

AGENDA

PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW & SCRUTINY COMMITTEE MEETING



Overview and Scrutiny

**PLEASE NOTE EARLIER START TIME OF 5:30PM FOR
THIS MEETING**

Date: Tuesday 20 January 2015
Time: **5.30 pm**
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors: Chittenden, English (Vice-Chairman), Munford,
Powell, Ross, Round, Springett (Chairman),
de Wiggondene and Willis

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1. The Committee to consider whether all items on the agenda should be webcast
2. Apologies
3. Notification of Substitute Members
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information
7. Minutes of the Meeting held on 16 December 2014 1 - 9
8. Maidstone Borough Local Plan - new and amended site allocations 10 - 254

A report presented by Sarah Anderson, Principal Planning Officer, Spatial Planning for the committee to consider the:

- Proposed amendments to the sites identified for housing (Policy H1) in the Regulation 18 Maidstone Borough Local

Continued Over/:

Issued on 12 January 2015

Alison Broom

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

Plan following the public consultation on the draft Plan held between March and May 2014;

- The site allocation policies for proposed new additional housing sites and the proposed deletion of a housing site at Boughton Monchelsea to be the subject of public consultation (Regulation 18) in Spring 2015;
- An update on the recent and planned Local Plan work streams.

9. Local Plan Employment and Mixed use Land Allocations and Results of the Consultation of the Economic Development Strategy

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A report detailing the two options for the Planning, Transport and Development and Economic and Commercial Development committees to decide how they would like to meet to consider these two documents.

10. Future Work Programme

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The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Tessa Mallett on 01622 602524**. To find out more about the work of the Overview and Scrutiny Committees, please visit <http://www.maidstone.gov.uk/osc>

MAIDSTONE BOROUGH COUNCIL

Planning, Transport and Development Overview & Scrutiny Committee

MINUTES OF THE MEETING HELD ON TUESDAY 16 DECEMBER 2014

Present: Councillor Springett (Chairman), and Councillors Chittenden, English, Mrs Gooch, Powell, Round, de Wiggondene and Willis

Also Present: Councillors Burton

109. THE COMMITTEE TO CONSIDER WHETHER ALL ITEMS ON THE AGENDA SHOULD BE WEBCAST

RESOLVED: That all time on the agenda be webcast.

110. APOLOGIES

Apologies for absence were received from Councillors Ross and Munford.

Apologies for lateness were received from Councillors Round and DeWiggondene who arrived at 18:40 and 18:44 respectively.

111. NOTIFICATION OF SUBSTITUTE MEMBERS

Councillor Gooch was in attendance as substitute for Councillor Munford.

112. NOTIFICATION OF VISITING MEMBERS

Councillor Burton, Cabinet Member for Planning, Transport and Development was in attendance to support officers for items 8, 9 and 10.

113. DISCLOSURES BY MEMBERS AND OFFICERS

Councillor Springett declared an Other Significant Interest, should site H17 in the draft Local Plan be discussed in detail during this meeting. She stated, should this site be discussed in detail, she would leave the meeting and the Vice Chair take the chair until the discussion was completed.

Under item 9 of the agenda Councillor Burton declared a Disclosable Pecuniary Interest should any land south of Sutton Road, Maidstone be discussed in any detail during this meeting.

The declarations were noted, but officers advised there was no intention to discuss any sites in the draft Local Plan in detail under any item on the agenda.

114. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

RESOLVED: That the items on the agenda be taken in public as proposed.

115. MINUTES OF THE MEETING HELD ON 18 NOVEMBER 2014

RESOLVED: That the minutes of the meeting held on 18 November 2014 be approved as a correct record and signed by the Chairman.

116. MAIDSTONE BOROUGH LOCAL PLAN - DEVELOPMENT MANAGEMENT POLICIES

Rob Jarman, Head of Planning and Development, Darren Bridgett, Principal Officer, Spatial Policy and Adam Reynolds, Planning Officer, Spatial Policy were in attendance for this item.

Darren Bridgett presented the report and explained there were three matters for the committee to consider:

1. The responses and proposed changes to the development management policies as a result of regulation 18 consultation carried out between 21 March and 7 May 2014;
2. The responses and proposed changes to the infrastructure delivery policies as a result of regulation 18 consultation carried out between 21 March and 7 May 2014;and,
3. The proposed care home policy, due to go out for regulation 18 consultation in February 2015.

Mr Bridgett went on to explain the types of policies presented in the report included:

- Place shaping policies;
- Allocation policies;
- Infrastructure delivery policies to support new development;
- Development management policies to guide development and planning officers when making planning decisions.

Mr Bridgett informed the committee that due to the council's collegial approach to refining the local plan, the development management policies were responded to by the council's Housing and Economic Development Teams. As a result policy DM24 Affordable Housing, had not been reported due to the large number of comments received. The comments related to the cost of providing affordable housing, tenure split, the proposed geographical split and tenants who would live in the houses. Various delivery mechanisms would be explored and a report would be brought to the committee prior to policy DM24 going out for consultation in July 2015.

Mr Jarman updated the committee on the situation with Kent County Council's (KCC) transport modelling for the borough. He explained, the Vizam modelling software was used to provide a strategic model of various transport options. However, Mr Jarman stated there was no timetable available for when the modelling would be completed.

Mr Jarman expressed his concern as any suggested transport model needed to be tested, including public transport, which had not been started by KCC. Without a tested transport model the local plan would be found unsound at inspection.

Mr Jarman went on to explain the council had carried out its own detailed traffic modelling with Mott McDonald in three locations in the borough, Coxheath; Staplehurst cross roads and the Coldharbour at junction 5 of the M20.

Mr Jarman told the committee the absence of traffic modelling would have implications on planning applications as well as delay the local plan.

During discussions the committee raised the following points:

- The volume and importance of policies warranted all councillors spending more time going through them thoroughly. The intention was to agree the policies attached to the report to enable officers' time to concentrate on the more contentious policies and follow the timetable of events leading to the local plan being adopted.
- Concern was raised regarding policy DM20 – Leisure and community uses in the town centre. It was felt care should be taken not to kill off the retail offer in the town by requiring the retention of shop fronts, which were not always suitable for leisure businesses. It was also agreed businesses in High Street Ward should not clash with residential properties in the area while taking care not to drive businesses out of the town centre.
- Policy DM5 – Residential garden land included nothing on permanent development rights and any power the council may have. Mr Jarman advised against including council powers to deal with permanent development rights as it went against government policy which was extending the rights in this area. The committee agreed a motion should be made at Full Council to write to central government raising concerns in respect of certain aspects of permitted development rights.
- It was agreed the committee would review the Park and Ride Service to include parking strategies and would be discussed further under item 11 Future Work Programme.
- Policy DM 26 Gypsy, Traveller and Travelling Showpeople accommodation was discussed and concern raised that no further sites had come forward despite a second, bespoke, call for sites. The response had been poor. It was acknowledged the sites that were

being used were centred in one particular area. Without new sites coming forward in other areas it was impossible to change this. It was agreed the criteria in the policy was very good for measuring against any sites that did come forward in the future.

- Mr Bridgett confirmed that all responses received during the regulation 18 consultation period for the draft local plan were taken into account when reviewing the policies. Some responses were of a general nature and did not take a whole plan view, some were more specific and detailed. It was agreed that all people and organisations who made representations would be notified how their feed-back had been integrated into the revised policies.
- Mr Jarman confirmed he was pressing KCC for a timetable for the traffic modelling which would include options testing, cost/benefit analysis and the impact any new roads would have on the environment.
- Concern was raised as to the effectiveness of travel plans and how to ensure they were implemented and sustained. Section 106 agreements were considered a good way of ensuring delivery of effective travel plans.
- The committee discussed the impact of the cumulative effect of multiple developments in close proximity of each other and the effects on air quality. It was agreed policy DM13 needed to take this into consideration.
- It was agreed sewer systems were a serious issue in the delivery of the local plan (policy number ID1). The majority of public opposition to growth throughout the borough related to the ability of the sewer infrastructure to cope with the growth. When the draft local plan went out to consultation Southeast Water, as the statutory provider, did not object. In some areas they did suggest the upgrading of pumping stations. The state of the sewage infrastructure would not be a case for reducing the housing numbers; if Southeast Water stated they can deal with the growth the inspector would accept this.
- Policy DM18 – Retention of employment sites did not include the Springfield/Whatman site as it had not been in use as an employment site for some time. The policy is aimed at active sites. This site was being promoted as a brownfield site for high density housing. If it was included in policy DM18 it would mean the housing would need to be moved to a greenfield (low density) site.

RESOLVED:

1. That the Planning, Transport and Development Overview and Scrutiny Committee recommend to Cabinet that the development management policies are amended as per the proposals in Appendix A of the Development Management and Infrastructure Delivery Policies report of 16 December 2014 and that the policies are approved for regulation

19 consultation in July 2015 subject to consideration of the following recommendations:

- a) That the Development Management and Infrastructure Delivery Policies report be circulated to all councillors by the Head of Planning and Development and any further representations from councillors be expressed via their group's spokesperson to Cabinet at its meeting on 14 January 2015;
- b) That the Cabinet Member for Planning, Transport and Development be recommended to implement a strategy to make use of Section 106 agreements to ensure travel plans are robust and implemented by developers;
- c) That the Cabinet Member for Planning, Transport and Development be recommended to make the following amendment to point 3iii of policy DM13 to strengthen the intent:

Development proposals must:

- 3iii Demonstrate that development in, or likely to adversely affect, in particular where a number of developments are likely to result in a cumulative impact, that Air Quality Management Areas incorporate mitigation measures to reduce impact to an acceptable level, in line with the borough's air quality action plan.
- d) That the Cabinet Member for Planning, Transport and Development be recommended to make the following amendments to points 1 and 3 of policy DM29 – Leisure and community uses in the town centre:
 - 1 The development, including in combination with any similar uses in the locality, should not have a significant impact on local amenity, including as a result of noise and hours of operation.
 - 3 The wording be amended to allow for greater flexibility to maintain the vibrancy of the primary shopping area.
- 2. That the Head of Planning and Development be recommended to inform those who responded to the Regulation 18 consultation on the draft Local Plan, using the most cost effective method, how their responses have been included in the amendments to the draft Local Plan.
- 3. That the Planning, Transport and Development Overview and Scrutiny Committee recommends to Cabinet that the infrastructure delivery policies are amended as per the proposals in Appendix A of the Development Management and Infrastructure Delivery Policies report of 16 December 2014 and that the policies are approved for regulation 19 consultation subject to consideration of the following:

- a) That the Cabinet Member for Planning, Transport and Development be recommended to, should dialogue with Southeast Water fail, seriously consider the option of taking the matter up with the regulator.
4. That the Planning, Transport and Development Overview and Scrutiny Committee approved the care home policy as proposed in the Development Management and Infrastructure Delivery Policies report of 16 December 2014.

117. SHORT BREAK

RESOLVED: that the committee take a short break from 20:50 until 21:10.

118. LANDSCAPE CAPACITY STUDY

Deanne Cunningham, Team Leader, Heritage, Landscape & Design presented her report and explained the full draft report would be presented to the committee at their meeting of 20 January 2015.

Ms Cunningham went on to explain work on the report was commissioned in July 2014. It was interlinked with other areas of work providing robust evidence for the Local Plan and informed the sustainability appraisals of land allocation proposals. It also assisted Maidstone Borough Council with meeting the requirements of the National Planning Policy Framework.

Ms Cunningham informed the committee the document was not a tool to prevent development but one to inform how and where development could be sited and designed in relation to its landscape and visual impact.

Initial findings have revealed that the borough consisted largely of areas of landscape character which were considered sensitive to change.

The point was made that the Landscape Capacity Study was needed by councillors before they considered the next round of allocations for the draft Local Plan which were being presented to committee at their meeting on 20 January 2015.

RESOLVED: that:

1. The Cabinet Member for Planning, Transport and Development be recommended to circulate the final draft of the Landscape Capacity Study to all councillors at the earliest possible date in January 2015 and provide copies for the members library to facilitate a full and informed discussion of the study at the committees meeting of 20 January 2015.
2. The Planning, Transport and Development Overview and Scrutiny Committee noted the update on the Landscape

Capacity Study and agreed the draft document be brought back to committee for approval at the 20 January 2015 meeting.

119. LOCAL PLAN; AGRICULTURAL LAND CLASSIFICATION STUDY

Jillian Barr, Principal Planning Officer, Spatial Planning and Rob Jarman, Head of Planning and Development were in attendance for this item.

Ms Barr presented her report and explained its purpose and importance to the work preparing the Local Plan.

Mr Jarman confirmed that use of the Best and Most Versatile (BMV) land classifications could be used when planning applications for solar power sites in sensitive locations were considered.

It was confirmed by Ms Barr that the report did not include sites previously classified in 1994 as these were considered to still be relevant. The land included in the report was classified using the same criteria as that used in 1994. The committee agreed information of other land classification studies would be useful.

Ms Barr explained to the committee that the Agricultural Land Classification (ALC) would be used as part of the consideration of the most sustainable sites for the Local Plan.

The committee agreed it would be useful for them to have information on the number of sites classified as BMV as a percentage of all land in the borough.

RESOLVED: that

1. The Head of Planning and Development consider applying the use of Agricultural Land Classification studies to any pending sensitive solar farm planning applications.
2. The Head of Planning and Development make copies of the Agricultural Land Classification Survey and any previous studies in this area available to all members in the members library and provide any relevant email links to reports.
3. The Head of Planning and Development provide details to the committee of the percentage of land classified as Best and Most Versatile (BMV) in the borough.

120. FUTURE WORK PROGRAMME AND SCRAIP UPDATE

Mr Jarman gave the committee a brief update of the Infrastructure Delivery Plan which included the two major reports the committee had discussed at this meeting.

Mr Jarman confirmed Maidstone Borough Council (MBC) had been working closely with Kent County Council and Tonbridge and Malling Borough

Council on the Vizam modelling programme. Mr Jarman went on to say testing of the public transport model was still needed.

Mr Jarman informed the committee of the work carried out by Mott McDonald on modelling in three areas, Staplehurst; Coxheath and the Coldharbour roundabout at junction 5 of the M20. Preliminary work had been carried out on bypassing the Coldharbour roundabout.

Mr Jarman reported 26 meetings with parish councils and residents groups had taken place and it was hoped the policies that had been developed reflected what they required.

Mr Jarman explained that MBC was working with KCC on foul water drainage and sewage system capacity. A scope for the work had been agreed and would be going out for procurement in the near future. There was some information already available on this from work carried out by Amey who surveyed south east drainage capacity.

Mr Jarman explained that MBCs strategic flood risk assessment was from 2008 but due to the floods of last winter the Environment Agency were re-calibrating their flood zone model and the results would be available in March 2015.

Mr Jarman confirmed that all the studies on the infrastructure would have to come together before the draft Local Plan could go out to regulation 19 consultation.

The Chairman updated the committee on the future work programme and the committee agreed to keep the meeting of 17 February 2015 clear as an overflow for any reports delayed from the meeting of 20 January 2015.

The committee also agreed that the working group for the Transport in Maidstone – alternatives to using a car review arrange a meeting to review the evidence for the review of the Park and Ride service and report back to the committee at the meeting of 17 February 2015.

RESOLVED: that

The committee noted the update on the future work programme by the Chair and agreed the following:

1. To keep the meeting of 17 February 2015 clear as an overflow for any reports delayed from the meeting of 20 January 2015.
2. The working group for the Transport in Maidstone – alternatives to using a car review arrange a meeting to review the evidence for the review of the Park and Ride service and report back to the committee at the meeting of 17 February 2015.

That the committee noted the List of Forthcoming Decisions and the SCRAIP update.

121. DURATION OF MEETING

18:30hrs – 22:00hrs

Agenda Item 8

Maidstone Borough Council

Planning, Transport and Development Overview and Scrutiny Committee

Tuesday 20 January 2015

Maidstone Borough Local Plan - new and amended site allocations

While reading the following report you may want to think about:

- What you want to know from the report;
- What questions you would like answered.

Make a note of your questions in the box below.

As you read the report you may think of other questions.

Questions I would like to ask regarding this report:

-
-
-
-
-

Guidance note - Making Quality Overview and Scrutiny Recommendations

Scrutiny recommendations should seek to make a real difference to local people and the services provided. Recommendations that note a change or request further information fail to resolve problems or make changes. The scrutiny team have identified the following criteria for quality recommendations, they:

- affect and make a difference to local people;
- result in a change in policy that improves services;
- identify savings and maintain/improve service quality; or
- objectively identify a solution.

One way of checking the usefulness of recommendations is to evaluate them against the 'six Ws' set out below:

Good recommendations should answer these questions:

Why does it need to be done?	This will help ensure the outcome is relevant and in the right context – if a meeting is being requested it will ensure the correct people are invited to attend
Who is being asked to do it?	Without this nothing will get done (no one will take ownership)
What needs to be done?	Needs to be clear and specific
HoW will it be done?	Again, needs to be clear and specific, what is the expected output- for example a report to be written or a meeting to be arranged
Where does it need to be done/go?	If it's a meeting – where is it needed If it's a report – where is it to go, who needs to see it
When does it need to be done?	Crucial to have a timescale – without a deadline it will never get done

Thinking about these points will help ensure the outcomes of scrutiny are effective and will aid monitoring.

MAIDSTONE BOROUGH COUNCIL

CABINET

WEDNESDAY 28TH JANUARY 2015

REPORT OF HEAD OF PLANNING AND DEVELOPMENT

Report prepared by Sarah Anderton

1. MAIDSTONE BOROUGH LOCAL PLAN - NEW AND AMENDED SITE ALLOCATIONS

1.1 Issue for Consideration

1.1.1 To agree proposed amendments to the sites identified for housing (Policy H1) in the Regulation 18 Maidstone Borough Local Plan following the public consultation on the draft Plan held between March and May 2014.

1.1.2 To agree site allocation policies for proposed new additional housing sites and the proposed deletion of a housing site at Boughton Monchelsea to be the subject of public consultation (Regulation 18) in Spring 2015.

1.1.3 The report also provides an update on the recent and planned Local Plan work streams.

1.2 Recommendation of Head of Planning & Development

1.2.1 That Cabinet;

- a. Approve the amendments to Policy H1 set out in Appendix B for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan
- b. Approve the new housing site allocation policies as set out in Appendix D for Regulation 18 consultation in February 2015.
- c. Approve the deletion of site H1(48) Heath Road, Boughton Monchelsea as set out in Appendix D for Regulation 18 consultation in February 2015

1.3 Reasons for Recommendation

Introduction

- 1.3.1 The draft Maidstone Borough Local Plan was approved by Cabinet for its first full stage of public consultation (Regulation 18) in February 2014. The public consultation took place between 21 March and 7 May 2014.
- 1.3.2 The draft Local Plan comprises spatial policies which set out the overall strategy for development in different parts of the borough, site allocation policies which identify specific sites and locations for development and development management policies which are topic based policies which have a particular role in the determination of planning applications.
- 1.3.3 Approximately 1,700 individual submissions were made to the draft Local Plan by the public, agencies, local authorities, developers, landowners and their agents and other stakeholders during the consultation period. Additionally, six petitions were presented that contained a total of 10,700 signatures, bringing the total number of respondents to the local plan consultation to 12,400. All these representations are available to view on the Council's website.
- 1.3.4 The representations and proposed responses are being brought forward for Members' consideration in batches over the coming months. It is recommended that one or more 'informal' Regulation 18 consultation stages be undertaken on new and certain amended parts of the Plan, for example proposed new housing site allocations, before the further full draft of the Local Plan is prepared for Regulation 19 public consultation.
- 1.3.5 The immediate timetable for considering the issues raised by the representations and for additional public consultation on select aspects of the Local Plan is set out below:

Local plan section	Member consideration	Decision being sought
Representations on/amendments to Development management policies	Planning Transport & Development Overview & Scrutiny Committee 16 th December and Cabinet 14 th January 2015	Agreement to policy amendments ready for incorporation in the next full draft of the Local Plan (Regulation 19)
Representations on/amendments to Housing sites (policy H1)	Planning Transport & Development Overview & Scrutiny Committee 20 th January and Cabinet 28 th January 2015	Agreement to policy amendments ready for incorporation in the next full draft of the Local Plan (Regulation 19)
Proposed additional/omitted housing sites	Planning Transport & Development Overview & Scrutiny Committee 20 th	Approval of additional/deleted housing site allocations for focused Reg

	January and Cabinet 28 th January 2015	18 consultation starting in February 2015
Representations on/amendments to employment and mixed use sites (Policies EMP1 and RMX1)	Planning Transport & Development Overview & Scrutiny Committee (date tbc) and Cabinet 11 th February 2015	Approval of additional/ deleted allocations for focused Reg 18 consultation starting in February 2015

- 1.3.6 The content of this report was considered by Planning, Transport & Development Overview & Scrutiny Committee on 20th January. The recommendations of the Committee will be made available to Cabinet members at the meeting.
- 1.3.7 The representations made regarding the proposed housing sites included in Policy H1 of the draft Local Plan are considered in more depth below. The housing sites and broad locations that were identified in the draft Local Plan provide for some 10,000 new homes. Coupled with the houses that had already been built between 1st April 2011 and 2013 and those with planning permission, at the time the draft local Plan was prepared there was an identified shortfall of some 2,500 dwellings against the objectively assessed need figure of 19,600 (2011-31) in place at the time¹. The NPPF² directs that Local Plans should meet their full, objectively assessed need for homes.
- 1.3.8 Further, at the time of the deadline of the original Call for Sites exercise (31st March 2013), the agreed 'working' housing target was some 14,800 dwellings (2011-31). This is appreciably below the 19,600 objectively assessed need figure and it could be argued that more sites would have been submitted for assessment if the higher objectively assessed need figure had been known at this point. To mitigate the risk of future challenge to the Local Plan, it was important that a further Call for Sites exercise was undertaken in full knowledge of the 19,600 new homes figure.
- 1.3.9 The submission deadline for this further Call for Sites was 4th April 2014. The outcomes of the assessments of the submitted sites are explained further below.
- 1.3.10 As further inputs to the assessment of sites, additional evidential studies have been undertaken on agricultural land quality and landscape quality. The Agricultural Land Classification Study is needed to give a definitive view on the agricultural land quality of individual sites proposed for development. The purpose of the Landscape Capacity Study is to determine the broad comparative sensitivity of

¹ See PT&D O&S Committee 21st January 2014 Report on the 'Maidstone Borough Local Plan Draft Spatial Strategy' (paragraph 1.3.25)

² Paragraph 47

landscape character areas within the borough and to assess individual sites' landscape constraints.

1.3.11 Updates on these two studies were presented to 16th December 2014 meeting of the Planning, Transport & Development Overview & Scrutiny Committee. Both emerging studies have been used by officers in making the site recommendations set out in this report to help direct development to the least sensitive locations

1.3.12 Members will also be aware that in September 2014 a revised objectively assessed housing need figure of 18,600 homes (2011-31) was agreed by Cabinet. This updated figure stemmed from the publication of new sub-national population projections by the ONS in May 2014. Cabinet also agreed the Strategic Housing Market Assessment reports³ themselves which were undertaken jointly with Ashford and Tonbridge & Malling Borough Councils and implicitly the methodology used to derive the objectively assessed need figure.

Representations and proposed amendments to Policy H1

1.3.13 Policy H1 of the draft Local Plan identifies 50 sites for housing development. The draft Local Plan document sets out the specific development criteria and includes a site plan for each of the allocated sites.

1.3.14 In addition to the issues raised in respect of individual sites, a significant number of objections to Policy H1 raised wider, overarching issues relating to the Local Plan's overall approach to the number and location of new homes. Such issues relate to the overall strategy of the Local Plan and the overall distribution of development (Policy SS1 and Policies SP1 – SP5). The issues were presented and summarised for the Planning, Transport & Development Overview & Scrutiny Committee at its meeting on 19th August 2014. These strategic points will be considered and addressed as part of the preparation of the next full draft of the Local Plan (Regulation 19 stage). It is nonetheless appropriate to highlight specific key issues which are of particular significance to the allocation of housing sites.

1.3.15 It is the case that residents in particular feel that **the overall number of houses** allocated in Policy H1 is too high and would result in the loss of greenfield land, including productive agricultural land, which would have an adverse effect on the borough's and individual settlements' character. In contrast, others noted that there were insufficient allocations to meet the objectively assessed need figure and that more sites should be identified.

