Staplehurst Medical Health Centre.</p>	Factual correction.
MI27	Para 6.111	<p>Amend paragraph 6.111 as follows:</p> <p>The 2021 assessment of population, village services and facilities has identified five four villages that can be designated as larger villages, these are:</p> <ul style="list-style-type: none"> • East Farleigh • Eyhorne Street (Hollingbourne) • Sutton Valence • Yalding 	Correction to accurately reflect evidence base.

MI28	Para 6.115	<p>Amend paragraph 6.115 as follows:</p> <p>Eyhorne Street (Hollingbourne) is a linear settlement which lies to the northeast of Maidstone's urban area in the setting of the Kent Downs Area of Outstanding Natural Beauty. The primary school, pre-school and one of the local playing fields are approximately 0.5km from the village centre. The village does not have a GP surgery or healthcare facilities apart from an osteopath clinic, but does have some good key facilities, including a village hall, local shop, post office, and pubs. and a restaurant. Rail connections to Maidstone town centre and other retail and employment destinations are good, and the village also has a regular bus service to the town centre.</p>	Factual corrections.
MI29	LPRSP7(C)	<p>Amend Policy LPRSP7(C) criterion (3)(a) as follows:</p> <p>Improvements to health infrastructure including extension and/or improvements at Sutton Valence Surgery and Cobtree Medical Practice, and provision of a new facility at Haven Farm.</p>	For plan effectiveness.
MI30	Para 6.132	<p>Amend paragraph 6.132 as follows:</p> <p>A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough's high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection. The council has a statutory duty to have regard to the purposes of the designation, including the great weight afforded in national policy to its conservation and enhancement. Within the AONB, the Kent Downs AONB Management Plan 2014-2019 2021-2026 provides a framework for conserving and enhancing the natural beauty of the area. The council has adopted the Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms a large extent of the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.</p>	Factual correction.

Chapter 7: Thematic strategic policies

Mod ref	Policy, paragraph, page ref	Change proposed	Reason
MI31	Para 7.31	<p>Amend paragraph 7.31 as follows:</p> <p>The council's adopted Economic Development Strategy (2015-2021) sets out an economic vision for the borough in 2034 <u>2030</u>, through its 'ambition statement'. The strategy goes on to identify five priorities to capitalise on the borough's economic assets and to create the right conditions for growth. <u>underpinning this vision, as follows: These are 1) retaining and attracting investment; 2) stimulating entrepreneurship; 3) enhancing Maidstone town centre; 4) meeting skills needs and 5) improving the infrastructure. This strategy is currently under review and is expected to be adopted prior to this Local Plan Review.</u> <u>1) Open for business; 2) A greener, more productive economy; 3) A thriving rural economy; 4) Inclusive growth; and 5) Destination Maidstone Town Centre.</u></p>	Factual update.
MI32	Para 7.130	<p>Amend paragraph 7.130 as follows:</p> <p>Other infrastructure will also be provided on site via S.106 where it is of a strategic scale to do so and so this would be the best approach to secure infrastructure, for example the Garden Communities. However, the Council will ensure that there is no duplication of infrastructure spending and so the required infrastructure for these locations will be set out clearly in the site allocation policy <u>through the ITS and IDP.</u></p>	Clarification to aid plan implementation.
MI33	Para 7.170	<p>Amend paragraph 7.170 as follows:</p> <p>This rich historical resource is, however, vulnerable to damage and loss including of local skills. This importance is signified by the fact that heritage assets are inherently irreplaceable; once lost they are gone forever. Through the delivery of its local plan, and its wider activities, the council will act to record, conserve and enhance the borough's heritage assets. This will be underpinned by actions taken in response to a heritage assessment review which will feed into later iterations of this Plan. <u>This is underpinned by actions in response to the Maidstone Heritage Asset Assessment.</u></p>	