³ Strategic Housing Market Assessment (January 2014) and Strategic Housing Market Assessment Addendum (August 2014)

1.3.16 In response, Cabinet agreed that there is an objectively assessed need for some 18,600 new homes⁴. A rigorous approach has been taken to identifying the most suitable housing sites through the comprehensive assessment in the Strategic Housing Land Availability Assessment, drawing on evidence and the expert inputs from statutory agencies. Further, the site allocation policies identify specific mitigation measures to address the impacts of development where possible. The sustainability appraisal (SA) provides a valuable cross check for the site selection process when relevant sustainability factors are weighed together.

1.3.17 There has been strongly expressed concern about the **impacts of development on local infrastructure** linked to the overall scale of development proposed in a given location. This concern is widespread and is explicitly raised in objections for every settlement where development has been proposed and by other communities which will be impacted by development. Concerns relate to transport infrastructure, including public transport, schools and pre-schools, health facilities, water supply, sewerage capacity, refuse collections and the adequacy of local shops. Respondents are concerned that infrastructure and facilities were insufficient to cope with current demand and that they would fail under the pressure of the proposed additional development. There is also the view that infrastructure improvements should be implemented before development takes place.

1.3.18 In respect of transport infrastructure specifically, it was expressed that traffic congestion, noise, road safety including for pedestrians, cyclists and horse riders, and air quality would worsen without new road schemes. This concern was raised both for settlements where development is proposed and by communities who were concerned about the highway impacts of development elsewhere on their local roads. The sufficiency of existing transport evidence was questioned as was how the cumulative impacts of development inside and outside the borough would be assessed. The value of any future revised Integrated Transport Strategy which does not have the support of Kent County Council as highways authority was questioned. There are general and specific concerns that there would be an increase in rat running on unsuitable routes.

1.3.19 In response, there has been concerted and on-going dialogue with infrastructure providers as the Local Plan has progressed as part of the development of the Infrastructure Delivery Plan. Infrastructure providers have been provided with information on the development proposals set out in the draft Local Plan (Regulation 18) and potential

⁴ 10th September 2014

additional sites and have been asked to advise on the implications for infrastructure provision. This is inevitably an iterative process; decisions need to be made on sites before the infrastructure providers can give a firm response on the implications.

1.3.20 Kent County Council (KCC) uses its Infrastructure Investment Finance Model (IIFM) to determine the implications of development for the services it is responsible for, with the exception of transport. KCC has been asked to run the model to include the additional sites recommended for allocation in the section below. At the time of writing, the full outputs of the model are still awaited from KCC. An update will be provided at the meeting. There has been, however, no indication to date that education, adult education, libraries and social services requirements are a 'show-stopper' to the scale and distribution of development included, or proposed to be included, in the draft Local Plan.

1.3.21 NHS property reports that all GP surgeries in Maidstone town have capacity although some would benefit from an upgrade in their facilities. In Coxheath there are proposals to relocate the surgery to the Clockhouse Farm site. There is a already planned extension to the surgery at Marden whilst Harrietsham surgery would require extension based on the number of new homes proposed in the draft Local Plan (Regulation 18). Staplehurst, Headcorn and Lenham are reported to have sufficient capacity for the planned growth. The NHS's response on the proposals for the Larger Villages is awaited.

1.3.22 Southern Water (waste water) has advised that it does not consider that any development proposals will result in a situation where development cannot be accommodated. With regard to the proposed housing sites in Policy H1 Southern Water's response to the Local Plan Regulation 18 consultation states (emphasis added) "The assessment indicates that capacity is insufficient in the immediate vicinity of some of the sites. *This is not a fundamental constraint to development.* However, new or improved infrastructure would need to be provided in parallel with the development". This would be partially funded by the developer of a given site and partially by Southern Water in expectation of the future income it would gain from households moving into the new homes. Southern Water's response to the proposed additional sites should be available for Members at the meeting.

1.3.23 Notwithstanding this position, local experience is that there are current failings in the management of waste water. This issue is particularly acute in a number of locations including Marden, Headcorn and Staplehurst where sewerage overflows are reported in times of heavy or prolonged rainfall. The Council is actively working with Southern Water and KCC amongst others to address these concerns, recognising that responsibilities rest with private landowners as well as public

agencies. In its response to the Local Plan the Environment Agency also advises of the need to take a strategic approach to surface water drainage infrastructure associated with new development at Headcorn, Marden and Langley (although no new development is being proposed at the edge of the latter), recommending that this can achieve a more efficient overall system.

1.3.24 Southern Water's response to the draft Local Plan (Regulation 18) also requested that additional criteria be added to the housing site allocation policies in Policy H1 to ensure connection to the sewerage network at the nearest point of capacity and to ensure that existing sewerage infrastructure is protected and not built over (including reference to easements for future maintenance). Whilst supported, both of these issues are detailed development design, delivery and implementation issues which would be dealt with at the planning application stage and it is not necessary to include additional, specific reference in the site allocation policies.

1.3.25 South East water (clean water) responded to the draft Local Plan confirming that the scale of growth proposed in the Local Plan can be serviced: "we can confirm that our published planned programme will be fully able to satisfy the growth demands within the zones, assuming the required new resources are in place and demand management resources are encouraged."

1.3.26 KCC Highways: Visum strategic transport modelling for Maidstone is underway. The model covers the urban area, extending to M20 J5-J8 and to B2163 to the south. The model has been updated to a base date of 2014 and so reflects current traffic conditions. The model is being used to test a number of forecast options to determine how the highway network will perform at 2031 when, in addition to background growth, the developments proposed in the draft Local Plan, including the additional housing sites proposed in this report, will have been implemented.

1.3.27 The first scenario is a 'do minimum' option which considers the system to be largely unaltered except for two interventions:

- Capacity enhancements to the Bridges Gyratory in the town centres; and
- Enhancements to the Thameslink rail network through Maidstone.

1.3.28 Furthermore, 2 "do something" scenarios are being tested. The first, adds a series of highways packages to the "do minimum", which include various junction upgrades and the implementation of the Leeds-Langley relief road.

- 1.3.29 The second “do something” scenario applies a package of public transport and sustainable transport measures to the “do minimum” test. This run is being established presently, and will be completed by late January by Kent County Council and their consultants Amey.
- 1.3.30 Depending upon the outcomes of this run, there may then be a desire to undertake “hybrid” tests – whereby a mix of previous runs are tested in their totality. Such decisions will be undertaken in due course, with the results to follow. The completion of the work would enable a more informed decision on the most effective and deliverable transport solution to support the growth proposed in the Local Plan.
- 1.3.31 In the meantime, it is important to note that KCC Highways has not objected to the housing sites included in the draft Local Plan (Regulation 18) or the additional housing sites proposed in this report. Further, junction-specific VISIM transport modelling is being undertaken for Staplehurst and Coxheath.
- 1.3.32 Highways Agency: In its response to the draft Local Plan the Highways Agency did not make any detailed comments on the sites proposed but did report a general concern that a robust transport evidence base is not yet in place to test the quantum of development, nor to sufficiently assess the timing or location of any impacts or the form and funding of any necessary mitigation. This known issue and is being addressed through the progression of the transport modelling work.
- 1.3.33 Environment Agency: The Environment Agency has not objected to the specific housing proposals in the draft Local Plan other than to make a detailed comment in respect of H1(32) land at Howland Road, Marden. A recommended amendment as a result of the EA’s comment is included in Appendix B.
- 1.3.34 Open space: work is progressing on the audit of the quality, quantity and accessibility of the different types of existing public open space in the borough. This work will inform the setting of open space standards and it is proposed that public consultation on draft open space standards could be undertaken after May. Thereafter the standards, and any site or settlement specific implications arising from them, will be incorporated into the Regulation 19 version of the Local Plan.
- 1.3.35 Overall, there is no firm evidence from the statutory providers that the scale of development proposed in the Plan cannot be accommodated.
- 1.3.36 Representations have made specific reference to **neighbourhood plans** and how proposals in the draft Local Plan do not match emerging proposals in neighbourhood plans.

- 1.3.37In response, it is noted that neighbourhood plans in the borough are at varying stages of preparation. Whilst some communities are making good progress, no plans have yet been adopted or submitted for examination.
- 1.3.38As stated, in some cases the selection of sites and/or their capacity in emerging neighbourhood plans do not match those in the emerging Local Plan. Neighbourhood plans do not have to include the same sites as the Local Plan and vice versa.
- 1.3.39Crucial to the success of the emerging Local Plan will be the robustness of the evidence base and, more particularly, how this extensive evidence has been used to determine the plan's strategy and detailed policies. This is the same for neighbourhood plans which must have regard to national policy (NPPF), being based on evidence, and deliver sustainable development. Local communities should make use of the Local Plan's evidence base as well as their own evidence to substantiate the content of their neighbourhood plans and thereby to give the plans the best chance of succeeding at examination. The Local Plan evidence includes the objectively assessed need figure which the council must work assiduously to meet, taking a borough-wide perspective of the most sustainable locations and sites for growth. This is resulting in some settlements being proposed for more housing than the neighbourhood plan groups consider appropriate.
- 1.3.40This being the case it is likely that some neighbourhood plans and the Local Plan may continue not to align in all respects. Ultimately, differences which remain will be tested at the plans' respective examinations.

Site-specific issues

- 1.3.41Policy H1 allocates 50 sites for housing development. Objections were received to each of these sites. Appendix A of this report contains a summary schedule of the site-specific issues raised and responses to them including proposed amendments to the policy. For ease, the proposed amendments have also been extracted into a single document in Appendix B.
- 1.3.42Some respondents considered that the proposed **site capacities had been overestimated** and that many of the allocated sites would not achieve the yield that had been proposed. It was felt by some that the application of standard densities disregards local context.
- 1.3.43In response, the policy for each housing site includes information on the number of houses each site can accommodate. This capacity judgment has been based on an assessment of the site by officers; it does not represent an absolute minimum or maximum, rather an

informed indication of the scale of development which is likely to be acceptable. Clearly the actual number of homes a site delivers is dependent on the type and mix of units and is only confirmed when a detailed scheme is consented and implemented. Since the draft Local Plan was published, a number of the proposed allocations have gained planning permission or been approved subject to a section 106 agreement. Generally, although not exclusively, this has been for lower numbers of homes than signaled in the draft Plan. It is important that these variances are tracked as a continuing trend for lower housing numbers on these sites could create an upward pressure for additional sites to be needed. Officers will continue to monitor the position.

- 1.3.44 Officers have taken the opportunity to review all the sites listed in Policy H1 to determine whether a revision to the indicative site capacity is merited. Revisions are proposed for 21 sites which are also set out in Appendix B.
- 1.3.45A review of the 50 sites has also highlighted 8 instances where an amendment to the site allocation plan is needed. The list of sites, reasons for the proposed change and the amended site plans are included in Appendix B. One instance to highlight is site H1(10) South of Sutton Road, Langley where extent and overall capacity of the site has been reduced to reflect the more sensitive landscape at the eastern edge of the site. It is now proposed that the site yield would be 850 dwellings. Additionally the policy wording is proposed to be amended to clarify that a lower density form of development on the eastern section of the site would be appropriate and the development criteria further amended to better reflect the site's context.
- 1.3.46 Subject to Members' consideration, it is recommended that the specific amendments to the housing site allocations in Policy H1 listed in Appendix B be agreed for incorporation into the Regulation 19 version of the Local Plan in due course.
- 1.3.47 Land at Heath Road, Boughton Monchelsea (H1(48)) was identified in the draft Local Plan as a site for some 25 dwellings. Subsequently it has been confirmed that access to the site is not within the control of the promoter of the site. On this basis the site is no longer deliverable and it is recommended that it be deleted as an allocation in the Plan. This change is considered sufficiently significant to include it as part of the Regulation 18 consultation on the proposed new housing sites and is accordingly included in Appendix D for approval.

Additional Housing sites

- 1.3.48 162 potential housing site submissions were received in response to the latest Call for Sites. Of these, some 42 were resubmissions of

sites which had previously been considered in the Strategic Housing and Economic Development Land Availability Assessment (2013).

1.3.49 Sites submitted by landowners as representations to the Local Plan have also been assessed where these had not already been submitted through the Call for Sites exercise. These are included in the above numbers.

1.3.50 Each site was assessed using the same proforma format as was followed for the 2013 assessments to help ensure a consistency of approach. The completed proforma will be available on the Council's website as part of the public consultation. The Environment Agency, KCC Highways, KCC Ecology and KCC Archaeology were all consulted on the submitted sites. The views of parish councils and local residents' groups were also gathered during the 26 dedicated Local Plan meetings held between September and November. There have also been a number of separate, but related, meetings with neighbourhood plan groups.

1.3.51 The submitted sites have all been subject to Sustainability Appraisal (SA). This has been undertaken in the same way and by the same expert consultants as have undertaken previous stages of SA to ensure a consistent and rigorous approach. The outcome of the SA has been used by officers to inform and test the selection of new sites being put forward for allocation. A summary of the outcomes of the SA is attached as Appendix C and the SA will be published on the Council's website at the same time as the Regulation 18 consultation on the proposed additional sites .

1.3.52 Additionally Wrens Cross was put forward as a suitable site for development by a local respondent but not by the landowner Kent County Council. KCC has now confirmed that the site is being put forward as a proposed development site. Members are referred to the list of sites proposed to be allocated and the draft site allocation policies at Appendix D.

1.3.53 Further, a number of respondents propose that Detling Aerodrome and/or Detling Showground should be allocated for development in the Local Plan. Kent County Council's submission to the draft Local Plan supports a mixed use development of 1000 dwellings at Detling, citing this as part of its alternative development strategy whereby increased development (some 1000 units) would be directed to the rural parts of the borough at unspecified locations plus Leeds/Kingswood (750 dwellings) and land east of Church Road Otham (450 units).

1.3.54 The suggested sites at Detling are located within the Kent Downs Area of Outstanding Natural Beauty (AONB). Such areas are afforded a very high level of protection in National Policy and development at the level

suggested in the representations would not be acceptable in principle, particularly in the face of there being alternative, suitable sites in less constrained locations.

1.3.55 In addition, the location of both sites is relatively unsustainable as they are poorly related to the services that future residents would require and are not served by good public transport links, such that future occupiers would be reliant on the use of the private car for their day-to-day needs.

1.3.56 The outcome of the sites' assessment is that 24 additional sites are recommended for allocation for housing in the Local Plan. The allocation of these sites could provide some 1,143 dwellings. These sites are:

H1 (51) Bridge Industrial Centre Wharf Road Tovil	15 dwellings
H1 (52) The Dunning Hall off Fremlin Walk Maidstone	14 dwellings
H1 (53) 18-21 Foster Street Maidstone	5 dwellings
H1 (54) Slencrest House Tonbridge Road Maidstone	10 dwellings
H1 (55) The Russell Hotel Boxley Road Maidstone	14 dwellings
H1 (56) 180-188 Union Street Maidstone	30 dwellings
H1 (57) Land at Former Astor of Hever Community School Maidstone	60 dwellings
H1 (58) Tovil Working Men's Club Tovil Hill Maidstone	20 dwellings
H1 (59) Bearsted Station Goods Yard Bearsted	20 dwellings
H1 (60) Fant Farm Maidstone	225 dwellings
H1 (61) Land at Cross Keys Roundwell Bearsted	50 dwellings
H1 (62) Land at Boughton Lane Loose/Boughton Monchelsea	75 dwellings
H1 (63) Boughton Mount Boughton Lane Boughton Monchelsea	25 dwellings
H1 (64) Bell Farm North West Street Harrietsham	80 dwellings
H1 (65) Land at Lenham Road Headcorn	50 dwellings
H1 (66) Land south of The Parsonage Goudhurst Road Marden	50 dwellings
H1 (67) Land south of Marden Road Staplehurst	100 dwellings
H1 (68) Land to the north of Henhurst Farm Staplehurst	60 dwellings
H1 (69) Land at Lodge Road Staplehurst	60 dwellings
H1 (70) Land at Church Street/Heath Road Boughton Monchelsea	40 dwellings
H1 (71) Lyewood Farm Green Lane Boughton Monchelsea	25 dwellings
H1 (72) Land adj. The Windmill PH Eythorne Street Hollingbourne	15 dwellings
H1 (73) Brandy's Bay South Lane Sutton Valence	40 dwellings
H1 (74) Wren's Cross Upper Stone Street Maidstone	60 dwellings

1.3.57 Proposed allocation policies with specific development criteria and site plans for these sites are included in Appendix D. 10 additional sites are being proposed in the Maidstone urban area which would deliver some 248 additional dwellings. This includes Wrens Cross, mentioned

above, where development would see this prominent, dilapidated site regenerated. Elsewhere, Fant Farm is proposed for allocation for 225 new houses. The Agricultural Land Classification Study has now confirmed that the area of land proposed for housing is predominantly grade 3a and this development would also secure a 38ha country park. Land at Cross Keys, Roundwell, Bearsted is also proposed for inclusion; flooding concerns have now been addressed to the satisfaction of the Environment Agency as part of the current planning application.

1.3.58 The representations made to the employment site allocations (Policy EMP1) are being considered by Cabinet on 11th February. Ahead of this consideration, Members should be aware that the proposed allocation of H1(69) Land at Lodge Road, Staplehurst for housing would result in a net loss in the overall supply of B class employment land.

1.3.59 The allocation of these 24 housing sites would maintain the dispersed development strategy that has been followed in the Local Plan to date whereby development is focused in and at the edge of the most sustainable settlements in the borough. This approach enables the best use to be made of existing infrastructure. It is also considered to be an inherently deliverable development strategy; of the 8,126 dwellings provided for on sites currently allocated in Policy H1 of the draft Local Plan, more than 4,050 are already the subject of planning applications and/or permissions.

1.3.60 Members should be aware that Golding Homes re-submitted the previously proposed urban extension to Maidstone (based on garden city design principles) for some 4,500 dwellings to the latest Call for Sites. This proposal was rejected following assessment at the previous Call for Sites for the following reasons;

'The development of this large site for 4,500 new dwellings and associated development would fundamentally change the character of the rural hamlets to the south east of Maidstone. This change in character would result in considerable harm to the countryside and would spread the town of Maidstone considerably into the countryside. Furthermore, given the fact that the site is not immediately adjacent to the urban boundary it would result in an awkward gap of rural sporadic development between significant areas of development that would emphasise the harm to the character and pattern of the area.

There are significant issues to be overcome in relation to highways, noise and air quality if development were to take place on this site. Some of the land is of high value, and there are likely to be significant ecological impacts. Throughout the site there are pockets of ancient woodland as well as a number of listed buildings and areas with archaeological potential which may be unacceptably impacted by any development.

The multiple land ownerships may ultimately affect deliverability of the site despite the assertions of the proposer.

There is concern raised by Kent Highways with regard to the level of investment required for the infrastructure in relation to both the development of the site and the strategic link road between the A274 Sutton Road and the A20 Ashford Road being prohibitive to the achievability of development. There have been no submissions that give a clear demonstration that the strategic road link is achievable to counter these concerns. The conclusions lead to questions in relation to the achievability of the development.

Furthermore, the site does not accord with the agreed spatial distribution.'

1.3.61 It is not considered that there have been any significant or material changes since the previous assessment and that the previous decision to reject the site is justified.

1.3.62 Subject to Cabinet's consideration, it is recommended that the housing site allocation policies in Appendix D be approved for Regulation 18 consultation.

Housing land position

1.3.63 The potential housing supply that the Local Plan could deliver is tabulated in Appendix E. The elements of supply comprises dwellings completed since 1st April 2011, those with planning permission (or a resolution to grant consent), sites allocated and broad locations identified in the Local Plan plus a windfall allowance for the last 10 years of the Plan.

1.3.64 These figures represent a 'snap shot' as applications are received and determined on a virtually daily basis so the position is constantly evolving. The table's prime purpose is to show in overall terms the scale of housing that the Local Plan can deliver and how this compares with the objectively assessed need.

1.3.65 The 24 proposed additional housing sites recommended in this report could deliver some 1,143 new dwellings. With the approval of these sites for Regulation 18 consultation, the overall shortfall against the objectively assessed need for 18,600 homes would be some 421 dwellings equating to 2.3% of the objective figure.

1.3.66 The table includes a windfall allowance of 880 dwellings. National Planning Practice Guidance (paragraph 24) allows local planning authorities to make a windfall allowance for years 6-15 of the Plan measured from the date of adoption which for the Maidstone Borough

Local Plan would equate to the last ten years of the plan period from 2021-31, assuming the Plan is adopted in 2016. Six years' worth of data has been analysed to evidence a robust rate for the windfall allowance. In this analysis, sites have been excluded which would not meet the NPPF definition of a windfall, such as previously identified sites, green field sites and garden sites, to see what the supply of genuine windfalls has been over the past six years. This analysis has revealed that a range of different types of site have come forward as windfalls such as redevelopment from institutions, retail and business sites as well as residential intensification and that no one particular category has been dominant.

1.3.67 Officers have reviewed the approach of other authorities to windfall calculations including that of Shepway District Council whose approach was supported by the Inspector at their Core Strategy Examination.

1.3.68 Small sites (<5 dwellings) have represented a consistent source of supply in the past delivering some 35 dwellings/annum. Sites of this size are not being allocated in the Local Plan and there can be some considerable confidence that they can be relied upon to come forward at a similar rate in the future. Large sites (5+ dwellings) have made a significant contribution to housing land supply over recent years equating to 105 dwellings per annum. It would be unreasonable to make no allowance for a future supply from such sites but this must be tempered by the fact that the supply of such sites will be finite. The majority of large windfall sites have come forward in urban area where concerted efforts have been made to identify and allocate appropriate brownfield sites in the Local Plan. It is not credible that future supply will match past supply for large sites. Further, a significant source of 'windfall' supply from office conversions have already been accounted for in the town centre 'broad location' (600 dwellings). On this basis, a discount of 50% is recommended on previous rates for large sites.

1.3.69 The small sites rate (35 dwellings/ annum) plus 50% of the large sites rate ($50\% \times 106 = 53$ dwellings/annum) equates to a windfall allowance rate of 88 dwellings/ annum. This results in a total windfall allowance of 880 dwellings for the last 10 years of the plan.

Next Steps

1.3.70 A consolidated consultation document will be prepared which will include the agreed new and housing site policies (Appendix D) and proposed deletion (Appendix D) and, as appropriate, the outcomes of Members decision making in early February on employment and mixed use sites.

1.3.71 These policies will be consulted on (Regulation 18 consultation) for a period of 4 weeks from late February. This timing reflects the more limited scope of the proposals compared with the previous consultation on the full draft of the Plan and avoids a clash with the local elections in May. All the consultees on the Local Plan database will be notified of the consultation and invited to make representations. Publicity and promotional material will be particularly directed to the locations and parishes impacted by the proposed changes, and local newspapers will include public notices setting out the details of the consultation and how to comment.

1.3.72 It is the intention that a further Regulation 18 consultation be undertaken on proposed additional Gypsy sites, open space standards and, if necessary, the affordable housing policy after May.

1.3.73 Thereafter, a full revised version of the Local Plan will be prepared. This revised plan will incorporate the changes to the development management and site allocation policies which will have been agreed by Members and will also take account of the representations made to the strategy and spatial policies in the draft Local Plan (Policies SS1, SP1-5). It is expected that some restructuring of the Plan is likely to be proposed at this stage to draw out key strategic issues in a readily accessible form to guide prospective developers and agencies in making and responding to planning applications. Members will note that some of this restructuring is signposted in the responses to the specific representations to the Policy H1 sites in Appendix A. This restructuring of the Plan will also enable the infrastructure requirements for each settlement to be more clearly expressed in the Plan.

1.3.74 The full revised version of the Plan will be published for Regulation 19 public consultation. Thereafter, assuming no fundamental issues come to light during the consultation, the Plan will be submitted to the Planning Inspectorate for Examination.

1.1 Alternative Action and why not Recommended

1.1.1 A feasible option would be to identify no additional housing sites and to progress the Local Plan on the basis of the sites allocated in the draft Local Plan alone. This would put the plan at risk of being found unsound at Examination as national planning guidance in the NPPF directs that Local Plan should aim to meet the objectively assessed need for new homes.

1.2 Impact on Corporate Objectives

- 1.2.1 For Maidstone to be a decent place to live: the Local Plan as a whole, and the proposed housing allocations in particular, will help to deliver the new homes that are needed in a timely manner and in the most sustainable locations.

1.3 Risk Management

- 1.3.1 The council still has a local planning policy framework that comprises adopted development plan documents and supplementary planning documents, endorsed guidance, and saved policies from the Maidstone Borough Wide Local Plan 2000. These policies are still relevant and carry weight in the decision making processes provided there is no conflict with the National Planning Policy Framework (NPPF). However, the council has a duty to maintain an up-to-date policy framework, and current policies are increasingly becoming outdated or are in conflict with the NPPF. It is important to maintain the momentum for the preparation of the Maidstone Borough Local Plan and to reach a consensus that the local plan is fit for public consultation.

- 1.3.2 The retention of legal and professional services to guide the local plan through its preparation stages, and the production of up-to-date robust technical evidence will ensure the Maidstone Borough Local Plan is found sound at examination.

1.4 Other Implications

1.4.1

1.	Financial	x
2.	Staffing	
3.	Legal	X
4.	Equality Impact Needs Assessment	
5.	Environmental/Sustainable Development	X
6.	Community Safety	
7.	Human Rights Act	
8.	Procurement	
9.	Asset Management	

- 1.4.2 Financial: this report highlights for the first time the pragmatism of undertaking a further Regulation 18 consultation after May on proposed Gypsy and Traveller sites, open space standards and, potentially the affordable housing policy. The costs of this stage of public consultation will need to be incorporated in the next review of the Local Plan budget. The financial implications of the Local Plan not being found to be sound at examination would be substantial involving the review and repeat all of the work undertaken to date.
- 1.4.3 Legal: responses to consultations need to be accurate so as to minimise the risk of legal challenge to the plan making process.
- 1.4.4 Environmental/sustainable development: A key message of the NPPF is the presumption in favour of sustainable development.

1.5 Relevant Documents

1.5.1 Maidstone Borough Local Plan - Regulation 18

1.6 Appendices

APPENDIX A	Policy H1: schedule of responses to the representations
APPENDIX B	Schedule of detailed changes to Policy H1 (including density changes and changes to site plans) for approval for incorporation in the Reg 19 version of the Plan
APPENDIX C	Sustainability Appraisal summary table
APPENDIX D	Proposed new site allocation policies, and proposed deletion of H1(48) Heath Road, Boughton Monchelsea, for approval for Regulation 18 consultation
APPENDIX E	Housing land position

1.7 Background Documents nil

IS THIS A KEY DECISION REPORT?

THIS BOX MUST BE COMPLETED

Yes

☒

No

☐

If yes, this is a Key Decision because:Plans & strategies

Wards/Parishes affected:All.....

.....

APPENDIX A – Schedule of responses to the representations to the sites in Policy H1

Policy Number	Site Name	
H1 (1)	Bridge Nursery, London Road, Maidstone.	
Number of Support (1) / Object (22) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Increased traffic / congestion – highway capacity concerns. Cumulative impact of development on local transport infrastructure, including junction capacity issues north and south ends of Hermitage Lane and at Junction 5 M20. Unclear how the balance of funding will be found to fund the necessary off-site infrastructure. Unnecessary junction at A20. The junction capacity issues at the north and south ends of Hermitage Lane and at J5M20 need to be addressed now (East Malling PC). Alternative route through East Malling cannot take more traffic (East Malling PC).	The council takes full account of the traffic and transport implications of proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process.	No change.
Bus service welcomed. Bus service welcomed but route description too prescriptive. Amend to read "a bus service that links new housing developments in the area with the hospital and the town centre".	Noted. Bus route is considered to provide the most appropriate level of access to the hospital and town centre.	No change.
Extend public footpath along the railway line (East Malling PC). Suggest that a public footpath be extended along the railway line.	At this point the railway is on embankment and footpath would be difficult to provide.	No change.
Criterion 7 seeks contributions towards pedestrian and cycle links to surrounding essential infrastructure. This criterion should be amended to confirm that it will be a proportionate contribution only based on the scale of this development.	All planning obligations are negotiated on the basis of the scale of the development and requirements of policy with evidence provided.	No change.

Criterion 8 requires an appropriate contribution towards highways improvement schemes along the A20. However, the criterion wording must acknowledge the proportionate nature of any contribution and that the amount for each junction/enhancement must be justified.		
Impact on air quality. Air quality impacts at Hermitage Lane / Tonbridge road junction. Criterion 2(ii) should be flexibly worded to enable various techniques to be considered other than the ecological corridor to incorporate noise attenuation. It is unclear how criterion 3 will be met.	Criterion 2 ii identifies one of a number of measures which can be taken to improve air quality and incorporated into potential new policy for the Maidstone North-west strategic housing location.	No change.
Concerns about vehicle access to the site.	Access issues have been agreed with the highways authority as being adequate to service the quantity of development planned for the site.	No change.
Concern about impact on the ecological value of the site / detrimental to local wildlife and habitats/ impact on ancient woodland. Question how the protected habitat will be protected long term (East Malling PC).	Criterion 11 is in place to address the ecological impacts of proposed development, and surveys have been undertaken which support the continued allocation. Prior to commencement of development a condition on the planning permission will require submission and implementation of landscape and ecological management plan.	No change to allocation but consideration to be given to clarifying strategic habitats protection policy.
Loss of amenity area – this is one of only two amenity areas.	Criterion 4 requires publicly accessible open space to be provided in any proposed development.	No change.
Inadequate infrastructure.	Specific and detailed infrastructure requirements are indicated in existing strategic policies and H1. Further strategic policies will strengthen these	New policy formulation to strengthen infrastructure requirements.

	requirements for strategic housing locations.	
Loss of Countryside / Rural Character. Loss of semi-rural character of Barming. Coalescence between villages and concerned that development may be cross-boundary. Proposals erode separation of Allington from the Medway Gap (East Malling PC).	Existing strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area. Further strategic policies will strengthen these requirements for strategic housing locations.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Loss of Grade 2 Agricultural Land.	The Agricultural Land Classification (ALC) survey undertaken in 1994 confirms that land on the site is predominantly Grade 2. However, some loss of agricultural land is inevitable in this allocated greenfield site. Strategic policies seek to reduce the impact of development on high quality agricultural land. The site is now subject to a resolution to grant planning permission.	No change.
Impact on Local school.	Criterion 5 requires contributions from prospective developers for community infrastructure provision.	No change.
Unsustainable development.	Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities.	No change.

Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Policy Number	Site Name		
H1 (2)	East of Hermitage Lane, Maidstone.		
Number of Support (1) / Object (57) / General Observations (6)			
Summary of issues		Officer Response	Proposed change
Increased traffic / congestion - highway capacity concerns. General concerns about transport requirements. Parking concerns and emergency vehicle access concerns.		The council takes full account of the traffic and transport implications of proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process.	No change.
Cumulative impact of development on local transport infrastructure, including junction capacity issues north and south ends of Hermitage Lane and at Junction 5 M20. Unclear how the balance of funding will be found to fund the necessary off-site infrastructure. The junction capacity issues at the north and south ends of Hermitage Lane and at J5M20 need to be addressed now (East Malling PC). Alternative route through East Malling cannot take more traffic (East Malling PC). Additional roundabouts on Hermitage Lane required to improve traffic flow.			No change.
Concern about proposed bus service via Howard Drive.		Provision of an additional bus service is widely supported. Bus route is considered	

<p>Amend policy to read "a bus service that links new housing developments in the area with the hospital and the town centre".</p> <p>Need for permanent cycle routes. Sufficient parking needed for community infrastructure. Maintain and improve green footpath corridors.</p> <p>Assessment of the capacity of the A26 is required (Wateringbury PC).</p> <p>Highway schemes must precede development and there is concern about finding facilities.</p>	<p>to provide the most appropriate level of access to the hospital and town centre.</p> <p>Criterion 5 required the wooded character of KB19 to be maintained. A direct cycle path will be required as part of any proposed development. (Criterion 21).</p> <p>A Section 106 Agreement will ensure infrastructure is in place to serve the development. This can include trigger points for infrastructure provision where justified.</p>	No change.
<p>Pollution - noise and light. Impact on air quality. Air quality impacts at Hermitage Lane / Tonbridge road junction. The impacts on air quality arising from new development in Maidstone on areas beyond the borough boundary should also be taken into account, for example in relation to Wateringbury and the Hermitage Lane allocations (Tonbridge and Malling BC).</p>	<p>Air quality issues are covered by strategic and detailed policies. Criterion 12 identifies one of a number of measures which can be taken to improve air quality and incorporated into potential new policy for the Maidstone North-west strategic housing location.</p>	New policy formulation to strengthen air quality measures.
<p>Concerns about vehicle access to the site at Hermitage Lane and Howard Drive. Criteria should include highway access appraisals (Wateringbury PC). Automated gate unsuitable. There should be no access through the woodland.</p>	<p>Access issues have been carefully considered and specific proposals made to mitigate impacts. The Council is not proposing access through the woodland.</p>	No change.
<p>Proposed number of dwellings too high. Should have lower density than proposed. Too many houses in field surrounding reservoir.</p>	<p>The proposed number of houses is considered appropriate having regard to the site's characteristics and the need to make the efficient use of land.</p>	No change.
<p>Impact on the ecological value of the site / detrimental to local</p>	<p>Strategic and detailed policies are in</p>	New policy formulation to strengthen

wildlife and habitats (incl bluebell wood) / impact on existing trees / impact on ancient woodland. Landscape buffer should be 30m. Protect Ancient Woodland. Field between hospital and Ancient Woodland should be used to create Ancient Woodland buffer / open space	place to protect habitats, wildlife and ancient woodlands. Criteria 13-17 relate to open space. Criteria 2 relates to Ancient Woodland.	the treatment of ecological issues and biodiversity.
Inadequate infrastructure - sewerage Infrastructure is at capacity.	Specific provision is being made to provide appropriate levels of physical infrastructure. No objection to proposed development has been made by Southern Water.	No change.
Loss of agricultural land. Protection must be given to agricultural Land (including Grade 1) / orchards .	The site was predominantly assessed as Grade 2 agricultural land with smaller proportions of Grade 3a and Grade 3b land in the 1994 ALC survey. However, some loss of agricultural land is inevitable in this allocated greenfield site. Strategic policies seek to reduce the impact of development on high quality agricultural land.	No change.
Loss of green corridor.	Policy includes the retention of open space and woodland throughout the site.	No change.
Impact on countryside and rural character. Loss of semi-rural character of Barming. Coalescence between villages and concerned that development is at TBMB boundary. Proposals erode separation of Allington from the Medway Gap (East Malling PC).	Strategic policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Loss of amenity area – this is one of only two amenity areas. Open space needed. Impact on lifestyle of established residents.	Strategic and detailed policies seek to reduce the detrimental impacts of development. Criterion 4. notes that publicly accessible open space will be required as an element of any proposed development.	No change.
Inappropriate extension to urban area.	Sustainability appraisal and other analysis supports this location for sustainable	No change.

	development.	
Risk of flooding.	The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed. Flooding was not one of the reasons for the recent refusal of permission on this site.	No change.
Pressure on local services and facilities including school and doctor surgery, lack of dental surgery. Cumulative impacts with TMBC developments. Alternative location for Maidstone Baptist church? Community facilities should have adequate parking.	Specific strategic policies ensure that the appropriate level of community infrastructure is provided for proposed development. Parking space provision will be considered as part of the planning application process.	No change.
Loss of views.	The loss of views is not a material planning consideration, except insofar as it relates to the maintenance of environmental quality which is covered by landscape and related measures.	No change.
Impact on aquifer.	None of the statutory undertakers have raised this as an issue against the allocation of this site.	No change.
Loss of open area. MBC has not justified its allocation of the field at the South Western extent as public open space, contrary to allocation in saved Local Plan (2000) and Interim Policy SS1b, and has no regard to outline planning application (Barton Willmore). Object to wording	Emergent information supports additional open space provision in this location.	No change.

of policy criteria (Barton Willmore).			
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Howard Drive suffers from subsidence		This would be dealt with through the planning application process and Building Control assessments.	No change
Policy Number	Site Name		
H1 (3)	West of Hermitage Lane, Maidstone		
Number of Support (2) / Object (22) / General Observations (3)			
Summary of issues		Officer Response	Proposed change
Increased traffic / congestion - highway capacity concerns. Parking and emerging vehicle access concerns. Cumulative impact of development on local transport infrastructure, including junction capacity issues north and south ends of Hermitage Lane and at Junction 5 M20. Unclear how the balance of funding will be found to fund the necessary off-site infrastructure.		The council takes full account of the traffic and transport implications of proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process.	No change.
Amend policy to read "a bus service that links new housing developments in the area with the hospital and the town centre".		Provision of an additional bus service is widely supported. Bus route is considered to provide provide the most	No change.

<p>Retain existing footpath. Public Right of Way need to be retained</p> <p>Assessment of the capacity of A26 is required (Wateringbury PC).</p> <p>The junction capacity issues at the north and south ends of Hermitage Lane and at J5M20 need to be addressed now (East Malling PC).</p> <p>Alternative route through East Malling cannot take more traffic (East Malling PC).</p>	<p>appropriate level of access to the hospital and town centre.</p> <p>Appropriate footpath provision is made in items Criteria 3, 5 and 6. Existing Public Rights of Way cannot be diverted or altered without approval of the highway authority.</p> <p>Strategic transport proposals have taken account of main road capacities in negotiation with the highway authority and the Highways Agency.</p>	<p>No change.</p>
<p>Impact on air quality. Air quality impacts at Hermitage Lane / Tonbridge road junction. The impacts on air quality arising from new development in Maidstone on areas beyond the borough boundary should also be taken into account, for example in relation to Wateringbury and the Hermitage Lane allocations (Tonbridge and Malling BC).</p>	<p>Air quality issues are covered by Criterion 8 and potential new policy for the Maidstone North-west strategic housing location.</p>	<p>New policy formulation to strengthen air quality measures.</p>
<p>Concerns about vehicle access to the site via Oakapple Lane. Criteria should include highway access appraisals (Wateringbury PC). Principle access should be via Oakapple Lane . Broomshaw Road is not suitable and should be used for walking and cycling only .</p>	<p>Specific policy is included to ensure that any alterations to Oakapple Lane will retain the features which are integral to its character. Broomshaw Road is not proposed to provide vehicular access, from this site. It is more appropriate that the principle access is from Hermitage Lane, leaving Oakapple Lane for mainly pedestrians, cyclists and emergence vehicle access.</p>	<p>No change.</p>
<p>Inadequate infrastructure.</p>	<p>Specific provision is being made to</p>	<p>New policy formulation to strengthen</p>

	provide appropriate levels of physical infrastructure. Extensive consultation has taken place with the appropriate statutory providers.	infrastructure requirements.
Loss of agricultural Land / countryside / greenfield land.	Some loss of agricultural land is inevitable in this allocated greenfield site. Strategic policies seek to reduce the impact of development on high quality agricultural land. The southern part of the site was assessed as Grade 3a in the 1994 ALC survey. The entire site is now subject to a resolution to grant planning permission.	No change.
Loss of green and blue corridor.	Any loss of green and blue corridor land is to be kept to a minimum in line with landscape and related protection policies.	No change.
Impact on countryside and rural character. Loss of semi-rural character of Barming. Coalescence between villages and concerned that development is at TBMB boundary. Proposals erode separation of Allington from the Medway Gap (East Malling PC).	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Pressure on local services and facilities including the school and doctor surgery, lack of dental surgery.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development.	No change.
Impact on the ecological value of the site / detrimental to local wildlife and habitats / impact on existing hedgerows / impact on ancient woodland.	Strategic and detailed policies are in place to protect habitats, wildlife and ancient woodlands.	New policy formulation to strengthen the treatment of ecological issues and biodiversity.
Proposed number of dwellings too high.	The proposed number of houses is considered appropriate having regard to the site's characteristics and the need to make the efficient use of land. The site is now subject to a resolution to grant planning permission.	No change.

Unsustainable development.		Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change
Policy Number	Site Name		
H1 (4)	Oakapple Lane, Barming		
Number of Support (1) / Object (26) / General Observations (3)			
Summary of issues		Officer Response	Proposed change
Increased traffic / congestion. Highway capacity concerns. Cumulative impact of development on local transport infrastructure, including junction capacity issues north and south ends of Hermitage Lane and at Junction 5 M20. Unclear how the balance of funding will be found to fund the necessary off-site infrastructure.		The council takes full account of the traffic and transport implications of proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process.	No change.
Amend policy to read "a bus service that links new housing developments in the area with the hospital and the town centre".		Provision of an additional bus service is widely supported. Bus route is considered to provide the most appropriate level of access to the hospital and town centre.	No change.

<p>The junction capacity issues at the north and south ends of Hermitage Lane and at J5M20 need to be addressed now (East Malling PC).</p> <p>Alternative route through East Malling cannot take more traffic (East Malling PC). Assessment of the capacity of A26 is required (Wateringbury PC).</p> <p>Public Right of Way needs to be protected</p>	<p>Strategic transport proposals have taken account of main road capacities in negotiation with the highway authority.</p> <p>The Public Right of Way runs adjacent to this site. Access through the adjacent site will be protected as part of development.</p>	<p>No change.</p>
<p>Impact on air quality. The impacts on air quality arising from new development in Maidstone on areas beyond the borough boundary should also be taken into account, for example in relation to Wateringbury and the Hermitage Lane allocations (Tonbridge and Malling BC). Air quality impacts at Hermitage Lane / Tonbridge road junction.</p>	<p>Air quality issues are covered by strategic and detailed policies and will be considered in new policy for the Maidstone North-west strategic housing location.</p>	<p>New policy formulation to strengthen air quality measures.</p>
<p>Criteria should include highway access appraisals (Wateringbury PC). Concerns about vehicle access to the site via Oakapple Lane. Vehicle access via Hermitage Lane only (Barming PC).</p>	<p>Detailed consideration has been given to access arrangements, and specifically, the character of Oakapple Lane is to be retained.</p>	<p>No change.</p>
<p>Inadequate infrastructure.</p>	<p>Specific provision is being made to provide appropriate levels of physical infrastructure. Extensive consultation has taken place with the appropriate statutory providers.</p>	<p>New policy formulation to strengthen infrastructure requirements.</p>
<p>Impact on countryside and rural character; loss of semi-rural character of Barming. Cumulative impact with other sites on local environment and character. Overdevelopment in this location.</p>	<p>Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.</p>	<p>New policy formulation to strengthen countryside protection and maintenance of rural character.</p>
<p>Loss of Grade 2 agricultural Land / countryside / greenfield.</p>	<p>Some loss of agricultural land is inevitable to enable development to take place on this greenfield site but this is kept to a</p>	<p>No change.</p>

	minimum. This has to be weighed against the fact that this is a sustainable site on the edge of the urban area.	
Loss of green and blue corridor.	Any loss of green and blue corridor land is to be kept to a minimum in line with landscape and related protection policies.	No change.
Pressure on local services and facilities - school and doctor surgery, lack of dental surgery.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development.	No change.
Loss of green space including greenspace used by residents / buffer to the quarry.	Loss of green and open space is to be kept to a minimum, and specific measures provide landscape buffers.	No change.
Impact on the ecological value of the site / detrimental to local wildlife and habitats / impact on existing hedgerows / impact on ancient woodland.	Strategic and detailed policies are in place to protect habitats, wildlife and ancient woodlands.	New policy formulation to strengthen the treatment of ecological issues and biodiversity.
Proposed number of dwellings too high.	The proposed number of houses is considered appropriate having regard to the site's characteristics and the need to make the efficient use of land.	No change.
Unsustainable development.	Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities.	No change.
Inappropriate extension to urban area. Coalescence between villages and concerned that development is at TBMB boundary. Proposals erode separation of Allington from the Medway Gap (East Malling PC).	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	No change.

<p>Vehicular access via Hermitage Lane only. This appears to be a land-locked site. Inappropriate access . Reject access from Oakapple Lane.</p> <p>This appears to be a land-locked site. There appears to be no means of access other than: purchase of houses in Rede Wood Road or Broomshaw Road to “clear a way”™ through to those respective roads.; or a Legal arrangement with the owner/developer of H1(3) to allow access on to Oakapple Lane; or a Legal arrangement(s) with the land owner(s) at the South westerly corner to allow access onto the single track byway (KM13) connecting Sweets Lane (northerly) and North Pole Road (southerly), the length of which is totally unsuitable/inadequate for traffic and would give rise to significant highway safety issues. PROW KM11 has always been, and continues to be, in constant use and highly valued by local walkers and dog walkers and needs to be protected and maintained.</p>		<p>Additional access is required to mitigate the impact of traffic generated by proposed development.</p> <p>Criterion 4 indicates that primary access is intended to be taken from the adjacent development site H1 (3) (Land West of Hermitage Lane). Secondary access is indicated from Rede Wood Road or Broomshaw Road. It is not intended to upgrade access on the track past the water-tower onto North Pole Road. Existing Public Rights of Way cannot be diverted or altered without approval of the highway authority.</p>	No change.
<p>Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.</p>		<p>If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.</p>	
Policy Number	Site Name		
H1 (5)	Langley Park, Sutton Road, Boughton Monchelsea		
Number of Support (2) / Object (24) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Increased traffic /congestion. Highway capacity concerns (including		The council takes full account of the	No change.

<p>at Otham village). Unsuitable road network. Highway safety concerns. Pressure on rural lanes. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running. Additional train capacity needed. Lack of parking at train stations. Impact on cyclist / horses / pedestrians. Lack of traffic management survey. Inadequate transport strategy. Cumulative impact on congestion and infrastructure unacceptable. Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC). Poor parking facilities.</p> <p>Access and egress from the south side of the town is subject to severe delays (Swale BC).</p> <p>Willington Street / A20 junction already at capacity. Willington Street / Wheatsheaf Junction unsuitable for increased traffic. No plans to improve roads and junctions east towards Hollingbourne.</p> <p>Solution is not a new road at Leeds/Langley. Park and Ride scheme required.</p> <p>Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.</p>	<p>traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>No reference made to new road in the Local Plan.</p>	No change.
Pollution – including air quality concerns.	Air quality mitigation measures are included in Criterion 10.	New policy formulation to strengthen air quality measures.
Detrimental to wildlife and habitats.	Strategic and detailed policies are in place to protect habitats, wildlife and ancient woodlands.	New policy formulation to strengthen biodiversity and habitats protection.
Pressure on / lack of local services and facilities – including school, medical facilities, public services, transport, hospital, burial space in local church yard. Looking for potential location to relocated Maidstone Baptist Church.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development.	No change.
Impact on amenities of existing residents. Impact on quality of life.	Strategic and detailed policies are in	No change.

Impact on rural activities. Loss of privacy of existing residents.	place to reduce the detrimental impacts of proposed development. Specific measures are included in SP5 Countryside to encourage rural activities. There are no residents immediately adjacent to this site. The site now has planning permission.	
Inadequate infrastructure, including water supply.	Specific provision is being made to provide appropriate levels of physical infrastructure. Extensive consultation has taken place with the appropriate statutory providers.	New policy formulation to strengthen infrastructure requirements.
Loss of greenfield land. Loss of landscape. Unacceptable impact on countryside (Swale BC).	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area. Some loss of greenfield land is necessary to accommodate future housing growth and the countryside and landscape impacts of development on this site are considered to have been adequately mitigated against.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Development of Maidstone misconceived. High number of houses compared to other areas. Housing numbers are out of scale with infrastructure. Density too high. Support housing at 35dph. Brownfield first. Does not take account of homes already built.	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the implementation of national policy. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities. The proposed number of houses is considered appropriate having regard to the site's	No change.

	characteristics and the need to make the efficient use of land.	
Detrimental impacts on historic and listed buildings. Impact on rural character. Impact on heritage assets.	Strategic policies promote conservation and the protection of heritage and high quality environments. The site allocation policy includes a specific provision for the protection of the setting of the listed Bicknor Farmhouse.	New policy formulation to strengthen heritage protection.
Coalescence with other settlements. Increased urban sprawl. These sites will surround Boughton Monchelsea with development.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area. The policy (and consented planning application) provided for open space to the south of the site. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities. The role of the Local Plan is to plan future development and thereby prevent uncontrolled urban sprawl.	No change.
Unsustainable development. Will be reliant on private cars. No local employment opportunities.	Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. The site is adjacent to the Parkwood Industrial Estate and Maidstone itself is a centre for employment.	No change.
Access via dedicated loop linked to Sutton Rd only with emergency	Access is identified at the most	No change.

and pedestrian access onto Gore Court Road and White Hose Lane. Access points need to be addressed. Access for public transport into Bircholt Road is welcomed and note a highway link is included with H1(10).	appropriate locations for all modes, including for emergency services.	
Support for a 2 form entry primary school.	Community infrastructure, including extra school contributions is included in policy requirements. A school is provided as part of the planning consent for this site.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.	If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Conflicts with H1(10) regarding the boundary of two sites. Policy H1(10) requires that links be made through to the adjacent site (owned by Taylor Wimpey) for a secondary access. Lack of such reciprocal requirements within Policy H1(5) to ensure that such links can be achieved.	Agreed	Include additional criteria in Policy H1(5). A separate cycle and pedestrian access will be provided to site H1(10) South of Sutton Road subject to agreement with the highways authority and the Borough Council
Risk of flooding to Boughton	The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	

Policy Number	Site Name		
H1 (6)	North of Sutton Road, Otham		
Number of Support (2) / Object (20) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Increased traffic /congestion. Highway capacity concerns (including at Otham village). Highway safety concerns (including pedestrian). Pressure on rural lanes. Poor local roads. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running. Rural roads unsuitable for development. Additional train capacity needed. Lack of public transport. Lack of parking at train station. Impact on cyclist / horses / pedestrians. Lack of traffic management survey.		The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking.	No change.
Cumulative impact on congestion and infrastructure. Support for pedestrian and cycle links. Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC).		The Local Plan seeks to promote alternatives to private car use wherever possible.	No change.
Access and egress from the south side of the town is subject to severe delays (Swale BC).			No change.
Willington Street / A20 junction already at capacity. Willington Street / Wheatsheaf Junction unsuitable for increased traffic. No plans to improve roads and junctions east towards Hollingbourne.			No change.
Solution is not a new road at Leeds/ Langley.			

Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.	No reference made to new road in the Local Plan.	
Development of Maidstone misconceived. Number of houses does not take into account already built homes. Too much housing on one area. High number of houses compared to other areas. Housing numbers are out of scale with infrastructure. Many buildings stand empty in the town and there are brownfield sites – seems disproportionate to destroy small rural village. Support housing at 35dph.	Additional housing growth is proposed as a result of rigorous process of analysis of the housing required (SHMA) and the availability and suitability of potential sites (SHLAA).	No change.
Detrimental to wildlife and habitats. Existing hedgerows must be retained. Impact on ancient woodland.	Strategic and detailed policies are in place to protect habitats, wildlife and ancient woodlands. A Phase 1 habitat survey is a specific requirement of this site allocation policy.	New policy formulation to strengthen biodiversity and habitats protection.
Pressure on / lack of local services and facilities – including school places, medical facilities, transport, burial space in local church yard.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development.	No change.
Lack of amenities. Impact on quality of life. Impact on rural activities.	Strategic and detailed policies are in place to reduce the detrimental impacts of proposed development. Specific measures are included in CP5 Countryside to encourage rural activities.	New policy formulation to strengthen maintenance of rural character.
Inadequate infrastructure, including water supply.	Specific provision is being made to provide appropriate levels of physical infrastructure. Extensive consultation has taken place with the appropriate statutory providers.	New policy formulation to strengthen infrastructure requirements.
Use brownfield first.	Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National	No change.

	Policy Planning Framework, which promotes the reuse of previously developed land.	
Detrimental impacts on historic and listed buildings. Impact on Otham which is part of a Conservation Area.	Strategic policies promote conservation and the protection of heritage and high quality environments. The site allocation policy includes specific criteria to preserve the setting of the listed Bicknor Farmhouse.	New policy formulation to strengthen heritage protection.
Pollution – including air quality concerns.	Air quality issues are covered by Criterion 8.	New policy formulation to strengthen air quality measures.
Coalescence with other settlements.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	No change.
Schools further than walking distance. No local employment opportunities.	Development proposed adjacent to existing built-up area which includes employment sites. Maidstone itself is a major employment centre.	No change.
Access via dedicated loop linked to Sutton Rd only with emergency and pedestrian access onto Gore Court Road and White Hose Lane.	Access is identified at the most appropriate locations for all modes, including for emergency services.	No change.
Eastern section should be protected.	Planning permission already granted which has taken account of ecological and biodiversity issues.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.	If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.

Policy Number	Site Name	
H1 (7)	North of Bicknor Wood, Gore Court Road, Otham	
Number of Support (0) / Object (38) / General Observations (0)		
Summary of issues	Officer Response	Proposed change
Increased traffic (Downsword PC) /congestion. Highway capacity concerns (including at Otham village). Highway safety concerns (including pedestrian), including on rural lanes if increased traffic (Otham PC). Pressure on rural lanes. Poor local roads. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running. Rural roads unsuitable for heavy traffic (Downswood PC). Additional train capacity needed. Lack of railway station / public transport. Lack of parking at train station. Impact on parking at St Nicholas church (Otham PC). Impact on cyclist / horses / pedestrians. Lack of traffic management survey (Otham PC). Cumulative impact on congestion and infrastructure. Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC). Lack of evidence of transport assessments. Proposed road improvements inadequate. Access and egress from the south side of the town is subject to severe delays (Swale BC). Willington Street / A20 junction already at capacity. Willington Street / Wheatsheaf Junction unsuitable for increased traffic (Otham PC). No plans to improve roads and junctions east towards Hollingbourne. Solution is not a new road at Leeds/ Langley. Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.	The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible. 	

	additional measures for road safety.	
Inadequate infrastructure (Downswood PC, Otham PC), including sewerage capacity, water supply.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Detrimental impacts on historic and listed buildings. Impact on rural setting and character of villages. Impact on rural character. Impact on Otham which is part of a Conservation Area and has a lack of shops and street lighting. Otham is unique in terms of the number of listed buildings, its topography and landscape setting. Loss of character to Downswood (Downswood PC). Impact on Grade 1 listed church (Downswood PC). Development out of character with listed church. Impact on heritage assets and character of Otham village (Otham PC). Located outside village boundary of Bearsted.	Specific impacts on historic and listed buildings and heritage matters are not specifically considered in this policy and this will be reviewed. Site located a considerable distance from Otham Church and Conservation Area.	New policy formulation to strengthen heritage protection.
Pressure on / lack of local services and facilities (Downswood PC, Otham PC) – including school places, medical facilities, transport, burial space in local church yard (Downswood PC, Otham PC), shops.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Lack of amenities. Impact on quality of life. Impact on rural activities (Downswood PC, Otham OC). Loss of views. Increase in anti- social behaviour. Impact on existing residents. Detrimental to the village area of Otham. Impact of route of public footpath KH131.	Strategic and detailed policies seek to reduce the detrimental impacts of proposed development which is located adjacent to existing settlements. Specific policies encourage rural activities.	New policy formulation to strengthen maintenance of rural character.
Density inappropriate for area. Development of Maidstone misconceived. Number of houses does not take into account already built homes. Quantum of development around Otham is inappropriate. Too much housing on one area. High number of houses compared to other areas. Housing numbers are out of scale with infrastructure. Many buildings stand empty in the town and there are brownfield sites – seems disproportionate to destroy small rural village .	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the implementation of national policy which seeks to increase housing densities to reduce land take required. The council's SHEDLAA studies identify the most appropriate locations for proposed housing in terms of availability and	No change.

	feasibility and policies seek to increase the use of previously developed land.	
Loss of agricultural land/ greenfield land. Located in open countryside. Use brownfield first. Wrong to build on good quality farmland in food production. Detrimental to intrinsic character and beauty of the countryside.	The site is predominantly Grade 3b (approx 65%) not classified as Best and Most Versatile land, with some grade 3a (20%) and Grade 2 (15%). However, some loss of agricultural land is inevitable to enable development but this is kept to a minimum.	No change.
Detrimental to wildlife and habitats. Existing hedgerows must be retained. Impact on ancient woodland. Ecological constraints (Downswood PC).	Any proposed development will be subject to an ecological survey which will identify potential constraints.	New policy formulation to strengthen biodiversity and habitats protection.
Pollution – including air quality concerns. Deterioration of water quality in the River Len.	Pollution, including air quality, issues are covered by strategic and detailed policies related to the South-east strategic housing location.	New policy formulation to strengthen air quality measures.
Coalescence with other settlements / merging of surrounding villages. Development will swamp Otham and merge it into the urban sprawl of Maidstone.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Schools further than walking distance. No local employment opportunities.	Site allocations are mainly adjacent to existing settlements but it is accepted that in some cases this will mean schools are not within walking distance. Employment policies seek to promote employment opportunities throughout the borough. Maidstone itself is a major employment centre.	No change.
All new housing should be accessed from Sutton Road (Downswood PC). Access via dedicated loop linked to Sutton Rd only (Otham PC). Unsuitable access. Access through the site into H9 for public transport should be included. Do not understand link with spine road	Proposed access arrangements from Sutton Road have been subject to consultation with the highway authority and may link with the development site	No change.

in development H1 (6) which is stated only links with A274. Alarming proposal to connect to a spine road on H1 (6).		at Policy H1(6). (Criterion 6)	
Increased risk of flooding.		The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Policy Number	Site Name		
H1 (8)	West of Church Road, Otham		
Number of Support (1) / Object (44) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Increased traffic (Downswood PC)/congestion. Highway capacity concerns (including at Otham village). Unsuitable road network. Highway safety concerns (including pedestrian), including on rural lanes of increased traffic (Otham PC). Pressure on rural lanes. Poor local roads. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running. Rural roads unsuitable for		The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective	No change.

<p>heavy traffic (Downswood PC). Additional train capacity needed. Lack of railway station / public transport. Lack of parking at train station. Impact on parking at St Nicholas church (Otham PC). Impact on cyclist / horses / pedestrians. Lack of traffic management survey (Otham PC). Cumulative impact on congestion and infrastructure. Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC). Lack of evidence of transport assessments. Proposed road improvements inadequate.</p> <p>Access and egress from the south side of the town is subject to severe delays (Swale BC).</p> <p>Willington Street / A20 junction already at capacity Willington Street / Wheatsheaf Junction unsuitable for increased traffic (Otham PC).</p> <p>Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.</p>	<p>developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>Criterion 10 requires specific strategic transport improvements.</p> <p>No new route is proposed in the Local Plan.</p>	<p>No change.</p> <p>No change.</p>
<p>Inadequate infrastructure (Downswood PC, Otham PC), including sewerage capacity, drainage.</p>	<p>Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.</p>	<p>New policy formulation to strengthen infrastructure requirements.</p>
<p>Detrimental impacts on historic and listed buildings (including listed church in Otham). Impact on rural setting and character of villages. Impact on rural character. Impact on Otham which is part of a Conservation Area and has a lack of shops and street lighting. Otham is unique in terms of the number of listed buildings, its topography and landscape setting. Impact of character of Downswood (Downswood PC). Impact on Grade 1 listed church (Downswood PC). Development out of character with listed church. Impact on heritage assets and character of Otham village (Otham PC).</p>	<p>Criteria 3 and 4 require the setting of the listed St Nicholas Church to be taken into account. Otham Conservation Area is a significant distance from this site to the east.</p>	<p>New policy formulation to strengthen heritage protection.</p>
<p>Pressure on / lack of local services and facilities (Downswood PC, Otham PC) – including school places, medical facilities, public</p>	<p>Strategic and detailed policies ensure that the appropriate level of community</p>	<p>No change.</p>

services, hospital, burial space in local church yard (Downswood PC, Otham PC), shops.	infrastructure is provided for proposed development and appropriate contributions will be sought.	
Lack of amenities. Impact on quality of life. Impact on rural activities (Downswood PC, Otham PC). Loss of views. Increase in anti- social behaviour. Impact on existing residents. The screening proposed is not adequate. Impact on Chapman Avenue. 15m buffer should be extended to 50-100m to avoid overlooking.	Strategic and detailed policies seek to reduce the detrimental impacts of proposed development which is located adjacent to existing settlements.	New policy formulation to strengthen maintenance of rural character.
Coalescence with other settlements / merging of surrounding villages. Development will swamp Otham and merge it into the urban sprawl of Maidstone. At odds with spatial characteristics of Maidstone, will block the penetration of greenland into the centre. Loss of separation for Otham from Maidstone. Coalescence with Downswood.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area and secure appropriate green space. The site is situated at the edge of Maidstone and maintains separation between the town and the village of Otham.	No change.
Loss of agricultural land/ greenfield land. Unacceptable impact on countryside. Use brownfield first. Wrong to build on good quality farmland in food production. Loss of open space.	The site was classified as Grade 2 in the 1994 ALC survey. However, some loss of agricultural land is inevitable to enable development but this is kept to a minimum. This has to be weighed against the fact that this is a sustainable site on the edge of the urban area.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Detrimental to wildlife (including skylark, pipistrelle bat, owl, grass snake and slow worm) and habitats. Loss of hedgerows. Existing hedgerows must be retained. Impact on ancient woodland. Ecological constraints (Downswood PC).	Any proposed development will be subject to an ecological survey which will identify potential constraints.	New policy formulation to strengthen biodiversity and habitats protection.
Pollution – noise, light and air quality concerns. Deterioration of water quality in the River Len.	Pollution, including air quality, issues are covered by strategic and detailed policies for the south-east strategic housing location.	New policy formulation to strengthen air quality measures.

<p>Density inappropriate for area. Overdevelopment. Development of Maidstone misconceived. Number of houses does not take into account already built homes. Quantum of development around Otham is inappropriate. Too much housing on one area. High number of houses compared to other areas. Housing numbers are out of scale with infrastructure. Many buildings stand empty in the town and there are brownfield sites – seems disproportionate to destroy small rural village. Infrastructure should be in place before development takes place. Large development at edge of urban boundary is contrary to NPPF. Yield should be reduced (Otham PC).</p>	<p>Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required (SHMA) and the implementation of national policy which seeks to increase housing densities to reduce land take required. The council's SHEDLAA studies identify the most appropriate locations for proposed housing in terms of availability and feasibility and policies seek to increase the use of previously developed land. The draft Local Plan does indeed identify brownfield sites; more than 3,000 homes are planned on previously used land in the Maidstone urban area.</p>	<p>No change.</p>
<p>Schools further than walking distance. No local employment opportunities. Site isolated from town centre.</p>	<p>Site allocations are mainly adjacent to existing settlements but it is accepted that in some cases this will mean schools are not within walking distance. Employment policies seek to promote employment opportunities throughout the borough. Maidstone itself is a major employment centre.</p>	<p>No change.</p>
<p>Access/egress from the estate would be a severe problem. All new housing should be accessed from Sutton Road (Downswood PC). Otham access via dedicated loop linked to Sutton Rd only (Otham OC). Unsuitable access. No mention of pedestrian access into Woolley Road and this would provide access to a high quality bus service. Widening Church Road between the development and Derringwood Drove would give an opportunity for a bus service link to the area with Downswood and Madginford. Access would be a stumbling block at the very badly laid out Willington Street-</p>	<p>Proposed access arrangements and highway measures from Sutton Road have been subject to consultation with the highway authority.</p>	<p>No change.</p>

Derringwood Drive Junction. Consideration should be given to access via Woolley Road / access via Wooley Road only (Otham PC).			
Increased risk of flooding.		The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Houses in the Chapman Avenue valley have already been subject to subsidence and further pressure on the land above and its effect on the water table could exacerbate the problem.		Neither the Environment Agency or Southern Water have raised concerns in connection with this site.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Policy Number	Site Name		
H1 (9)	Bicknor Farm, Sutton Road, Otham		
Number of Support (1) / Object (52) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Increased traffic (Downswood PC) /congestion. Highway capacity concerns (including at Otham village). Unsuitable road network. Highway safety concerns (including pedestrian), including rural lanes		The council takes full account of the traffic and transport implications of any proposed development and seeks	No change.

<p>if increased traffic (Otham PC). Pressure on rural lanes. Poor local roads. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running (including Otham lanes). Rural roads unsuitable for heavy traffic (Downswood PC). Additional train capacity needed. Lack of railway station / public transport. Lack of parking at train station. Impact on parking at St Nicholas church (Otham PC). Lack of motorway links. Impact on cyclist / horses / pedestrians. Lack of traffic management survey (Otham PC) / agreed Local Transport Plan/ transport strategy Concern about cumulative impact on infrastructure. Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC). Cumulative impact on congestion and infrastructure (Langley PC). Lack of evidence of transport assessments.</p> <p>Access and egress from the south side of the town is subject to severe delays (Swale BC).</p> <p>Willington Street / A20 junction already at capacity. No plans to improve roads and junctions east towards Hollingbourne. Improvements proposed are inadequate. Willington Street / Wheatsheaf Junction unsuitable for increased traffic (Otham PC).</p> <p>Solution is not a new road at Leeds/Langley.</p> <p>Bus priority measures are unworkable and undeliverable (Langley PC).</p> <p>Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.</p>	<p>contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>Criterion 12 requires specific strategic transport improvements.</p> <p>No new route is proposed in the Local Plan. Consultation has taken place with Arriva with regard to deliverability of bus improvements.</p> <p>No new route is proposed in the Local Plan.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p>
<p>Inadequate infrastructure (Downswood PC, Otham PC), including sewerage capacity. Impact on infrastructure. Concern about</p>	<p>Extensive consultation has taken place with the appropriate statutory providers</p>	<p>New policy formulation to strengthen infrastructure requirements.</p>

cumulative impact on infrastructure (Langley PC).	to ensure adequate provision..	
Detrimental impacts on historic and listed buildings (including listed church in Otham). Impact on rural setting and character of villages. Impact on rural character and character of built form. Impact on Otham which is part of a Conservation Area and has a lack of shops and street lighting. Otham is unique in terms of the number of listed buildings, its topography and landscape setting. Langley will lose its village status. Loss of character of Downswood (Downswood PC). Impact on Grade 1 listed church (Downswood PC). Impact on heritage assets and character of Otham Village (Otham PC).	Specific impacts on historic and listed buildings, and heritage matters are considered in Criterion 3.	New policy formulation to strengthen heritage protection.
Pressure on / lack of local services and facilities (Downswood PC, Otham PC) – including school places, medical facilities, public services, transport, hospital, burial space in local church yard (Downswood PC, Otham PC), shops. Concern about cumulative impact on infrastructure (Langley PC).	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Lack of amenities (including Langley). Impact on quality of life. Impact on rural activities (Downswood PC, Otham PC). Loss of views. Increase in anti- social behaviour.	Strategic and detailed policies seek to reduce the detrimental impacts of proposed development which is located adjacent to existing settlements. Specific policies encourage rural activities.	No change.
Increased urban sprawl (KCC). Coalescence of Langley with urban area (Langley PC). Coalescence with surrounding villages / merging of Maidstone Urban area with other settlements (KCC). Development will swamp Otham and merge it into the urban sprawl of Maidstone.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	No change.
Loss of agricultural land/ greenfield land/ open countryside (KCC). Unacceptable impact on countryside. Use brownfield first. Wrong to build on good quality farmland in food production.	It is acknowledged that some of the proposed development site was classified as Grade 1 with the remainder Grade 3a, in the 1994 ALC survey. However the majority of the Grade 1 is area lies to the east of the site which has been excluded from the area proposed for development	New policy formulation to strengthen countryside protection and maintenance of rural character.

	as shown on the amended Proposals Map. However, some loss of agricultural land is inevitable to enable development but this has been kept to a minimum.	
Detrimental to wildlife (including skylark) and habitats. Loss of hedgerows. Existing hedgerows must be retained. Impact on ancient woodland. Hedgerow along Sutton Road should not be removed. Ecological constraints (Downswood PC).	Any proposed development will be subject to an ecological survey which will identify potential constraints.	New policy formulation to strengthen biodiversity and habitats protection.
Pollution – noise and air quality concerns. Deterioration of water quality in the River Len.	Pollution, including air quality, issues are covered by strategic and detailed policies for the South-east strategic housing location.	New policy formulation to strengthen air quality measures.
Density inappropriate for area. Overdevelopment. Development of Maidstone misconceived. Number of houses does not take into account already built homes. Quantum of development around Otham is inappropriate. Too much housing on one area. High number of houses compared to other areas. Housing numbers are out of scale with infrastructure. Many buildings stand empty in the town and there are brownfield sites – seems disproportionate to destroy small rural village.	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the implementation of national policy which seeks to increase housing densities to reduce land take required. The council's SHEDLAA studies identify the most appropriate locations for proposed housing in terms of availability and feasibility and policies seek to increase the use of previously developed land.	No change.
Unsustainable development not in accordance with Langley Parish Plan. Site is located on the urban periphery of Maidstone and is removed from the services and infrastructure of the town centre (KCC). More than 3 miles from town centre (KCC). Will be reliant on car based transport, exacerbated by the distance to appropriate retail, employment, recreation and social infrastructure (KCC). Distance from services, facilities, transport infrastructure and employment. Where are the employers. Unsustainable location. Schools further than walking distance. No local employment opportunities.	Policy SP1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. Transport Assessment will be required which will indicate the impacts of proposed development in terms of transport and access issues. Employment policy EMP1 seeks to protect and enhance employment opportunities. Maidstone	No change.

		itself is a major employment centre.	
All new housing should be accessed from Sutton Road (Downswood PC). Otham access via dedicated loop linked to Sutton Rd only (Otham PC). Site should have access, at least for public transport, with H1(7).		Proposed access arrangements from Sutton Road have been subject to consultation with the highway authority.	No change.
Increased risk of flooding. A274 flooding will be exacerbated.		The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Increase dwelling from 335 – 635 (John Bishop and Associates).		Increase not appropriate due to impact on the setting of Rumwood Court.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address the deficit. Infrastructure providers have their own investment programmes.	No change.
Policy Number	Site Name		
H1 (10)	South of Sutton Road, Langley		
Number of Support (2) / Object (47) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Increased traffic (Downswood PC)/congestion. Highway capacity concerns (including at Otham village). Unsuitable road network. Highway safety concerns (including pedestrian) Including on rural		The council takes full account of the traffic and transport implications of any proposed development and seeks	No change.

<p>lanes if increased traffic (Otham PC). Pressure on rural lanes. Poor local roads. Lack of footpaths. Highway impacts (including HGV traffic concerns along Willington Street). Increased rat-running (including Otham lanes). Rural roads unsuitable for heavy traffic (Downswood PC). Additional train capacity needed. Lack of railway station / public transport. Lack of parking at train station. Impact on parking at St Nicholas church (Otham PC). Lack of motorway links. Impact on cyclist / horses / pedestrians. Lack of traffic management survey (Otham PC)/ agreed Local Transport Plan/ transport strategy (Langley PC). Cumulative impact on congestion and infrastructure (Langley PC). Collective impact of 2750 dwelling on SE edge of Maidstone on transport network unacceptable (Swale BC).</p> <p>Bus priority measures are unworkable and undeliverable (Langley PC).</p> <p>Access and egress from the south side of the town is subject to severe delays (Swale BC).</p> <p>Willington Street / A20 junction already at capacity. No plans to improve roads and junctions east towards Hollingbourne. Improvements proposed are inadequate. Willington Street / Wheatsheaf Junction unsuitable for increased traffic (Otham PC).</p> <p>Solution is not a new road at Leeds/Langley.</p> <p>Proposed alternative highway route via J8, removal of HGV traffic along Willington Street, 20mph speed limit and additional pedestrian crossing.</p>	<p>contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>Consultation has taken place with Arriva with regard to deliverability of bus improvements.</p> <p>Criterion 12 requires specific strategic transport improvements.</p> <p>No new route is proposed in the Local Plan.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p>
<p>Inadequate infrastructure (Downswood PC, Otham PC), including sewerage capacity and water supply. Concern about cumulative impact on infrastructure (Langley PC).</p>	<p>Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.</p>	<p>New policy formulation to strengthen infrastructure requirements.</p> <p>Insert new criteria to state:</p>

There is insufficient capacity in the existing sewerage network to accommodate this development. Due to the size of the development, significant new or improved infrastructure would be required to serve it. Developers are advised to work with Southern Water to identify solutions. Development proposals will need to demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development (Southern Water).	The Council must ensure that specific provision is made in the policy and subsequent planning decisions to ensure appropriate levels of infrastructure are provided in a timely manner.	Development proposals will demonstrate that any necessary new or improved foul and surface water drainage infrastructure required to serve the development, to ensure no risk of flooding off-site has been delivered, or will be delivered in parallel with the development in consultation with the Environment Agency, Southern Water and the Borough Council.
Detrimental impacts on historic and listed buildings (including listed church in Otham). Impact on rural setting and character of villages. Impact on rural character and character of built form. Impact on Otham which is part of a Conservation Area and has a lack of shops and street lighting. Otham is unique in terms of the number of listed buildings, its topography and landscape setting. Langley will lose its village status. Loss of character of Downswood (Downswood PC). Impact on Grade 1 listed church (Downswood PC). Impact on heritages assets and character of Otham village (Otham PC).	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area. Criterion 3 requires the preservation of the setting of the listed buildings surrounding the site.	New policy formulation to strengthen heritage and rural character protection.
Pressure on / lack of local services and facilities (Downswood PC, Otham PC) – including school places, medical facilities, public services, transport, hospital, burial space in local church yard (Downswood PC, Otham PC). Concern about cumulative impact on infrastructure (Langley PC).	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Lack of amenities (including Langley). Impact on quality of life. Impact on rural activities (Downswood PC, Otham PC). Views in general not impacted. Loss of views. Increase in anti-social behaviour.	Strategic and detailed policies seek to reduce the detrimental impacts of proposed development which is located adjacent to existing settlements. Specific policies encourage rural activities.	New policy formulation to strengthen rural character protection.
Increased urban sprawl. Coalescence of Langley with urban area	Strategic and detailed policies for the	No change.