Chapter 8: Detailed site allocation policies

Mod ref	PINS request	Policy, paragraph, page ref	Change proposed	Reason
MI34	Yes	LPRSA146	<p>Amend Policy LPRSA146 under Design, Layout and Heritage sub-heading 11th bullet as follows:</p> <p>The development shall incorporate commuter car parking to serve Maidstone East station.</p>	Clarification to aid plan implementation.
MI35	Yes	LPRSA146	<p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading 2nd bullet as follows:</p> <p>If a car free or reduced level of parking is proposed, proportionate and directly related contributions will be required.</p>	Clarification to aid plan implementation.
MI36	Yes	LPRSA146	<p>Amend Policy LPRSA146 under Access/Highways and transportation sub-heading amend 2nd bullet as follows:</p> <p>It is envisaged that Highway access to the residential development shall be taken from Sandling Road. An additional, in-bound only access to the former Sorting Office part of the site could be taken from Fairmeadow, subject to any impact upon the wider public realm strategy.</p>	Clarification to aid plan implementation.
MI37		LPRSA310	<p>Amend Policy LPRSA310 title as follows:</p> <p>Policy LPRSA310 – Mote Moat Road, Headcorn</p>	Factual correction.
MI38	Yes	LPRSA071	<p>Amend LPRSA071 to add a new bullet point for Transport as follows:</p> <p>Safe pedestrian access along Marley Rd should be established.</p>	Clarification to aid plan implementation.

Chapter 9: Development management policies

Mod ref	Policy,	Change proposed	Reason
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	paragraph, page ref		
MI39	LPRHOU1	<p>Amend Policy LPRHOU1 as follows:</p> <p>1. Proposals for development on previously developed land (brownfield land) on land outside of smaller villages and the countryside that make effective and efficient use of land and which meet the following criteria will be permitted:</p> <p>a. Where the site has poor environmental value; and b. If the proposal is for residential development, the density of new housing proposals reflects the character and appearance of individual localities and is consistent with policy Hou 5 unless there are justifiable planning reasons for a change in density.</p> <p>2. In exceptional circumstances, the residential redevelopment of previously developed land in the countryside and smaller villages which meet the above criteria will be permitted provided the redevelopment will also result in:</p> <p>a. meets meeting the Council standards as set out in other policies policy requirements as set out elsewhere in this plan.; b. and the site is, or can reasonably be made, accessible by sustainable modes to Maidstone urban area, a rural service centre or larger village or provides bespoke working from home space.</p>	Clarification to aid plan implementation.
MI40	LPRQ&D1	<p>Amend Policy LPRQ&D1 criterion (2) as follows:</p> <p>2. New dwellings should meet the Building Regulations optional requirement for tighter water efficiency of 110l per person, per day.</p> <p>2. New dwellings should be built to ensure that wholesome water consumption is not greater than 110 litres/person/day.</p>	Clarification to aid plan implementation.
MI41	Para 9.76	<p>Amend paragraph 9.76 as follows:</p> <p>The Maidstone Low Emission Strategy (2017) combines the air quality action plan and low emission strategy into one document. It identifies key partners and their responsibility for delivering measures to improve air quality in the exceedance areas and across the borough. Good progress has been made on many of the actions included in the Action Plan, including adopting new Air Quality Planning Guidance, and undertaking a feasibility study into a Low Emission Zone. The review of the Park</p>	Not considered necessary to support implementation of the policy.

		and Ride service has also been completed and has resulted in a new service using Euro VI buses. A lot of progress has also been made on our 'Clean Air for Schools' programme.	
MI42	Para 9.98	<p>Amend paragraph 9.98 as follows:</p> <p>In order to build well-functioning, sustainable communities, it is essential that adequate community facilities are provided. The NPPF emphasises the importance of creating healthy, inclusive communities, with appropriate facilities, to create attractive residential environments. Community facilities encompass open spaces educational, cultural and recreational facilities, including schools, libraries, places of worship, pubs, meeting places, cultural buildings (such as museums and theatres) and sports venues.</p>	Clarification to aid plan implementation.
MI43	LPRENV1	<p>Amend Policy LPRENV1 criterion (3) as follows:</p> <p>Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit a proportionate landscape assessment by way of an appropriate desk-based assessment and, where necessary, a field evaluation. This will be used to inform development and identify opportunities to enhance awareness, understanding and enjoyment of the historic environment to the benefit of community.</p>	Clarification to aid plan implementation.
MI44	Para 9.126	<p>Amend paragraph 9.126 as follows:</p> <p>Light pollution or obtrusive light can have a negative impact on ecology and physiology and therefore should be minimized where possible. Glare from external lighting can intrude on to the tranquillity of a place and this should be avoided in certain landscapes and habitats. Particular consideration should be given to dark skies of the Kent Downs AONB, as set out in the Kent Downs AONB Management Plan and to the dark skies of the High Weald AONB, as set out in the High Weald AONB Management Plan</p>	Clarification to aid plan implementation.

Chapter 10: Monitoring and review

No changes proposed.

Chapter 11: Appendices

No changes proposed.

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