(Langley PC). Coalescence with surrounding villages / coalescence of Maidstone urban area with other settlements (KCC). Development will swamp Otham and merge it into the urban sprawl of Maidstone.	protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area	
Loss of agricultural land/ greenfield land / Open countryside (KCC). Unacceptable impact on countryside (Swale BC). Use brownfield first. Wrong to build on good quality farmland in food production.	The agricultural land on this site has been classified as Grade 3b which does not fall into the Best and Most Versatile category. A significant proportion of the site is not in agricultural use.	New policy formulation to strengthen countryside protection and maintenance of rural character.
Detrimental to wildlife (including skylark) and habitats. Loss of hedgerows. Ecological constraints (Downswood PC).	Any proposed development will be subject to an ecological survey which will identify potential constraints.	New policy formulation to strengthen biodiversity and habitats protection.
Pollution – noise and air quality concerns. Deterioration of water quality in the River Len.	Pollution, including air quality, issues are covered by strategic and detailed policies for the South-east strategic housing location.	New policy formulation to strengthen air quality.
Density inappropriate for area. Overdevelopment. Development of Maidstone misconceived. Number of houses does not take into account already built homes. Quantum of development around Otham is inappropriate. Too much housing on one area. High number of houses compared to other areas. Premature at this stage in time. Housing numbers are out of scale with infrastructure. Without phasing of sites to ensure transport and community infrastructure is in place, this housing development is overload.	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required (SHMA) and the implementation of national policy. The council's SHEDLAA studies identify the most appropriate locations for proposed housing in terms of availability and feasibility and policies seek to increase the use of previously developed land. The draft Local Plan does indeed identify brownfield sites; more than 3,000 homes are planned on previously used land in the Maidstone urban area. The site is considered to be in a sustainable location	No change.

	<p>at the edge of Maidstone with its attendant services and facilities.</p> <p>Section 106 agreements will ensure infrastructure is in place to serve the development. This can include trigger points for infrastructure provision where justified.</p>	
<p>Unsustainable development not in accordance with Langley Parish Plan. Sustainable location. Site is located on the urban periphery of Maidstone and is removed from the services and infrastructure of the town centre (KCC). More than 3 miles from town centre (KCC). Will be reliant on car based transport, exacerbated by the distance to appropriate retail, employment, recreation and social infrastructure (KCC). Distance from services, facilities, transport infrastructure and employment. Where are the employers. Unsustainable location.</p>	<p>Existing Policy NPPF1 requires the council to ensure that proposed development is sustainable, in line with the National Policy Planning Framework. Transport Assessment will be required which will indicate the impacts of proposed development in terms of transport and access issues. The site is considered to be in a sustainable location at the edge of Maidstone with its attendant services and facilities. Employment policy EMP1 seeks to protect and enhance employment opportunities and Maidstone itself is a major employment centre.</p>	No change.
<p>All new housing should be accessed from Sutton Road (Downswood PC). Otham access via dedicated loop linked to Sutton Rd only (Otham PC), with emergency and pedestrian access onto Gore Court Road and White Horse Lane. Access points need to be addressed.</p>	<p>Proposed access arrangements from Sutton Road have been subject to consultation with the highway authority.</p>	No change.
<p>Increased risk of flooding. A274 flooding will be exacerbated.</p>	<p>The site is not within floods zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA</p>	No change.

		and will advise on the suitability and adequacy of any mitigation measures proposed.	
Mixed scheme with Park and Ride should be developed here.		The current Park and Ride Strategy is to provide additional capacity to the north and south of the town.	No change.
Langley Loch should be protected.		Noted. Langley Loch is outside the proposed development area.	No change.
Other than developer contributions it is unclear how the balance of funding will be found to fund necessary offsite infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address and deficit. Infrastructure providers have their own investment programmes.	No change.
Policy Number	Site Name		
H1 (11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone.		
Number of Support (2) / Object (34) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased traffic /congestion (including A299). Impact on parking facilities. Highway safety concerns. Impact on local roads / increased rat-running. Road system will not cope. Cumulative highway impacts not fully assessed. Impact of traffic on already busy roads.		The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with the highway authority and will continue in	No change.

	the course of the current planning application. The Local Plan seeks to promote alternatives to private car use wherever possible.	
Object to loss of employment generating site. Further consideration needed as to whether it is appropriate to lose the entire site to housing (KCC). Should be mixed use. Excellent site for residential and should not be changed to allow for retail. Appropriate for employment and retail as it is a sustainable site on a main arterial route. Should be retained as a campus style employment site. Suitable for mixed use.	In view of the scale of the need for housing, 100% residential development is being proposed for this site.	No change.
Pollution – noise and air quality concerns.	Air quality mitigation measures will be required from proposed development on this site; noise will be considered.	New policy formulation to strengthen air quality measures.
Impact on local services and facilities – including medical facilities, social services, school and refuse collection. Community facilities must come forward early in the plan period and not await the Invicta Barracks development.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Proposed number / density of dwellings too high. Increased density of development. Too much housing on top of deprived area. Reduce to 650 dwellings (KCC) / 500 dwellings. These are not brownfield sites – use Powerhub site instead. Need a new community elsewhere. Perhaps a lower number of dwellings would be appropriate as part of a mixed use scheme (KCC).	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required (SHMA) and the implementation of national policy. After further review, it is proposed that the capacity of this site be reduced from 950 dwellings to 500.	Amend site capacity to 500 dwellings.
Detrimental to wildlife and habitats. Would destroy habitat of Great Crested Newt, Slow Worms, Grass Snakes and a range of protected bird and bat species. Ecology criteria not clear. Loss of trees.	Any proposed development will be subject to an ecological survey which will identify potential constraints.	New policy formulation to strengthen biodiversity and habitats protection.
Inadequate infrastructure, including sewerage, water supply and power.	Extensive consultation has taken place with the appropriate statutory providers	New policy formulation to strengthen infrastructure requirements.

There is insufficient capacity in the existing sewerage network to accommodate this development. Due to the size of the development, significant new or improved infrastructure would be required to serve it. Developers are advised to work with Southern Water to identify solutions. Development proposals will need to demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development (Southern Water).		to ensure adequate provision. The Council must ensure that specific provision is made in the policy and subsequent planning decisions to ensure appropriate levels of infrastructure are provided in a timely manner.	Insert new criterion to state: Development proposals will demonstrate that any necessary new or improved foul and surface water drainage infrastructure required to serve the development, to ensure no risk of flooding off-site has been delivered, or will be delivered in parallel with the development in consultation with Southern Water and the Borough Council.
Loss of flood storage. Flood meadows to north need protecting. Flooding criteria not clear.		Criterion 7 requires appropriate surface and flood water mitigation measures to be implemented, including SUDs.	No change.
Area of Local Landscape Importance should be protected. Local landscape not mentioned. Absence of policy protection for green spaces.		Addressed under Policy SP5.	New policy formulation to strengthen countryside protection.
Detrimental to amenity value of area. Impact on town centre. Reduced rural aspect. The allocation of 2,460 dwellings in a confined area will result in town cramming and loss of character.		Criteria 1 and 3 require the special nature of the site to be respected in proposed development scheme.	No change.
Unclear if access is intended from the southern roundabout (by the Library) as well as the roundabout which currently accesses Invicta Barracks. Pedestrian access to just north of the northbound bus stop on Royal Engineers Road and the pedestrian crossing pedestrian crossing would be welcomed.		Access is intended to be taken from both roundabouts as per Criterion 4.	No change.
Policy Number	Site Name		
H1 (12)	Haynes, Ashford Road, Maidstone		
Number of Support (2) / Object (11) / General Observations (1)			

Summary of issues		Officer Response	Proposed change
Negative impacts from traffic in terms of congestion and pollution. Not enough roads space for cycle links. Junction improvements required. Impact on parking facilities. Highway safety concerns, including pedestrian. Sufficient parking must be provided. No offsite parking available. Pedestrian crossings will exacerbate congestion.		Criterion 8 requires improvements to pedestrian and cycle links.	No change.
Reconsider density. Lower density required. Cramped development. Reduce to 40 dwellings per hectare.		Agreed. Amend site capacity from 250 to 200 dwellings.	Amend site capacity to 200 dwellings.
Pollution concerns – noise, air quality, land contamination. Risk of ground pollution.		Air quality mitigation measures will be required from proposed development on this site together with noise and land contamination surveys. (Criteria 3, 4 and 5.)	New policy formulation to strengthen air quality measures.
Pressure on local services and facilities, including school, health facilities. Open space provision required. No public open space available. Idea of off-site contributions not acceptable.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Inadequate infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation top strengthen infrastructure requirements.
Flatted multi-storey development would be out of character. Site not suitable for housing.		The style of proposed development is not specified; policy only requires high density for a town centre location.	No change
Policy Number	Site Name		
H1 (13)	Medway Street, Maidstone		
Number of Support (1) / Object (1) / General Observations			

Summary of issues		Officer Response	Proposed change
Pollution and noise make this site unsuitable.		Appropriate noise and air pollution mitigation measures will be required in the development of this previously developed town centre site.	New policy formulation to strengthen air quality measures.
Too small to accommodate sufficient residential units and associated parking.		This site is regarded as suitable for high density housing in a town centre location.	No change.
Site should be used for employment uses.		No interest has been expressed for employment use.	No change.
Policy Number	Site Name		
H1(14)	American Golf, Tonbridge Road, Maidstone		
Number of Support (3) / Object (1)/ General Observations (1)			
Summary of issues		Officer Response	Proposed change
Density too high; should be lower.		The proposed density is considered appropriate for this centrally located urban site.	No change.
Green corridor along Medway Valley should be protected.		This is a brownfield site suitable for infill development in a town centre location. Appropriate open space will be provided during implementation.	No change.
High density scheme, coupled with McDonalds development will lead to congestion – how will air quality be improved?		Appropriate air quality mitigation measures as specified in criterion 4 will be required during implementation of this brownfield site.	No change.
Adjoining land at 3 Tonbridge Road should be included (developer).		This site has been has been considered in the latest Call for Sites.	No change
Policy Number	Site Name		

H1 (15)	6 Tonbridge Road, Maidstone	
Number of Support (1) / Object / General Observations (1)		
Summary of issues	Officer Response	Proposed change
Concerned about visual and architectural design.	New strategic policy will require high visual and architectural design quality.	New policy formulation to strengthen requirement for high quality design.
Policy Number	Site Name	
H1 (16)	Laguna, Hart Street, Maidstone	
Number of Support (1) / Object (1) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Increased risk of flooding. What flood controls are in place?	Criterion 7 requires appropriate surface and flood water mitigation measures to be implemented, including SUDs.	No change.
Support development of brownfield site.	Noted.	No change.
How will air quality be improved.	Criterion 4 requires that air quality mitigation measures be implemented as part of proposed development.	New policy formulation to strengthen air quality measures.
There are already a large number of residences in Hart Street and Clifford Way which have only one means of access - Hart Street. This could lead to serious safety issues, especially if a future flooding event exceeds the levels experienced in December 2013.	We have had not had a Kent Highways or Environment Agency objection to this development.	
Medway path should be retained and enhanced (Natural England).	This will be secured as part of criterion 8 of the policy.	No change.
Policy Number	Site Name	
H1 (17)	Barty Farm, Roundwell, Thurnham	

Number of Support (2) / Object (45) / General Observations (0)		
Summary of issues	Officer Response	Proposed change
<p>Increased traffic / congestion. Additional traffic through Bearsted on a dangerous stretch of road. Impact on footpath. No space for a footpath. Local road infrastructure unsuitable. Highway impacts. Increased rat-running.</p> <p>Improvements to vehicle and cycle parking at Bearsted railway station have been sought for many years and none has been forthcoming.</p>	<p>The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>At the application stage the Council can seek a contribution to enhancement of parking at Bearsted Railway Station.</p>	No change.
<p>Pressure on / lack of local services and facilities, particularly school and health facilities.</p> <p>Affordable housing in this commercial development would not be reserved for people with local connections.</p>	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Concerns about vehicle access to the site. Access too narrow. Dangerous access. Alternative access arrangements being explored (Hobbs Parker).	The Highways Authority has not raised objections to this allocation. It is noted that the site's agents are exploring alternative accesses.	No change.
Inadequate infrastructure. Impact on local infrastructure.	Extensive consultation has taken place with the appropriate statutory providers	New policy formulation to strengthen infrastructure requirements.

	to ensure adequate provision.	
Detrimental to amenities enjoyed by existing residents. Impact on existing residents. Visual intrusion.	Amenity issues dealt with under Criterion 1 and at detailed planning stage.	No change.
Harm to setting of AONB / countryside. Harm to character and appearance of the countryside and SLA. Landscape impact. Site is removed from the urban area. Controlled lighting and no street lighting would help conserve dark skies (AONB Unit).	Further work is being done on policies for protection of countryside and designated areas. This site is however, considered to be sufficiently separated and screened from Kent Down AONB (which lies to the north of the M20 motorway), by existing features in the landscape. Development does not extend northwards beyond the Maidstone-East to Ashford railway line.	New policy formulation to strengthen countryside protection.
Loss of agricultural land / greenfield land / countryside. Brownfield sites should be prioritised.	The site is approximately 66% grade 2 and 33% grade 3a land. However, some loss of agricultural land is inevitable to enable development but this is kept to a minimum and this has to be weighed against the location of the development on the edge of the existing urban area.	New policy formulation to strengthen countryside protection.
Road floods. Water Lane is prone to flooding and development of fields will make this more likely. Road floods at Lilk Meadows.	The EA has not objected to the allocation of this site. The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Impact on rural / village character. Traffic increase will have an impact on historic properties. Loss of a house and / or listed wall. Impact on setting of listed Barty House.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	Insert new criterion to state: The development proposals are designed to take into account the results of a detailed Heritage Impact

		It is agreed that a further criterion should be added to this specific site policy relating to heritage impacts.	Assessment that addresses the impact of the development on the character and setting of the designated heritage assets adjacent to the site.
Loss of habitats.		Consideration will be further policy and Criterion 4 requires an ecological survey.	New policy formulation to strengthen biodiversity and habitats protection.
Increased pollution. Noise and pollution associated with construction traffic.		Appropriate air pollution mitigation measures will be required in the development of this previously developed town centre site. Some temporary nuisance is inevitable during the construction period.	New policy formulation to strengthen air quality measures.
Urban sprawl. Significant expansion of village envelope.		This site on the edge of the urban area is bounded by existing residential dwellings on two sides.	No change.
Existing over-development of Bearsted area. Parkwood and Detling Airfield should be considered as alternatives. Part of KIG site and development rejected previously. Propose under-utilised coal yard by the station for development. Deliverability questioned.		This is regarded as a limited expansion of an existing settlement; sites are identified following a ‘call for sites’ which indicates availability for development. Detling Airfield is in the Kent Downs AONB.	No change.
Policy Number	Site Name		
H1 (18)	Whitmore Street, Maidstone		
Number of Support (1) / Object (1) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Density too low, yield should be increased from 5 – 15 (Wealden Homes)		In view of the characteristics and location of this small site, a net density of 45dph is considered appropriate.	No change.
Policy Number	Site Name		

H1 (19)	North Street, Barming	
Number of Support (1) / Object (18) / General Observations (0)		
Summary of issues	Officer Response	Proposed change
<p>Increased traffic/ congestion. This development will create additional traffic in Hermitage Lane and, if one or more of the developments off Hermitage Lane does not occur, suggest there should be a contribution to the Hermitage Lane/ Heath Road and/or A20 Hermitage Lane junctions. Policy should address implication of development for A26. Pedestrian safety concerns. Highway impacts.</p> <p>The northern section of North Street is particularly narrow, just wide enough for the local bus to get through. We already experience rat running by vehicle short cutting between the A26 and Hermitage Lane, a problem that has noticeably increased since the hospital opened, causing serious safety issues for cyclists and dog walkers as well as local residents. Any Section 106 agreement must allow for traffic calming / traffic management measures.</p> <p>Assessment of capacity of A26 is required (Wateringbury PC).</p>	<p>The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process. Full consultations have taken place with transport undertakings to ensure the most appropriate provision of facilities, including parking. The Local Plan seeks to promote alternatives to private car use wherever possible.</p> <p>A number of traffic impact assessments have already been completed in connection with planning applications in this area and comprehensive strategic transport modelling for the whole of the urban area is in progress.</p>	No change.
Loss of Grade 2 agricultural land (Barming PC). Loss of countryside/ green corridor.	The site was classified as Grade 2 in the 1994 ALC survey. The proposals map should be modified to clarify the extent of the area proposed for development. However, some loss of agricultural land is inevitable to enable development but this is kept to a minimum on this site through	Amend Proposals Map to make it clear that only the frontage of the site to North Street is suitable for development.

	the clarification of the area to be developed.	
Urbanising effect on rural area. Loss of semi-rural character of Barming. Coalescence.	Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	New policy formulation to strengthen rural character protection.
Pressure on local services and facilities, including the school, doctors' surgery and lack of dental surgery.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Pollution. Air quality impacts, including Hermitage Lane / Tonbridge Road Junction.	Appropriate air pollution mitigation measures will be required in the development of this site.	New policy formulation to strengthen air quality measures.
Sensitive location which should not be developed. Should be protected at part of Medway valley. Site unsuitable for development (Barming PC).	This site is regarded as appropriate for road frontage development only and the site plan will be amended to make this clearer.	Amend site plan to more clearly define the actual developable area of the site.
Impact on ecological value of site. Biodiversity importance. No further loss of ancient woodland should be allowed.	No ancient woodland on site. The proposal is for frontage development only which limits the likely ecological impacts.	No change .
Too much housing proposed for the Barming area. There has been no consultation on moving the urban boundary. The easterly part is the more urban edge of Maidstone. North Street is the rural edge of Maidstone, particularly where it slopes up towards North Pole Road and faces the valuable local landscape / farmland area towards Teston. Additional housing here would be inappropriate and would urbanise this rural edge.	This site is regarded as appropriate for road frontage development only. The policy requires the design of development to respect the site's semi-rural location.	No change.
Non-developable land needs clarifying. Will create pressure to develop the rest of the site. The whole site should be allocated for development (Pegasus Group).	The redrawn boundary clarifies the developable area.	Amend site plan to more clearly define the actual developable area of the site
Concerns about vehicle access to the site and street lighting. Access	North Street is two-way and access	No change.

onto a single track rural lane (Barming PC). Criteria should include highway access appraisals (Wateringbury PC).		arrangements have the agreement of KCC Highways.	
Inadequate infrastructure. Consider cumulative impact of development on infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Policy Number	Site Name		
H1 (20)	Postley Road, Tovil		
Number of Support / Object (8) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Increased traffic/congestion. Development is outside the comfortable walking distance to the nearest all day bus service, on Loose Road. Together with recent developments in the southern end of Postley Road there may be sufficient population to justify, at least, an off peak service that would require pump priming.		Some increase in traffic generation is inevitable. The site is within reasonable walking distance of bus routes to the north.	No change.
Impact on countryside/loss of green space. Should be left as a green corridor alongside the footpath. Loss of green wedge. Loss of greenfield site of local importance. Site provides an attractive interface between the Loose Valley and urban area and should be protected. Impact on countryside setting of Loose Valley.		This is a greenfield site and design and layout criteria will be applied to ensure a high quality development. Open space will be provided as part of proposed development.	New policy formulation to strengthen countryside protection.
Urban sprawl. Site provides relief from continuous built development. Creep of development into the countryside.		This site is an extension of the built-up area.	No change.
Detrimental to wildlife. Receptor site for translocated wildlife. Relocation of slow worms and common lizards to the adjacent nature reserve took place after the ecological survey for this site – possible migration onto this site.		An ecological survey will be required (criterion 6) prior to any proposed development and any constraints identified.	No change.
Concerns about vehicle access.		Access is only possible onto Postley Road.	No change.
Inadequate infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.

Residents will use cars to access services.		Strategic policies in the Local Plan seek to promote the use of alternatives to the private car wherever possible.	No change.
Proposed density too high because of proximity to Conservation Area and listed building Hayle Manor.		The proposed density is considered appropriate to the scale of existing development adjacent. Criterion 1 of the policy seeks the address the heritage impact.	No change.
Impact on views from existing properties.		Individual views are not a material consideration for planning policy.	No change.
Incorrectly defined as rough grassland.		This is considered to be a reasonable description of the current site state.	No change.
Policy Number	Site Name		
H1 (21)	Kent Police HQ, Sutton Road, Maidstone		
Number of Support (2) / Object (2) / General Observations			
Summary of issues		Officer Response	Proposed change
Impacts on congestion.		Noted. KCC Highways has not objected to the site allocation and the site is now subject to a resolution to grant planning permission.	No change.
Other than developers’ financial contributions, it is unclear how the balance of funding will be found to fund the necessary off-site infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address and deficit. Infrastructure providers have their own investment programmes.	No change.
‘Earthwork’ may be a heritage / landscape asset (Natural England).		The site is subject to a resolution to grant planning permission. Agreed conditions will protect appearance and setting of the	No change.

		development. Reserved matters include a. Layout b. Scale c. Appearance d. Access e. Landscaping.	
All elements welcomed.		Noted.	No change.
Policy Number	Site Name		
H1(22)	Kent Police Training School, Sutton Road, Maidstone		
Number of Support (2) / Object (3) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Poor air quality in the area. Proposed transport measures will not mitigate the delays experienced when travelling on local roads.		This site is now subject to a resolution to grant consent.	No change.
Other than developers’ financial contributions, it is unclear how the balance of funding will be found to fund the necessary off-site infrastructure.		If development generates additional demand / need that cannot be accommodated, appropriate contributions will be secured from the development to address and deficit. Infrastructure providers have their own investment programmes. In relation to this specific site, infrastructure requirements have been addressed through the recent planning application.	No change.
Object in principle to the allocation of sports fields for housing development.		This site is subject to a resolution to grant planning permission. A Sport England objection to the application was considered, but did not warrant refusal. Although a net loss there will be replacement pitches on the Kent Police HQ site.	No change.
All elements welcomed.		Noted.	No change.

Policy Number	Site Name	
H1 (23)	New Line Learning, Boughton Lane, Loose	
Number of Support (0) / Object (15) / General Observations (1)		
Summary of issues	Officer Response	Proposed change
Will add to traffic pressures on Postley Road and the A229. Pressure on Boughton Lane which has too much traffic already. Highway safety concerns and parking issues associated with the development of Hayle Park. Boughton Lane junction cannot be improved. This development is at least 900metres from either the A274 or the A229 and is of insufficient size to support a bus service. Pedestrian access needs to be provided to link as directly as possible with either of these roads. Highway impacts.	A certain amount of extra traffic on Boughton Lane will be inevitable but is not regarded as excessive. Access for pedestrians and cycles will be made to existing footpaths on the boundaries of the site.	No change.
Narrow access is unsuitable. Access is unacceptable.	Boughton Lane is regarded as a suitable access by the highway authority.	No change.
Impact on character and appearance of locality. Conservation Area Impacts. Together with H1(5) and H1(47) this will surround Boughton Monchelsea with development. Loss of village identity.	Criterion 1 requires that the semi-rural nature of the area be complemented by future development.	New policy formulation to strengthen heritage protection.
Lack of local services and facilities. Object in principle to the allocation of sports fields for development. If there is a requirement to provide alternative playing fields then the development should not take place and the provision remains in situ. Education land should be protected.	The site is located in Maidstone which, as the borough’s main town, is the most sustainable location for new development. Sport England raised objections to the recent planning application but these were resolved as the application progressed. Loss of existing playing fields was not one of the reasons for refusal.	No change.
Impact on ancient woodland adjacent– proximity to woodland may cause damage or potential loss. Ancient woodland not shown on the plan.	Criterion 6 notes the presence of a designated area of ancient woodland (Five Acre Wood) and the need for a landscaped buffer to be planted following	No change.

		a detailed survey.	
Impact on countryside.		Existing Policy SP5 identifies the significance of countryside throughout the Borough and the need to mitigate the impacts of development on the appearance and character of the landscape.	New policy formulation to strengthen countryside protection.
Urban sprawl. Site will close an important gap in the urban area.		Strategic and detailed policies for the protection of the countryside seek to prevent the coalescence of villages and maintain the rural character of the area.	No change.
Air pollution impact cannot be adequately mitigated.		Appropriate air pollution mitigation measures will be required in the development of this site.	New policy formulation to strengthen air quality measures.
Policy Number	Site Name		
H1 (24)	West of Eclipse, Maidstone		
Number of Support (2) / Object (19) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Detrimental to wildlife and habitats. Site has been cleared – should be preserved as semi-natural heath for leisure uses. Biodiverse site with important habitats. Proposal would damage Heath Wood. Impact on ancient woodland. 15 metre buffer suggested.		Further work being undertaken on habitats and wildlife issues which will provide guidance for designated areas and to prospective developers to maintain biodiversity. In relation to this specific site, the policy requires an ecological survey and a landscape buffer to Heath Wood.	New policy formulation to strengthen biodiversity and habitats protection.
Impact on countryside. Loss of open fields. Impact on foreground to AONB, impact on setting on AONB. Development criteria do not adequately safeguard proximity to AONB or ancient Heath Wood. Extension of development into countryside. Impact on ancient		In the context of the built and permitted development on adjacent sites, it is considered that this site is capable of accommodating the development	No change.

woodland.		proposed without unacceptable additional impact on the setting of the AONB and the wider countryside.	
Increased traffic. Much development recently on Eclipse Park. Impact on parking facilities. Highway impacts.		The council takes full account of the traffic and transport implications of any proposed development and seeks contributions for highway and other appropriate improvements from the highway authority and prospective developers; as an intrinsic element of the development management process.	No change.
Pollution impacts – air, litter, noise.		Appropriate air pollution mitigation measures are dealt with by Criteria 6 and 7.	New policy formulation to strengthen air quality measures.
Pressure on local services and facilities, including school, GP surgery, refuse collection.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Overhead electricity lines – question whether people would get mortgages.		Noted.	No change.
Access off the Old Sittingbourne Road is difficult and leads to delays.		Recent highway improvements have increased options to access the site.	No change.
Would lower the value of existing homes – derelict and empty properties should be put back into use before new development occurs.		There is no evidence that the provision of new housing reduces general value levels. Policies seek to promote the reuse of previously developed land and properties.	No change.
Ideal location. Increase yield to 55 dwellings.		Noted.	No change.
Policy Number	Site Name		

H1 (25)	Tongs Meadow, West Street, Harrietsham.	
Number of Support (0) / Object (29) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Ecological importance. Detrimental to wildlife and habitats. Irreversible damage to biodiversity. Designated receptor site for translocated wildlife from other development and has Slow Worms and Great Crested Newts. Ponds should be protected.	The policy requires a phase 1 ecological study to be undertaken. The receptor site issue is being addressed through the determination of the current planning application.	No change.
Impact on setting of AONB. Impact on AONB. Site has significant landscape features that make it unsuitable for development. We would request these are included in the development criteria, covering : lighting, sufficient internal open space and improved GI, developer contributions to the maintenance of boundaries and PRoW in the adjacent KDAONB (AONB Unit). Recent decisions (incl Ware Street, Thurnham and Court Lodge Road, Harrietsham) demonstrate MBC’s commitment to protect and conserve the setting of the AONB. Visual amenity from the Downs across to Greensand Ridge will be harmed.	The policy requires the submission of a landscape survey which would address the impacts development could have on the setting of the AONB. The impact of lighting would be considered in detail as part of the planning application process.	No change.
Loss of publicly accessible open space. Loss of greenfield land / green space. Loss of countryside and open space for amenity. No more development served off West Street. Suggest land to the west be retained as open space. It provides the start of the barrier between rural and urban. It has already been eroded by an existing development below the station and the extensive infill will swamp the area and erode the edges of the existing village envelope.	Some loss of open land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies. The policy requires a landscape buffer along the site’s western boundary to help mitigate the landscape impact of development.	New policy formulation to strengthen countryside protection.
Increased traffic. West Street constrained.	A certain amount of extra traffic on West Street will be inevitable but is not regarded as excessive. KCC Highways has not objected to the allocation of this site.	No change.

Concerns about vehicle access to the site.	Vehicle access issues to the site will be determined at the detailed application stage. KCC Highways has not objected to the allocation of this site.	No change.
Emerging Neighbourhood Plan does not wish to see this site developed, other development underway is impacting on visual amenity. Constraints and infrastructure required ignore the emerging neighbourhood plan.	The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Overhead electric cables.	Detailed design of proposed development will need to take account of the presence of overhead cables.	No change.
Density too high. Development of this site would further expand the village envelope.	Harrietsham has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Harrietsham. The overall proposed site capacity is considered appropriate taking into account the density of development in Harrietsham itself, the characteristics of the site and the need to make efficient use of land. It is noted that the current application is for 5 more dwellings taking the total to 105.	No change.
The development of the Tongs Meadow site would further constrain the school which is already lacking sufficient sports facilities. The area surrounds the existing school and is open land.	Criterion 7 and 8 require appropriate contributions to both the school and community infrastructure.	No change.

Policy Number	Site Name	
H1 (26)	South of Ashford Road, Harrietsham	
Number of Support (1) / Object (17) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Density too high / lower density would be more appropriate / support a limit of 70 units / site should be enlarged to accommodate a further 50 units (Bidwells). This brownfield site should be developed before greenfield sites.	In the interests of making the most efficient use of land it is considered that the developable area of this site should be extended to the south. This would still enable the 25m buffer to the HS1.	Amend site boundary to the south. Development capacity increase from 70 to 117 dwellings.
It does not make any sense to extend the village on both sides of the A20 as it renders the A20 redundant as a bypass and will inevitably create stop/go traffic problems. This will bring: more noise, more pollution, with the associated health risks for the people of Harrietsham, more fuel consumption and the consequent impact on the fragile local environment. The A20 is heavily used by articulated lorries, which can access and leave Lenham storage only via Harrietsham. It is not a safe option to create another entry point onto the A20 directly behind the railway bridge.	Access from the A20 is regarded as most appropriate to reduce the impact on minor roads, Criteria 8 and 9 require improvements to the A20 corridor and pedestrian and cycle facilities.	No change.
This is agricultural land which has previously been ruined by the use of it for infrastructure developments i.e. M20 and the CTRL(HS1). The building of houses so near to the Harrietsham PINCH point of the HS1, M20 and the A20 would provide the occupants with an environmentally disastrous situation.	The site has been surveyed as Grade 4 land, which is not Best and Most Versatile. Policy favours the use of previously utilised land for mixed use development. Appropriate mitigation will be put in place to address the impact of the transport infrastructure, including the incorporation of an air quality criterion.	No change.
Inadequate infrastructure.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
No mention of village square or retail in accordance with the	The Council has taken account of	No change.

neighbourhood plan. Constraints and infrastructure references ignore the emerging neighbourhood plan. Agreement to the provision of small scale retail on the site (Bidwells).		emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination. The policy for this site refers to additional retail provision (criterion 2).	
Policy Number	Site Name		
H1 (27)	Mayfield Nursery, Ashford Road, Harrietsham		
Number of Support (0)/ Object (18) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Increased risk of flooding. Development may cause flooding issues elsewhere. This land is very wet due to surface water draining onto the site. This area is a water sump impacted by the railway line.		The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Density should be lower. 35 dwellings would be more appropriate. This brownfield site should be developed before greenfield sites.		The proposed number of houses is considered appropriate having regard to the site’s characteristics and the need to make the efficient use of land. The draft Local Plan does indeed identify brownfield sites; more than 3,000 homes are planned on previously used land in	No change.

		the Maidstone urban area.	
Site lies outside the core of the village with its facilities. Would provide an easterly expansion of the village through heavy infill within an area which currently has low density housing.		Policy seeks to distribute new housing allocations to the most sustainable existing settlements. Of necessity some greenfield sites at the edge of these settlements will be required.	No change.
Noise from rail freight traffic would make these units intolerable – A20 noise would add to this.		Criterion 5 specifically requires a noise survey to determine attenuation measures to take account of road and rail traffic.	No change.
Safe pedestrian or cycle access to the village would be extremely difficult. This would create another access point onto the A20. Parking and access problems would increase pressure on the area.		Criterion 8 requires improvements to pedestrian and cycle access.	No change.
The constraints and infrastructure requirements ignore the emerging Neighbourhood Plan.		The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Inadequate infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	
Policy Number	Site Name		
H1 (28)	Church Road, Harrietsham		
Number of Support (0) / Object (20)/ General Observations (1)			
Summary of issues		Officer Response	Proposed change

Density is too high. 45 dwellings would be appropriate. Site should only be developed after brownfield sites.	There is a resolution to grant consent for 80 dwellings on this site. The draft Local Plan does indeed identify brownfield sites; more than 3,000 homes are planned on previously used land in the Maidstone urban area. The scale of future housing growth is such that some greenfield sites are needed.	No change.
Increased traffic. Impact on parking facilities. Highway safety concerns (including pedestrian). It does not make any sense to extend the village on both sides of the A20 as it renders the A20 redundant as a bypass and will inevitably create stop/go traffic problems. This will bring: more noise, more pollution, with the associated health risks for the people of Harrietsham, more fuel consumption and the consequent impact on the fragile local environment. Noise from the road and rail activities would be negative environmentally and socially.	Access from the A20 is regarded as most appropriate to reduce the impact on minor roads, Criteria 8 and 9 require improvements to the A20 corridor and pedestrian and cycle facilities.	No change.
New housing would increase access problems to the A20 and add to the already dangerous accident prone zone The A20 is heavily used by articulated lorries, which can access and leave Lenham storage only via Harrietsham. It is not a safe option to create another entry point onto the A20 directly behind the railway bridge.	Access from the A20 is regarded as most appropriate to reduce the impact on minor roads, Criteria 8 and 9 require improvements to the A20 corridor and pedestrian and cycle facilities.	No change.
This is existing agricultural land and provides some of the green element within the village envelope. Need to retain hedgerows. Loss of trees. Loss of green lung for the village.	Some loss of some agricultural land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible. The policy requires the retention of the northern boundary trees.	No change.
Contrary to Neighbourhood Plan. The constraints and infrastructure	The Council has taken account of emerging neighbourhood plans. The	No change.

requirements ignore the emerging Neighbourhood Plan.		evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	
Impact on Conservation Area.		Criterion 2 requires consideration of the impact on the listed almshouses; further work to be considered on strategic heritage and conservation criteria.	New policy formulation to strengthen heritage protection.
Increased risk of flooding.		The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Lack of facilities.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Inadequate infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Policy Number	Site Name		
H1 (29)	Tanyard Farm, Old Ashford Road, Lenham		
Number of Support (0) / Object (13) / General Observations (1)			

Summary of issues	Officer Response	Proposed change
Impact on village character. Development would make Lenham as small town and mean loss of village feel. Inappropriate expansion of Lenham. Urban sprawl. Sits outside village envelope.	Lenham has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Lenham.	
Impact on countryside. Impact on views to Lenham Cross. Impact on other local landscape areas. Impact on AONB and setting – (AONB Unit) maintain objection to this allocation (the views from the scarp are one of the purposes of designation. Mitigation would need to include more than boundary treatments – increased greening within the site to ensure tree cover between development, non-reflective roofing, controlled height of dwellings, controlled lighting, care of materials and colours, developer contributions to maintenance of boundaries and PRow access to the Kent Downs (AONB Unit).	<p>Existing Policy SP5 identifies the significance of countryside throughout the Borough and the need to mitigate the impacts of development on the appearance and character of the landscape.</p> <p>Site is seen in context of existing development to the east and west of the site. Add additional criterion to deal with landscape and visual impact and the need to maintain vistas of 'Lenham Cross'.</p> <p>The impact of lighting would be considered in detail as part of the planning application process</p>	<p>New policy formulation to strengthen countryside protection.</p> <p>Amend existing criterion 1 to read:</p> <p>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.</p> <p>Add new criteria to read :</p> <p>The development proposals shall be designed to maintain existing vistas and views of the Lenham Cross from Old Ashford Road through the site and along PROW KH433.</p> <p>Development proposals shall</p>

		<p>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>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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.</p> <p>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 that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.</p>
Highway infrastructure is insufficient and unsafe. Impact on parking facilities. Highway impacts. Local roads cannot accommodate further traffic.	Any proposed development will be subject to consultation with the highway authority as appropriate.	New policy formulation to strengthen infrastructure requirements.
Access should be via the A20.	For a site of this size, it is regarded as more appropriate for the access to be from Old Ashford Road.	No change.
Proposed number of dwellings too high. Too much development	Additional housing growth is proposed as a result of a rigorous process of analysis	No change.

already planned for village.	of the housing required (SHMA) . The council's SHEDLAA studies identify the most appropriate locations for proposed housing in terms of availability and feasibility and policies seek to increase the use of previously developed land. Lenham has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Lenham.	
Increased risk of flooding.	The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Lack of local services including, including schools and medical.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Lack of public open space.	Appropriate public open space is required to be provided as part of any proposed development.	No change.
Build on primary school site instead.	It is not regarded as appropriate to allocate the primary school site for housing.	No change.

Local views not being taken on board.		Extensive public consultation takes place as an intrinsic element of the local plan making process, and all representations are considered.	No change.
Policy Number H1 (30)	Site Name Glebe Gardens, Lenham		
Number of Support (1) / Object (9) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Amend policy in light of current application and gifting of the pond to the Parish Council.		Criterion 2 refers to the pond. No further specific reference is required.	No change.
Safeguard pond as accessible open space. Glebe Pond is the visible source of the river Len and as such of high landscape value for the Maidstone Borough. It is also important in respect of Lenham’s history and identity as it is regarded as the village pond.		Glebe Pond is to be enhanced as part of any proposed development of the site.	New policy formulation for countryside and landscape protection.
Request for added criteria relating to controlled lighting, developer contributions to the maintenance of boundaries and PRoW in the KDAONB, improved ProW network to join Prow on the south with Prow to the north (AONB Unit).		The impact of lighting would be considered in detail as part of the planning application process. Criterion 9 seeks to secure improvements to adjacent PROW	No change
Insufficient infrastructure and local services.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	New policy formulation to strengthen infrastructure requirements.
Too many houses, detrimental to village character.		Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required (SHMA) .	No change.

Damage to countryside on the edge of the AONB.		Existing Policy SP5 identifies the significance of countryside throughout the Borough and the need to mitigate the impacts of development on the appearance and character of the landscape. This specific site is not on the edge of the AONB.	New policy formulation to strengthen countryside protection and policy on designated areas.
Local roads cannot accommodate further traffic / increased congestion.		A certain amount of extra traffic on Glebe Gardens will be inevitable but is not regarded as excessive. KCC Highways has not objected to the allocation of this site.	No change.
Objections to planning application sustained.		Noted.	No change.
Policy Number	Site Name		
H1 (31)	Ham Lane, Lenham		
Number of Support (0)/ Object (10)/ General Observations (2)			
Summary of issues		Officer Response	Proposed change
No greenbelt between Westwood Grange and the proposed development will create light pollution to the detriment of night bird-life and bats. Wildlife habitat impacts.		An ecological survey has been submitted with the current planning application for this site. In the SHLAA, KCC Ecology assessed that the development of this site would have minor ecological impacts which would be likely to be capable of mitigation.	No change.
Out of character with village. Impact on the setting of the AONB. Coalescence with Harrietsham. Damage to countryside. Loss of visual amenity. Harm to landscape. Loss of agricultural land.		Specific requirements are included in the policy for this site to protect the setting of the Kent Downs AONB.	New policy formulation to strengthen countryside protection and policy on designated areas.
Access will be dangerous; cycle improvements not practical to implement; Ham Lane serves Lenham Storage, which makes any access from a side road dangerous. The improvements to pedestrian		Improvements to pedestrian and cycle links and crossings to Lenham and on Ham Lane are required by the policy for	No change.

and cycle links to Lenham village centre could only be achieved by narrowing the road to accommodate a pavement and cycle lane but it is doubted that Ham Lane is wide enough to allow such an alteration. Roads cannot accommodate further traffic. Increased congestion. Ham Lane used by HGVs. Pedestrian safety implications. Parking issues will worsen. Car parking should be met within the site during construction.	this site (Criteria 7 and 8). KCC Highways did not object to the allocation of this site.	
Insufficient infrastructure. Impact on school, GP places and shops.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	New policy formulation to strengthen infrastructure requirements.
This is a greenfield site. Building on greenfield sites does not meet the objective of sustainability. Contest that the number of houses are needed.	Existing Policy NPPF1 requires all proposed development to satisfy national criteria for sustainability. Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the implementation of national policy and it is inevitable that some greenfield sites will be required to provide the numbers required.	No change.
Development will be unaffordable for local people	Policy DM24 specifies affordable housing thresholds and criteria.	No change.
Request for added criteria relating to: heights, and materials of roofs; controlled lighting; increased GI throughout site; developer contributions to the maintenance of boundaries and PRoW in the KDAONB (AONB Unit).	<p>Agreed. Additional criterion should be added to enhance landscaping within the site and to ensure the development proposals reflect the location of the site in the setting of the Kent Downs AONB.</p> <p>The impact of lighting would be considered in detail as part of the</p>	<p>Add additional criteria to read:</p> <p>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 that particularly addresses the impact of development on the character and setting of the</p>

		planning application process	<p>Kent Downs AONB</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>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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4</p>
Policy Number	Site Name		
H1 (32)	Howland Road, Marden		
Number of Support (1) / Object (14) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Traffic problems in the south will increase. A contribution should be made to improvements on the A229 where traffic may add to congestion, particularly in the Maidstone urban area. Unsuitable road network, inadequate transport strategy. Increased rat-running on rural lanes. No space for footpath widening.		The magnitude of development anticipated on this site is not adequate to require a contribution to major road improvements. Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
Widen vehicular and pedestrian access.		Criterion 10 requires the widening of the footpath on Howland Road to improve	No change.

	accessibility and safety.	
<p>Increased risk of flooding. Policy needs to take account of flooding on adjacent sites. Issues with flooding.</p> <p>The EA has advised that this site is in flood zone 1 but that adjacent sites are at risk from surface water flooding. The site therefore requires suitable surface water drainage infrastructure and to take account of existing hydraulic structures even though the site is at low risk of fluvial flooding. (Environment Agency)</p>	<p>Flood mitigation measures have been addressed through the planning application recently granted for the site. Notwithstanding this, the criterion could be usefully clarified to respond to the EA's point.</p>	<p>Amend criterion 6 to read: Appropriate surface water and robust flood mitigation measures will be implemented where the site coincides with identified flood risk zones subject to a flood risk assessment incorporating sustainable drainage systems.</p>
<p>Inadequate infrastructure including – sewerage/draining/surface water drainage. Issues with surface water drainage.</p>	<p>See above comment.</p>	<p>No change.</p>
<p>Impact on agricultural land and impact on Low Weald, which is sensitive.</p>	<p>The site was classified in the 1994 ALC survey as having little or no agricultural value. Some loss of some agricultural land is inevitable to enable necessary development but this is kept to a minimum.</p>	<p>No change.</p>
<p>Hedge along site boundary required. New woodland adjacent to pond is required for wildlife.</p>	<p>Criterion 2 requires the provision of hedgerow along the northern boundary of the site. Criterion 6 requires an ecological survey. This site now has planning permission.</p>	<p>No change .</p>
<p>Development will overwhelm village. A smaller development of no more than 10 dwellings would be acceptable. Marden is remote and lacks facilities.</p>	<p>Marden has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Marden. This specific site now has planning permission.</p>	<p>No change.</p>

No positive dialogue with the parish		Noted however a series of specific Local Plan/Parish Council meetings were held in Sept-Nov 2014.	No change.
Policy Number	Site Name		
H1 (33)	Stanley Farm, Plain Road, Marden		
Number of Support (0) / Object (13)/ General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased congestion. Traffic problems to the south will increase. A contribution should be made to improvements on the A229 where traffic from these sites may add to congestion, particularly in the Maidstone urban area. Traffic monitoring is required. Road network is unsuitable and the transport strategy is inadequate. Increase in rat-running on rural lanes.		The magnitude of development anticipated on this site is not adequate to require a contribution to major road improvements. Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
Proposed requirements for access are not suitable and should be amended. Access through land to the south of Napoleon Drive should be suitable to serve the development. Access should be from Napoleon Drive and Plain Road.		Access is to be taken from Plain Road (Criterion 4) and improved pedestrian and cycle access required to Napoleon Drive. Access arrangements have now been confirmed through the recent planning application.	No change.
Inadequate infrastructure. Issues with surface water drainage.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Increased risk of flooding. Flooding mitigation required. Include the criteria titled ‘flooding and water quality’ (Marden PC) with subsequent conditions and references to SUDS. Issues with flooding.		Site drainage matters have been addressed through the recent planning application.	No change.
Inappropriate extension to the village, especially when considered with H34. Will overwhelm village.		Marden has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for	No change.

		development at the edge of the borough’s most sustainable settlements such as Marden. In this context, this site with the mitigation measures proposed is considered suitable for development.	
Marden is remote. Lack of facilities.		Marden has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough’s most sustainable settlements such as Marden	No change.
Impact on agricultural land and the Low Weald which is sensitive.		Some loss of some agricultural land is inevitable to enable necessary development but this is kept to a minimum. The site is now subject to a resolution to grant planning permission.	No change.
Policy Number	Site Name		
H1 (34)	The Parsonage, Goudhurst Road, Marden		
Number of Support (0) / Object (11) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased congestion. A contribution should be made to improvements on the A229 where traffic from these sites may add to congestion, particularly in the Maidstone urban area. Traffic problems in the south will increase. Road network is unsuitable and the transport strategy is inadequate. Increase in rat-running on rural lanes.		The magnitude of development anticipated on this site is not adequate to require a contribution to major road improvements. Some increase in traffic is inevitable but this is regarded as appropriate. Planning permission has been granted for 144 units.	No change.
Inadequate infrastructure, issues with surface water drainage.		Extensive consultation has taken place with the appropriate statutory providers	No change.

	to ensure adequate provision. The policy for this site includes a specific requirement for surface water and flood mitigation measures. The site now has outline consent.	
Loss of agricultural/ greenfield land. Impact on Low Weald which is sensitive.	Some loss of some agricultural land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible. The site now has planning permission	No change.
Increased risk of flooding. Issues with flooding.	Criterion 5 requires that appropriate surface water and robust flood mitigation measures will be required for any proposed development.	No change.
Marden is remote. Lack of facilities.	Marden has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Marden.	No change.
Development will overwhelm village.	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the existing character of the village will be taken into account at the detailed planning application stage.	No change.
Amend to show addition of land to the south to enable the development of 200 dwellings (Phase 2 Planning and Development Ltd).	Additional land submitted as part of most recent 'call for sites'.	No change.

Mix and integration of affordable homes required.		Policy DM24 specifies affordable housing thresholds and criteria.	No change.
Policy Number	Site Name		
H1 (35)	Marden Cricket and Hockey Club, Stanley Road, Marden		
Number of Support (1) / Object (14) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased congestion / traffic. A contribution should be made to improvements on the A229 where traffic from these sites may add to congestion, particularly in the Maidstone urban area. Traffic problems in the south will increase. Road network is unsuitable and the transport strategy is inadequate.		The magnitude of development anticipated on this site is not adequate to require a contribution to major road improvements. Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
Marden is remote. Lack of facilities. Will facilitate improved sports facilities for the village and other local communities. Object to the allocation of sports fields for development. Re-provision of sports facilities north of the railway line not adequate.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Access should be through South Road.		Access from either Albion Road or Stanley Road is regarded as most appropriate, in discussions with the highway authority.	No change.
Inadequate infrastructure, issues with surface water drainage.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Impact on agricultural land. Impact on Low Weald which is sensitive. Loss of green space at the heart of the village.		Some loss of some agricultural land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible.	No change.

Increased risk of flooding. Include flooding and water quality criteria (Marden PC) with subsequent conditions and references to sustainable drainage systems. Issues with flooding.		This issue has been addressed through the recent planning application with drainage improvements secured by condition.	No change.
The proposal will turn Marden into a town. Overly large extension of village which will be overwhelmed.		Marden has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Marden.	No change.
Mix and integration of affordable housing required.		Policy DM24 specifies affordable housing thresholds and criteria.	No change.
Policy Number	Site Name		
H1 (36)	Hen and Duckhurst Farm, Marden Road, Staplehurst		
Number of Support (1) / Object (12) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased congestion. These are large developments which should either contribute to areas of congestion on the A229 in the Maidstone urban area or to enhancing the bus service between Maidstone and Staplehurst. Planning permission should only be granted if it includes a new rail crossing. Increased rat-running on rural lanes.		The magnitude of development anticipated on this site is not adequate to require a contribution to major road improvements. Some increase in traffic is inevitable but this is regarded as appropriate. Detailed Visim modelling is being undertaken for the Staplehurst crossroads.	No change.
Yield should be reduced to take account of ecological issues, trees and hedgerows, SUDS, play areas, roads (Staplehurst PC).		Agreed. Site capacity to be amended from 370 to 250 dwellings.	Amend site capacity to 250 dwellings.
Protect mature oak tree.		Tree Preservation Order will be made on any trees which merit specific protection.	No change.

No assessment of infrastructure requirements. Inadequate infrastructure.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Lack of local services and facilities. Significant new facilities should be provided. Housing should not be permitted without commitment to provide a site for and fund a new village hall complex.	Staplehurst has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Staplehurst. Criteria 11 of the policy provides for contributions for community infrastructure where it is proven necessary.	No change.
New growth should be an asset - Conservation Area for the future. Staplehurst should not be a Rural Service Centre as it would destroy village identity. Will overwhelm character of village. Care required with design.	Policies for Rural Service Centres seek to enhance village identity and facilities and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements.	New policy formulation to strengthen countryside protection and policy on designated areas.
Site can be delivered at a higher density (30-50) within 5 years. Redraw net developable area to reflect need for open space and drainage. Yield should be reduced to 270. 905 is unsustainable. Numbers should be limited to 400, affordable housing too high.	Staplehurst has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Staplehurst. Policy for this site seeks to balance housing need with the constraints on site. Open space is required as part of any proposed development (Criterion 10). It is agreed that the site capacity of this site	Amend site capacity to 250 dwellings.

		be amended to 250 dwellings. Affordable housing requirements are set out in Policy DM24. This policy is to be further reviewed.	
Policy Number	Site Name		
H1 (37)	Fishers Farm, Fishers Road, Staplehurst		
Number of Support (1) / Object (14) / General Observations (2)			
Summary of issues		Officer Response	Proposed change
Increased traffic / congestion. These are large developments which should either contribute to areas of congestion on the A229 in the Maidstone urban area or to enhancing the bus service between Maidstone and Staplehurst. Planning permission should only be granted if it includes a new rail crossing. Increased rat-running on rural lanes. Impact on Staplehurst crossroads. Need northern road network as set out in Staplehurst Neighbourhood Plan.		Some increase in traffic is inevitable. Criterion 12 seeks to address/mitigate for the impacts on the A229/Headcorn Road/Marden Road junction. Visim traffic modelling of this junction is being undertaken.	No change.
No assessment of infrastructure requirements. Inadequate infrastructure.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Lack of local services and facilities. Significant new facilities should be provided. Housing should not be permitted without commitment to provide a site for and fund a new village hall complex. Existing amenities and infrastructure cannot cope.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
New growth should be an asset - Conservation Area for the future. Will overwhelm character of village. Care required with design.		Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning	New policy formulation to strengthen countryside protection and policy on designated areas.

	applications.	
Yield should be reduced to take account of ecological issues, trees and hedgerows, SUDS, play areas, roads (Staplehurst Parish Council). Proposed number of dwellings too high. Numbers should be limited to 400, affordable housing too high. Yield is too high.	Policy for this site seeks to balance housing need with the constraints onsite. Open space is required as part of any proposed development (Criterion 10). Development will be subject to the results and recommendations of an ecological survey (Criterion 7). Site capacity is considered appropriate having regard to the characteristics of the site and its location. Affordable housing requirements are set out in Policy DM24. This policy is to be further reviewed.	No change.
905 are unsustainable.	Staplehurst has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Staplehurst.	No change.
Loss of greenfield land. Pond should be protected. Hedgerows should be protected.	Some loss of some greenfield land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible. Criterion 1 requires the retention and enhancement of hedges and trees on the site. The strategy for the ponds on site will be addressed through the ecological survey (criterion 7) and site drainage measures (criterion 8).	No change.

Policy Number	Site Name	
H1 (38)	Old School Nursery, Station Road, Headcorn	
Number of Support (10) / Object (46) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Inadequate infrastructure, including sewerage, drainage, water supply, utilities. Growth should follow infrastructure. Plan in a comprehensive way.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Pressure on / lack of local services and facilities, including school, doctors surgery, dental surgery and young people/children’s facilities.	This site has planning permission. The approved development is for 9 units which is below the threshold for a s106.	No change.
Increased traffic / congestion. Impact on parking facilities. Highway safety concerns (including pedestrian). Impact on train services. Development will require off road provision for parking.	The magnitude of development anticipated on this site is not sufficient to justify a contribution to road improvements. Some increase in traffic is inevitable but this is regarded as acceptable in the context of the site’s location within the village. It is also adjacent to the railway station.	No change.
Proposed number of dwellings too high. Object to large scale of development. No consideration given to impact. Overdevelopment. Lack of demand for housing. Support for small development. Small piece of land not detrimental to surrounding area. Recognise need for housing in moderation. Allow 10, rather than 5 – smaller houses to accommodate commuters. Yield should be increased from 5-10 (Wealden Homes).	Site has consent for 9 dwellings.	No change.
Increased risk of flooding.	These matters have been addressed through the planning application.	No change.
Impact on village character, urbanising effect.	The site is located within the village adjacent to the railway station and existing development.	No change.

Impact on green space and environment. Loss of agricultural / greenfield land. Small infill on brownfield land.		The site is located within the village adjacent to the railway station and existing development. It is previously developed, not greenfield.	
Conflict with Neighbourhood Plan. Density should be increased.		The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Alternative derelict farm site would be a better option.		This proposed alternative site was assessed and considered unsuitable for housing development in the previous Call for Sites.	No change.
Impact on local residents. Insufficient amenities. Building needs to be in harmony with existing housing.		Impacts on local residents were considered as part of the planning application process.	No change.
Support providing there is agreement from the nursery.		Noted.	No change.
Policy Number	Site Name		
H1 (39)	Ulcombe Road and Mill Bank, Headcorn		
Number of Support (0) / Object (110) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Inadequate infrastructure including sewerage, drainage, surface water drainage, water supply, utilities. Growth should follow infrastructure. Plan comprehensively.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Pressure on / lack of local services and facilities, including school, medical facilities, dental surgery, communication, transport, young		Strategic and detailed policies ensure that the appropriate level of community	No change.

people / children's facilities, police presence. Lack of detail.	infrastructure is provided for proposed development and appropriate contributions will be sought.	
Increased traffic / congestion. Local road infrastructure unsuited. Impact on parking facilities. Highway safety concerns (including pedestrian). Impact on train services – station is too small. Footpaths need improved. Pressure on rural lands / local roads. Not enough public transport. Concern about road safety in Grigg Lane. Concern about condition of Grigg Lane.	Criteria 9 & 10 seek appropriate highway improvements.	No change.
Increased risk of flooding. Edge of flood plain. In a flood zone. On hillside and sewerage outflow will increase problems in Kings Road area and Moat Road. Increased flooding from over development.	Criterion 6 requires that appropriate surface water and robust flood mitigation measures will be required for any proposed development.	No change.
Site extends too far north. Impact on village character (30% increase). Urbanising effect. Would become a town.	Headcorn has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough's most sustainable settlements such as Headcorn. Potential sites, including this site, have been assessed for their suitability fully through the SHLAA. The policy for this site requires additional landscaping to help mitigate the visual impact of the development from the countryside to the north.	No change.
Proposed number of dwellings too high. Too dense. Cumulative impact not assessed. Object to large scale development. No consideration given to impact. Overdevelopment. Smaller sites preferred. No need. Development out of scale. 425 are too many homes.	Additional housing growth is proposed as a result of a rigorous process of analysis of the housing required and the implementation of national policy which seeks to increase housing densities to reduce land take required.	No change.
Loss of agricultural land/greenfield land/countryside. Use brownfield.	The site was classified as Grade 3b in the	New policy formulation to strengthen

Outside village envelope. Impact on green/open space. Major extension into SLA.	1994 ALC survey which is not Best and Most Versatile land. The proposed site capacity is considered appropriate having regard to the site's characteristics and the need to make efficient use of land.	countryside protection.
Contrary to emerging neighbourhood plan.	The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Lack of / detrimental to amenities of existing residents. Inadequate screening from existing development. Impact on quality of life.	Appropriate measures to address residential amenity and landscaping will be secured through detailed design at planning application stage.	No change.
Access to Millbank unsuitable.	Millbank is a classified A road. KCC Highways have not objected to the allocation of this site.	No change.
Detrimental to local wildlife and trees.	Criterion 5 of the site specific policy requires a phase 1 ecological survey.	No change.
Environmental impact. Concern about standards of construction.	Detailed policies enable the consideration of the environmental impact of proposed development. Building control regulations determine standard of construction.	No change.
Alternative derelict farm site would be a better option.	This proposed alternative site was assessed and considered unsuitable for housing development in the previous Call for Sites.	No change.

Policy Number	Site Name	
H1 (40)	Grigg Lane and Lenham Road, Headcorn	
Number of Support (2) / Object (79) / General Observations (0)		
Summary of issues	Officer Response	Proposed change
There is inadequate infrastructure – including sewerage, drainage, surface water disposal, water supply, utilities. It is important that growth follows infrastructure improvements.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision..	New policy formulation to strengthen infrastructure requirements.
There will be increased traffic and congestion, an impact on parking facilities, increased highway safety concerns, an impact on train services and an impact on rural lanes. Footpaths need improved and the station is too small. Concern about vehicle access.	Some increase in traffic is inevitable. KCC Highways has not objected to the allocation of this site. Criterion 9 will provide for an improved pedestrian environment.	No change.
There is a lack of/pressure on local services and facilities – including schools, doctor surgery, dental surgery, young people/children’s facilities, transport, communications and police presence.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
The site is on the edge of a flood plain, there will be increased flooding and potential for water pollution.	Planning permission granted on part of the site. The identified developable part site is not within flood zones 2 or 3.	No change.
The proposed number of dwellings is too high with no consideration of the impact on Headcorn. Cumulative impacts are not assessed and the proposed development is too large. Overdevelopment. Development should be more evenly distributed around Kent.	Headcorn has been identified as a Rural Service Centre capable of further growth. To address the growing need for housing some land must be allocated for development at the edge of the borough’s most sustainable settlements such as Headcorn. Potential sites, including this site, have been assessed for their suitability fully through the SHLAA.	No change.
Detrimental impact on village/rural character, urbanising effect.	Development of 25 dwellings and a	No change.

Inappropriate extension to village. Impact on existing residents / inadequate screening from existing development. Major extension into SLA.	doctors' surgery has recently taken place on Grigg Lane to the south east of this site.	
Loss of countryside / agricultural / greenfield land. Use brownfield land. Loss of green space	Some loss of open land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible.	New policy formulation to strengthen countryside protection.
Inconsistent with emerging Neighbourhood Plan.	The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Detrimental to local wildlife.	The policy requires a phase 1 ecological survey. Mitigation measures have been secured as part of the previous phases of development.	New policy formulation to strengthen biodiversity and habitats protection.
Environmental impact, concerns over standards of construction.	Detailed policies enable the consideration of the environmental impact of proposed development. Building control regulations determine standard of construction.	No change.
Yield could be lower due to ecological and surface water constraints.	It is proposed that the yield be amended to take account of the extant permissions.	Amend the site capacity to 80 dwellings.
Site should be extended to include other proposal sites HO30, HO131,	These alternative sites have been considered as part of the second call for	No change.

HO132, HO134.		sites.	
Alternative derelict farm site would be a better option for development		This proposed alternative site was assessed and considered unsuitable for housing development in the previous Call for Sites.	No change.
Policy Number H1 (41)	Site Name South of Grigg Lane, Headcorn		
Number of Support (0) / Object (92)/ General Observations(2)			
Summary of issues		Officer Response	Proposed change
There is a lack of / pressure on local services and facilities – including schools, doctor surgery, dental surgery, young people/children’s facilities, transport, and police presence.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
There is inadequate infrastructure – including sewerage, drainage, surface water disposal, water supply, utilities. It is important that growth follows infrastructure improvements.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
There will be increased traffic and congestion, an impact on parking facilities, increased highway safety concerns (including pedestrian) , an impact on train services and an impact on rural lanes. Footpaths need improved and the station is too small. Inadequate road widths.		The magnitude of development anticipated on this site is not regarded as excessive and contributions for pedestrian improvements will be required. Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
The site is on the edge of a flood plain, there will be increased risk of flooding and potential for water pollution. The site is in a flood zone, a problem occurred recently.		Criterion 6 requires that appropriate surface water and robust flood mitigation measures will be implemented for any proposed development.	No change.
The proposed number of dwellings (scale of development) is too high		Additional housing growth is proposed as	No change.

with no consideration given to impact. Cumulative impacts are not assessed and the proposed development is too large. Overdevelopment. Development should be more evenly distributed around Kent.	a result of a rigorous process of analysis of the housing required (SHMA) and the implementation of national policy. The density of development on this site is considered appropriate having regard to the site's characteristics and context.	
Detrimental impact on village/rural character, urbanising effect.	There has been recent development on the north side of Grigg Lane opposite the site and the substantial development of the glasshouses to the north east. In this context, development of this site is considered appropriate.	No change.
Reservations about limited capacity which is based on out of date flood mapping no longer used by EA. Additional land should be included which will increase the net developable area and dwelling numbers as per the site submission to the plan.	The site plan does need to be amended to more clearly define the developable area of the site. The site's agent has now provided further flooding information, agreed by the Environment Agency, which supports development of a larger part of the site.	Amend site plan to show the revised extent of the developable area of the site.
Loss of countryside/agricultural/greenfield land. Use brownfield land. Loss of green space. Not unused land. Clarity on plan needed to ensure the grey area remains undeveloped.	The site is classified as Grade 3b land which is not Best and Most Versatile. Some loss of open and agricultural land is inevitable to enable necessary development but this is kept to a minimum. The site plan does need to be amended to more clearly define the developable area of the site. The site's agent has now provided further flooding information, agreed by the Environment Agency, which supports development of a larger part of the site.	Amend site plan to show the revised extent of the developable area of the site.

Inconsistent with emerging Neighbourhood Plan.		The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Inappropriate extension to village. Impact on existing residents / loss of amenities including greenspace / inadequate screening from existing development. Major extension into SLA.		There has been recent development on the north side of Grigg Lane opposite the site and the substantial development of the glasshouses to the north east. In this context, development of this site is considered appropriate.	No change.
Environmental impact, detrimental to local wildlife, concern about standards of construction.		Criterion 5 requires an ecological survey of the site. Construction standards are primarily dealt with by Building Control regulations.	No change.
20 – 30 dwellings could be supported.		The proposed capacity of this site is considered appropriate having regard to the need to make efficient use of land.	No change.
Alternative derelict farm site would be a better option for development.		This proposed alternative site was assessed and considered unsuitable for housing development in the previous Call for Sites.	No change.
Policy Number	Site Name		
H1 (42)	Knaves Acres, Headcorn		
Number of Support (5) / Object (37) / General Observations (0)			
Summary of issues		Officer Response	Proposed change

There is inadequate infrastructure – including sewerage, drainage, water supply, utilities. It is important that growth follows infrastructure improvements and planning is done in a comprehensive way.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Pressure on local services and facilities – including schools, medical facilities, young people/children’s facilities, and police presence.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
There will be increased traffic and congestion, an impact on parking facilities, increased highway safety concerns (including pedestrian) and an impact on train services. Inadequate road widths.	The magnitude of development anticipated on this site is not regarded as excessive and contributions for pedestrian improvements will be required. KCC Highways has not objected to the allocation of this site.	No change.
Inappropriate access.	Access can be gained from adjacent permitted site.	No change.
The proposed number of dwellings (scale of development) is too high with no consideration given to impact. Cumulative impacts are not assessed. Overdevelopment. Recognise need for housing in moderation, support but concerned the site would be expanded, small infill site which accords with Local Plan.	This is a modest development of 5 dwellings.	No change.
Increased risk of flooding.	This site does not fall within the flood plain.	No change.
Detrimental impact on village character, urbanising effect.	This site is adjacent to a site which has permission for residential development.	No change.
Impact on existing residents / loss of amenities including greenspace	Impacts on existing residents are considered as part of the development management process. Criterion 4 requires the provision of publicly accessible open space.	No change.

Inconsistency with emerging Neighbourhood Plan.		The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Loss of agricultural greenfield land. Use brownfield land.		The site is classified as Grade 3b which is not within the Best and Most Versatile category.	No change.
Environmental impact, detrimental to local wildlife, concern about standards of construction.		A criterion in the policy requires an ecological survey of the site. Construction standards are primarily dealt with by Building Control regulations.	New policy formulation to strengthen biodiversity and habitats protection.
Alternative derelict farm site would be a better option for development		This proposed alternative site was assessed and considered unsuitable for housing development in the previous Call for Sites.	No change.
Policy Number	Site Name		
H1 (43)	Linden Farm, Stockett Lane, Coxheath		
Number of Support (4) / Object (170) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Inadequate transport strategy, unsuitable road network, highway impacts, increased traffic and congestion, highway capacity concerns, highway safety concerns, footpaths need improved, pressure on local roads, increased rat-running, lack of footpaths, support providing		The magnitude of development anticipated on this site is not regarded as excessive and contributions for highway and pedestrian improvements will be required.(Criteria 7 and 8). Further	Add a criterion to the policy to read Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229

road improvements are made.	criteria will require an appropriate contribution towards improvements at the junction of B2163 and A229 Linton crossroads junction. Some increase in traffic is inevitable but this is regarded as appropriate subject to the proposed mitigation.	Linton Road/Linton Hill at Linton Crossroads.
Concerns about vehicle access to the site.	Access will be taken from Stockett Lane only which is considered suitable.	No change.
Pressure on local services and facilities, including school, doctor surgery, chemist, dental surgery. No recreation facilities or community facilities proposed.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Inadequate infrastructure, including sewerage, drainage, water supply, utilities. Growth should follow infrastructure.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Loss of agricultural land/greenfield/countryside. Use brownfield land at Olders Field and Clockhouse Farm in preference. Support in preference to Clockhouse Farm and Heathfield Sites.	The land is classified as Grade 3b which is not within the Best and Most Versatile category. Some loss of agricultural and open land is inevitable to enable necessary development but this is kept to a minimum.	New policy formulation to strengthen countryside protection.
Detrimental impact on village character/identity. Coalescence.	Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications. In respect of this site specifically, substantial separation from the adjacent settlement is maintained.	New policy formulation to strengthen village character protection.
Proposed number of dwellings too high, density too high, 40 dwellings appropriate (Coxheath PC), Coxheath should not have the	The capacity of this site should be reduced to reflect the provision of	Amend site capacity to 40 dwellings. Amend site plan to show reduced

same proposed level of growth as a Rural Service Centre.		community facilities within the site.	developable area for housing.
Contrary to neighbourhood plan, would prefer number of homes in the Neighbourhood Plan		The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Pollution – air and noise		Air and noise pollution issues are not regarded as particularly significant in this location.	New policy formulation to strengthen air quality measures.
Detrimental to local farmland wildlife		Development will be subject to the results and recommendations of an ecological survey (criterion 4) .	New policy formulation to strengthen biodiversity and habitats protection.
Detrimental to the amenities of existing residents, disruption during construction, impact on visual amenity of existing homes.		Appropriate detailed design will address amenity issues. Construction disruption is considered under environmental health legislation.	No change.
Policy Number	Site Name		
H1 (44)	Heathfield, Heath Road, Coxheath		
Number of Support (0) / Object (266)/ General Observations (1)			
Summary of issues		Officer Response	Proposed change
Inadequate transport strategy, unsuitable road network, highway impacts, increased traffic and congestion, impact on parking facilities, insufficient parking, highway safety concerns (including pedestrian), pressure on local roads, increased rat-running, lack of footpaths,		The magnitude of development anticipated on this site is not regarded as excessive and contributions for highway improvements will be required.(Criterion	No change

impact on existing footpath.	9). Some increase in traffic is inevitable but this is regarded as appropriate.	
Pressure on / inadequate infrastructure, including sewerage, drainage, surface water disposal, water supply, utilities. Growth should follow infrastructure. Waste water management is already problematic.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Western hedgerow does not exist, detrimental to local farmland wildlife.	Amendment of Criterion 1 needed to reflect existing tree screen and the need for enhanced landscaping.	Amend criterion 1 to read The hedgerow <u>tree screen/windbreak</u> along the western boundary of the site will be retained <u>and reinforced with additional landscaping</u> in order to provide a suitable buffer between new housing and existing housing on Aspian Drive, and to protect the amenity and privacy of residents living in Aspian Drive.
Detrimental to the amenities of existing residents (including Aspian Drive), disruption during construction. No privacy for existing residents. Impact on human rights.	Appropriate detailed design will address amenity issues. Construction disruption is considered under environmental health legislation.	No change.
Concerns about vehicle access to the site, exit onto Heath Road will be dangerous, another access will be required.	KCC Highways has not objected to the allocation of this site.	No change.
Pressure on / lack of local services and facilities, including school, doctor surgery, chemist, dental surgery. The impact on services means this is an unsustainable site. Improve facilities before housing is developed.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Loss of agricultural land / greenfield / countryside. Use brownfield land at Olders Field and Clockhouse Farm in preference. Loss of accessible countryside. Contradicts paragraph 5.57 which seeks to	80.5% of the site is classified as grade 3b which is not in the Best and Most Versatile category, the remaining 19.5% in small pockets is grade 2. Some loss of	New policy formulation to strengthen countryside protection.

safeguard and support farming.	agricultural and open land is inevitable to enable necessary development but this is kept to a minimum.	
Proposed number of dwellings too high, density too high (Coxheath PC), Coxheath should not have the same proposed level of growth as a Rural Service Centre. Affordable housing provision too high – potential increase in crime, ASB.	Site capacity is considered to be appropriate having regard to the site and locations characteristics and the need to make efficient use of land. Coxheath has a range of facilities and services which make it one of the more sustainable settlements in the borough suitable for some growth. Affordable housing is covered in Policy DM24 which is being further considered.	No change.
Detrimental impact on village character / identity. Development would be intrusive, would become part of urban sprawl. It is vital that urban sprawl does not impinge on local villages or merge villages. Would cause coalescence (Coxheath PC). Coalescence with Loose. Ribbon development.	Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications. In this case, sufficient space would be maintained to avoid coalescence with Loose.	New policy formulation to strengthen village character protection.
Pollution – light, air and noise.	Pollution issues are not regarded as sufficiently significant for policy criteria.	New policy formulation to strengthen air quality measures.
Contrary to neighbourhood plan (Coxheath PC).	The Council has taken account of emerging neighbourhood plans. The evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	No change.
Impact on countryside (Coxheath PC) and rural character, impact on	Existing Policy SP5 identifies the	New policy formulation to strengthen

greensand ridge, could become a country park, loss of landscape views, detrimental impact on rights of way.		significance of countryside throughout the Borough and the need to mitigate the impacts of development on the appearance and character of the landscape. Development proposals will address visual impact and impacts on the character of the surrounding area. Criteria 4 requires impact on the PROW to be taken into account.	countryside and rural character protection.
Concern about building design and standards, loss of property value.		Detailed policies require the consideration of building design and building control regulations deal with building standards.	No change.
Increased risk for flooding from surface water runoff.		The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Policy Number	Site Name		
H1 (45)	Forstal Lane, Coxheath		
Number of Support (3) / Object (273) / General Observations (0)			
Summary of issues		Officer Response	Proposed change
Inadequate transport strategy, unsuitable road network, highway impact, increased traffic and congestion, inadequate parking facilities, highway safety concerns (including pedestrian, and horse riders),		The magnitude of development anticipated on this site is not regarded as excessive and contributions for highway	Additional criterion to read Appropriate contributions towards

pressure on rural lanes /local roads, increased rat-running, lack of footpaths, Forstal Lane dangerous, impact on footpath. Support providing road improvements are made.	and pedestrian improvements will be required (Criteria 8, 9 and 10). Further criteria will require an appropriate contribution towards improvements at the junction of B2163 and A229 Linton crossroads junction. Some increase in traffic is inevitable but this is regarded as appropriate.	improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.
Concerns about vehicle access to the site. Pedestrian and vehicle access is dangerous. Inappropriate access (Coxheath PC).	Vehicle access will be from Forstal Lane only and Criterion 10 requires pedestrian improvements.	No change.
Western hedgerow does not exist, detrimental to local farmland wildlife, impact on greensand ridge.	Hedgerow exists. Ecological impacts are addressed through criterion 5.	No change.
Inadequate infrastructure, including sewerage, drainage, water supply, utilities. Growth should follow infrastructure.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Loss of agricultural land / greenfield / greenbelt /countryside. Use brownfield land at Olders Field and Clockhouse Farm in preference. Support in preference to Clockhouse Farm and Heathfield Sites. Loss of publically accessible countryside. Support in preference to Heathfield site and Clockhouse Farm. Contradicts paragraph 5.57 which seeks to safeguard and support farming.	The site comprises a mixture of grade 3a 63%, grade 3b 22% and grade 2 15% land. Some loss of agricultural and open land is inevitable to enable necessary development but this is kept to a minimum. This has to be weighed against the sustainable location of this site adjacent to an existing settlement.	New policy formulation to strengthen countryside protection.
Pressure on local services and facilities, including school, doctor surgery, chemist, dental surgery. No recreation facilities or community facilities proposed.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Detrimental impact on village character / identity. Development would be intrusive, impact on character of Loose village, the area	Policies seek to enhance village identity and facilities, and strategic and detailed	New policy formulation to strengthen villager character protection.

would become a suburb of Maidstone, loss of character of Forstal Lane.	policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications. Development of this site will still enable sufficient separation to be maintained to avoid coalescence with neighbouring settlements.	
Impact on countryside (Coxheath PC) – rural development, loss of separation between Coxheath and Loose, field is the boundary between Coxheath and Loose, contravention of anti-coalescence policy. Would cause coalescence (Coxheath PC). Landscape impact. Vital urban sprawl does not impinge on villages or merge villages. Impact on public rights of way.	Development of this site will still enable sufficient separation to be maintained to avoid coalescence with neighbouring settlements. Criterion 8 addresses the issue of the PROW.	No change.
Proposed number of dwellings too high, density should be lower, Coxheath should not have the same proposed level of growth as a Rural Service Centre, affordable housing provision too high.	Site capacity is considered to be appropriate having regard to the site and locations characteristics and the need to make efficient use of land. Coxheath has a range of facilities and services which make it one of the more sustainable settlements in the borough suitable for some growth. Affordable housing is covered in Policy DM24 which is being further considered.	No change.
Detrimental to the amenities of existing residents, disruption during construction, impact on adjacent properties.	Detailed design proposals will address any amenity concerns. Construction impact is addressed under environmental health legislation.	No change.
Pollution – air, light and noise	Pollution issues are not regarded as sufficiently significant for policy criteria.	New policy formulation to strengthen air quality measures.
Contrary to neighbourhood plan (Coxheath PC).	The Council has taken account of emerging neighbourhood plans. The	No change.

	evidence base and the need for a Borough-wide perspective means in some cases sites, capacities or policies may not match those in neighbourhood plans and they do not align in all respects. Ultimately differences will be tested at examination.	
Contrary to rural lanes protection policy.	The lane is semi-rural in nature. Criteria in policy will assist in ensuring development is suitable for edge of village location.	No change
Loss of house values	Loss of house value is not a material planning consideration.	No change.
Unsustainable site. Concern about building and design standards.	Site is immediately adjacent to Coxheath with its attendant facilities and services. Detailed policies require the consideration of building design and building control regulations deal with building standards.	No change.
Increased risk of flooding.	The site is not within flood zones 2 or 3. Notwithstanding this, as the site is greater than 1ha in size, a planning application would be accompanied by a flood risk assessment. The Environment Agency would be consulted on this FRA and will advise on the suitability and adequacy of any mitigation measures proposed.	No change.
Site description wrong.	Not agreed. Site is considered to be grazing land.	No change.
Policy Number	Site Name	

H1 (46)	Vicarage Road, Yalding	
Number of Support (0) / Object (172) / General Observations (2)		
Summary of issues	Officer Response	Proposed change
Increased traffic and congestion – highway capacity concerns – impact on parking facilities – highway safety concerns (including pedestrian) – Unsuitable road network – rat-running – 1.2 miles from station with infrequent services and no disabled access - inadequate transport policy – public transport constrained – Vicarage Road is narrow and congested – pedestrian crossing would be required.	The magnitude of development anticipated on this site is not regarded as excessive and contributions for highway and pedestrian improvements will be required.(Criteria 7 and 8). Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
Detrimental impact on listed buildings and Conservation Area, impact on village character and appearance (including nature and structure). Would change the character of the site and would extend built form along Vicarage Road (Yalding PC)	Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications. Criterion 1 of the site policy considers impact on the conservation area.	New policy formulation to strengthen countryside protection and policy on designated areas.
Detrimental to wildlife, habitats and endangered species. Loss of hedgerows.	Further work being undertaken on habitats and wildlife issues which will provide guidance for designated areas and to prospective developers to maintain biodiversity. Criterion 3 requires a phase 1 ecological survey.	New policy formulation to strengthen biodiversity and habitats protection.
Pressure on/lack of village services and facilities, including school (oversubscribed), doctor surgery, shops and post office.	Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought.	No change.
Insufficient amenities to support new households. Harm to quality of	Policies seek to enhance amenities and facilities, and ensure that quality of life is	No change.

life.	maintained and where possible enhanced. Yalding has been identified as a settlement suitable for additional housing based on an assessment of its facilities and services.	
Loss of agricultural land / greenfield land / countryside/ allotments. Fields are pretty and add value to living in a village.	The site is classified as grade 2 land. Some loss of agricultural and open land is inevitable to enable necessary development but this is kept to a minimum. This has to be weighed against the sustainable location of this site adjacent to an existing settlement. Criterion 1 requires structural landscaping to mitigate the impact on rural character.	New policy formulation to strengthen countryside protection
Inadequate infrastructure.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision.	New policy formulation to strengthen infrastructure requirements.
Increased risk of flooding. Flood defence infrastructure for village is yet to evolve	Criterion 4 requires that appropriate surface water and robust flood mitigation measures will be implemented for any proposed development. Environment Agency has not objected to development of this site.	No change.
Concerns about access to the site.	Access will be taken from Vicarage Lane only at an appropriate width. KCC Highways did not object to the allocation of this site.	No change.
Unsustainable development (KCC). Yalding has a small convenience store, post officer, pub and restaurant. Having services locally does not mean people will use them and having an outside village development will simply mean people will shop on their way home from work (KCC). Site is outside the settlement boundary and people	Existing Policy NPPF1 requires that all proposed development is sustainable. Strengthening settlements with additional development on the edges adjacent to existing housing provides an	No change.

will contribute little to the local community or economy (KCC). Yalding has poor transport links. Outside existing village boundary, is therefore contrary to the Plan and has been rejected previously (Yalding PC).		opportunity for increased use of village facilities and services. Based on a assessment of its services and facilities, Yalding has been identified as one of the more sustainable settlements in the borough, capable of accommodating some growth.	
Site rejected at appeal for 5 dwellings so 65 would have a greater impact. Proposed number of dwellings too high.		Historic application (1966) for 3 units refused on road frontage. The current and projected need for new homes means that additional land is now required.	No change.
Noise pollution		Noise pollution is not regarded as being significant at this location.	No change.
Lack of communication with community, impact on equality.		Consultation has taken place at all stages of the plan making process.	No change.
Policy Number	Site Name		
H1 (47)	Hubbards Land and HasteHill Road, Boughton Monchelsea.		
Number of Support (3) / Object (20) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Increased traffic and congestion, poor parking facilities, impact on parking facilities, lack of parking on Hubbards Lane unsuitable road network, inadequate transport strategy, rat-running on rural lanes.		The magnitude of development anticipated on this site is not regarded as excessive. Some increase in traffic is inevitable but this is regarded as appropriate. A new criterion is needed to ensure contribution from this site to improvements to the Linton crossroads	New criterion be added to read Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.
Inadequate infrastructure. Infrastructure required including school		Extensive consultation has taken place	New policy formulation to strengthen

and health facilities. Lack of local services and facilities.		with the appropriate statutory providers to ensure adequate provision.	infrastructure requirements.
Site is in Loose Parish, density should reflect this (Loose PC). Boughton Monchelsea will be surrounded by development.		Noted. Amend site policy to confirm that the site falls within Loose parish. Nonetheless, the site is physically much more closely related to Boughton Monchelsea village	Amend site policy to confirm that the site falls within Loose parish.
Loss of agricultural/ greenfield land. Detrimental to local wildlife and habitats. Loss of landscape.		Some loss of open land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible. Further work being undertaken on habitats and wildlife issues which will provide guidance for designated areas and to prospective developers to maintain biodiversity. In respect of this site specifically, criterion 3 requires an ecological survey.	New policy formulation to strengthen biodiversity and habitats protection.
Impact on village identity. Urban sprawl. Ribbon development.		Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications.	New policy formulation to strengthen village character protection.
Impact on amenity/privacy of existing residents.		Detailed design at planning application stage will address amenity issues.	No change.
Pollution.		Noise pollution is not regarded as being significant at this location.	No change.
Policy Number H1 (48)	Site Name Heath Road, Boughton Monchelsea		

Number of Support (0) / Object (50)/ General Observations (1)		
Summary of issues	Officer Response	Proposed change
Increased traffic and congestion, poor parking facilities, impact on parking facilities, highway safety concerns (including pedestrian), pressure on local roads, unsuitable road network, inadequate transport strategy, rat-running on rural lanes poor bus service, poor connections. Lack of street lighting.	It has been confirmed that the access to the site is not within the control of the promoter of the site. On this basis it is no longer deliverable.	Delete as an allocation in the Plan.
Additional infrastructure required. Lack of local services and facilities, including school, medical facilities, shops		
Concerns about vehicle access to the site. Cobnutt Platt cannot be retained if access taken from church street. Poor pedestrian access. Access issues from Church Road.		
Inadequate infrastructure, including sewerage (Loose PC).		
Detrimental to wildlife and loss of habitat.		
Impact on amenity of existing residents, lack of community infrastructure, lack of privacy for existing residents. Loss of house values.		
Pollution and noise, including during construction.		
Loss of agricultural / greenfield land. Loss of landscape, loss of rural outlook. Use brownfield sites to regenerate the town of Maidstone.		
Increased risk of flooding (Loose PC).		
Loss of village identity.		
Change site name from Heath Road to Church Street. Site contains land no submitted by the landowner resulting in a smaller parcel that is 100% greenfield. Development previously refused due to harm to		

character of the area.			
EIA required.			
Policy Number	Site Name		
H1 (49)	East of Eyhorne Street, Eyhorne Street		
Number of Support (2) / Object (3) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Lack of local services and facilities including school, health service and public transport.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought as required by criterion 7.	No change.
Increased traffic/congestion, highway infrastructure insufficient.		The magnitude of development anticipated on this site is not regarded as excessive. Some increase in traffic is inevitable but this is regarded as appropriate.	No change.
Detrimental impact on listed building and setting / historic centre / rural character.		Policies seek to enhance village identity and facilities, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications. Criterion 1 seeks to protect existing heritage assets.	New policy formulation to strengthen heritage protection and policy on designated areas.
Inadequate infrastructure, including drainage.		Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision..	New policy formulation to strengthen infrastructure requirements.
Loss of open fields.		Some loss of open land is inevitable to enable necessary development but this is	No change.

		kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible.	
Detrimental to local community.		Not agreed.	No change.
Support for inclusion as a housing allocation.		Noted.	No change.
Support providing trees are retained.		Noted.	No change.
Additional criteria proposed relating to heights, and materials of roofs, controlled lighting increased GI throughout site and developer contributions for the maintenance of boundaries and PRow in the KDAONB (AONB Unit).		Detailed policies determine the issues to be considered when a planning application is made, including scale and materials.	No change.
Policy Number	Site Name		
H1 (50)	West of Eyhorne Street, Eyhorne Street (Hollingbourne)		
Number of Support (1) / Object (5) / General Observations (1)			
Summary of issues		Officer Response	Proposed change
Lack of local services and facilities including school, health service and public transport.		Strategic and detailed policies ensure that the appropriate level of community infrastructure is provided for proposed development and appropriate contributions will be sought. There is now a resolution to grant planning permission subject to completion of a s106 agreement which will secure appropriate and justified contributions	No change.
Increased traffic/congestion, highway infrastructure insufficient		The magnitude of development anticipated on this site is not regarded as excessive. Some increase in traffic is inevitable but this is regarded as appropriate. Resolution to grant planning permission for 14 units. Kent	No change.

	Highways do not object.	
Detrimental impact on listed building and setting / historic centre / rural character.	Policies seek to enhance village identity and heritage, and strategic and detailed policies will ensure that appropriate account is taken of the character of existing settlements in detailed planning applications.	New policy formulation to strengthen heritage protection and policy on designated areas.
Inadequate infrastructure, including drainage.	Extensive consultation has taken place with the appropriate statutory providers to ensure adequate provision. There is now a resolution to grant planning permission subject to completion of a s106 agreement which will secure appropriate and justified contributions	New policy formulation to strengthen infrastructure requirements.
Loss of open fields/countryside. Some development on the road frontage may be acceptable.	Some loss of open land is inevitable to enable necessary development but this is kept to a minimum by strategic and detailed policies which encourage the use of previously developed land wherever possible. There is now a resolution to grant planning permission for 14 units.	New policy formulation to strengthen countryside protection.
Detrimental to local community.	Not agreed.	No change.
Additional criteria proposed relating to heights, and materials of roofs, controlled lighting, increased GI throughout site and developer contributions for the maintenance of boundaries and PRoW in the KDAONB (AONB Unit).	Detailed policies determine the issues to be considered when a planning application is made, including scale and materials. There is now a resolution to grant planning permission for 14 units. This site is largely screened from the Kent Downs AONB by existing woodland and tress and the railway line to its north.	New policy formulation to strengthen countryside protection and policy on designated areas.
Some development on the road frontage may be acceptable	There is now a resolution to grant planning permission	No change
Planning application for 14 units only.	Noted.	No change.

Appendix B – Schedule of detailed changes to Policy H1

1. Changes to site capacities

Site reference	Site name/address	Regulation 18 yield	Revised yield	Reason
H1 (1)	Bridge Nursery, London Rd, Maidstone	165	140	Revised yield to reflect application.
H1 (3)	West of Hermitage Lane	300	330	Revised yield to reflect applications of 250 and 80.
H1 (6)	North of Sutton Road, Otham	285	286	Revised yield to reflect applications.
H1 (10)	South of Sutton Road, Langley	930	850	Reduce density due to landscape sensitivity.
H1 (11)	Springfield, Royal Engineers Rd and Mill Lane, Maidstone	950	500	Density reduced in response to representations. Existing application for 192 dwellings is unlikely to be constructed.
H1 (12)	Haynes, Ashford Road, Maidstone	250	200	Density reduced in response to representations.
H1 (16)	Laguna, Hart Street, Maidstone	55	76	Revised yield to reflect application subject to S106.
H1 (20)	Postley Road, Tovil	80	62	Revised yield to reflect application.
H1 (21)	Kent Police HQ, Sutton Road, Maidstone	115	112	Revised yield to reflect application.
H1 (22)	Kent Police training school, Sutton Road, Maidstone	70	90	Revised yield to reflect application.
H1 (25)	Tongs Meadow, West St, Harrietsham	100	105	Revised yield to reflect application.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Regulation 18 yield	Revised yield	Reason
H1 (26)	South of Ashford Rd, Harrietsham	70	117	Revised yield to reflect application.
H1 (28)	Church Road, Harrietsham	95	80	Revised yield to reflect application.
H1 (32)	Howland Road, Marden	55	44	Revised yield to reflect application.
H1 (33)	Stanley Farm, Plain Road, Marden	170	85	Revised yield to reflect application.
H1 (34)	The Parsonage, Goudhurst Rd, Marden	200	144	Revised yield to reflect application.
H1 (36)	Hen & Duckhurst Fm, Marden Rd, Staplehurst	370	250	Revised yield to reflect application.
H1 (38)	Old School Nursery Station Rd, Headcorn	5	9	Revised yield to reflect application.
H1 (40)	Grigg Lane and Lenham Rd, Headcorn	120	80	The overall capacity for the site is 80. Note the planning applications received for 13 dwellings and granted for 25 and 20 dwellings.
H1 (43)	Linden Fm Stockett Lane, Coxheath	85	40	Revised yield to reflect application, Need demonstrated for recreational facilities.
H1 (50)	West of Eythorne Street, Hollingbourne	35	14	Revised yield to reflect application.

Appendix B – Schedule of detailed changes to Policy H1

2. Changes to site plans [plans on following pages]

Site reference	Site name/address	Reason
H1 (9)	Bicknor Fm, Sutton Rd, Otham	To provide greater clarity as to where development would be appropriate and to ensure the site access links to the access to be created for site Policy H1(5).
H1 (10)	South of Sutton Road, Langley	To provide greater clarity as to where development would be appropriate.
H1 (19)	North Street, Barming	To provide greater clarity as to where development would be appropriate
H1 (26)	South of Ashford Rd Harrietsham	As a result of further assessment of the potentially developable area.
H1 (32)	Howland Road Marden	To exclude an area that is safeguarded as open space/ ecological mitigation in the approved planning application.
H1 (40)	Grigg Lane and Lenham Rd, Headcorn	To reflect recent development in the area and approved planning applications on part of the site.
H1 (41)	South of Grigg Lane, Headcorn	As a result of further assessment of potential flood risk relating to the site.
H1 (43)	Linden Fm, Stockett Lane, Coxheath	To facilitate the provision of community facilities which are being promoted through the emerging Coxheath Neighbourhood Plan.

3. Detailed criteria amendments

[illegible]

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
		<p><u>current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.</u></p> <p><u>The development proposals will provide an appropriate landscaped buffer and setting to the hamlet of Langley Park which includes designated heritage assets, to protect the amenity and privacy of existing residential properties.</u></p> <p><u>Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.</u></p>	<p>To ensure that the development appropriately considers the relationship between the site and the existing development at Langley Park.</p> <p>To ensure an appropriate standard of design and sustainable construction for the development.</p>

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
		<u>Development proposals will demonstrate that any necessary new or improved foul and surface water drainage infrastructure required to serve the development, to ensure no risk of flooding off-site has been delivered, or will be delivered in parallel with the development in consultation with the Environment Agency, Southern Water and the Borough Council.</u>	To ensure appropriate means of foul and surface water drainage for the site and to reflect the response of Southern Water and the Environment Agency.
H1 (11)	Springfield, Royal Engineers Rd and Mill Lane, Maidstone	Insert new criterion to state: <u>Development proposals will demonstrate that any necessary new or improved foul and surface water drainage infrastructure required to serve the development, to ensure no risk of flooding off-site has been delivered, or will be delivered in parallel with the development in consultation with Southern Water and the Borough Council.</u>	To ensure appropriate means of foul and surface water drainage for the site and to reflect the response of Southern Water.
H1(17)	Barty Farm Roundwell Thurnham	Insert new criterion to state: <u>The development proposals are designed to take into account the results of a detailed Heritage Impact</u>	To ensure the development takes into account the impact on nearby designated heritage assets.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
		<u>Assessment that addresses the impact of the development on the character and setting of the designated heritage assets adjacent to the site.</u>	
H1 (29)	Tanyard Farm Old Ashford Road Lenham	<p>Amend criteria to read:</p> <p>The hedgerow and line of trees along the northern and southern boundaries of the site will be <u>retained and substantially</u> enhanced by <u>new planting</u> 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.</p> <p>Add new criteria to state:</p> <p><u>The development proposals shall be designed to maintain existing vistas and views of the Lenham Cross from Old Ashford Road through the site and along PROW KH433.</u></p> <p><u>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</u></p>	In response to representations from the Kent Downs AONB Unit.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
		<p><u>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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.</u></p> <p><u>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 that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.</u></p>	
H1 (31)	Ham Lane, Lenham	<p>Add new criteria to state:</p> <p><u>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 that particularly addresses the impact of development on the character and</u></p>	In response to representations from the Kent Downs AONB Unit.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
		<p><u>setting of the Kent Downs AONB</u></p> <p><u>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</u></p> <p><u>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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.</u></p>	
H1 (32)	Howland Road, Marden	<p>Amend criterion to read:</p> <p>Appropriate surface water and robust flood mitigation measures will be implemented where the site coincides with identified flood risk zones subject to a flood risk assessment incorporating sustainable drainage systems.</p>	To reflect the response of the Environment Agency.

Appendix B – Schedule of detailed changes to Policy H1


Site reference	Site name/address	Change	Reason
H1(43)	Linden Farm Stockett Lane Coxheath	Add new criterion under highways to state: <u><i>Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.</i></u>	Response to Kent Highway Services comments.
H1(44)	Heathfield Heath Road Coxheath	Amend criterion to read: The hedgerow <u>tree screen/windbreak</u> along the western boundary of the site will be retained <u>and reinforced with additional landscaping</u> in order to provide a suitable buffer between new housing and existing housing on Aspian Drive, and to protect the amenity and privacy of residents living in Aspian Drive.	Factual correction in response to representations.
H1(45)	Forstal Lane Coxheath	Add new criterion under highways to state: <u><i>Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.</i></u>	Response to Kent Highway Services comments.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Change	Reason
H1(47)	Hubbards Lane and Haste Hill Road Boughton Monchelsea	<p>Correct Parish and Ward to Loose.</p> <p>Add new criterion to state:</p> <p><u>Highways</u></p> <p><u>Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.</u></p>	<p>Factual correction.</p> <p>Response to Kent Highway Services comments.</p>

Appendix B

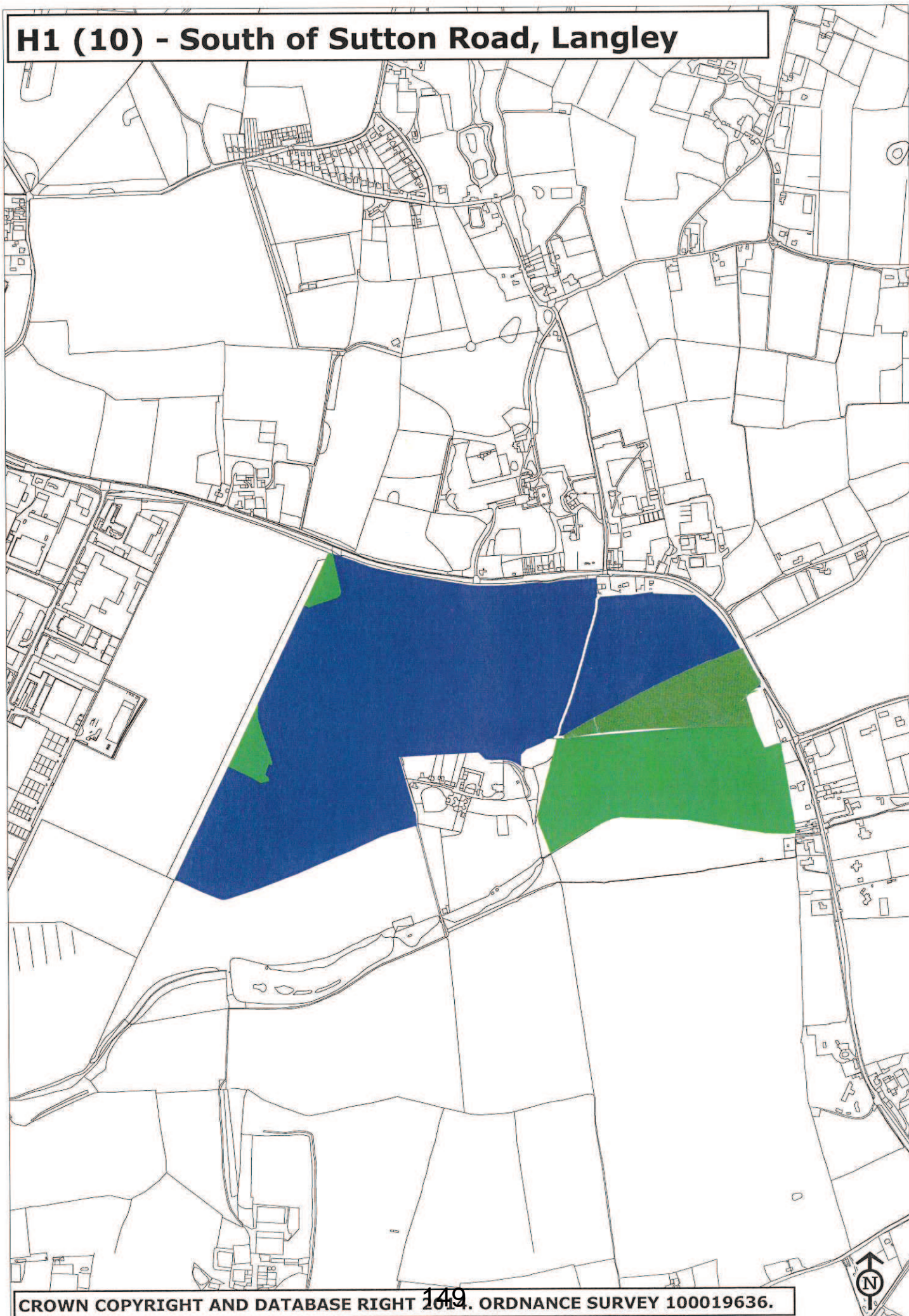
Site Plans

KEY:	
	Developable Area
	Undeveloped land
	Green Space / Landscaping
	Community Facilities

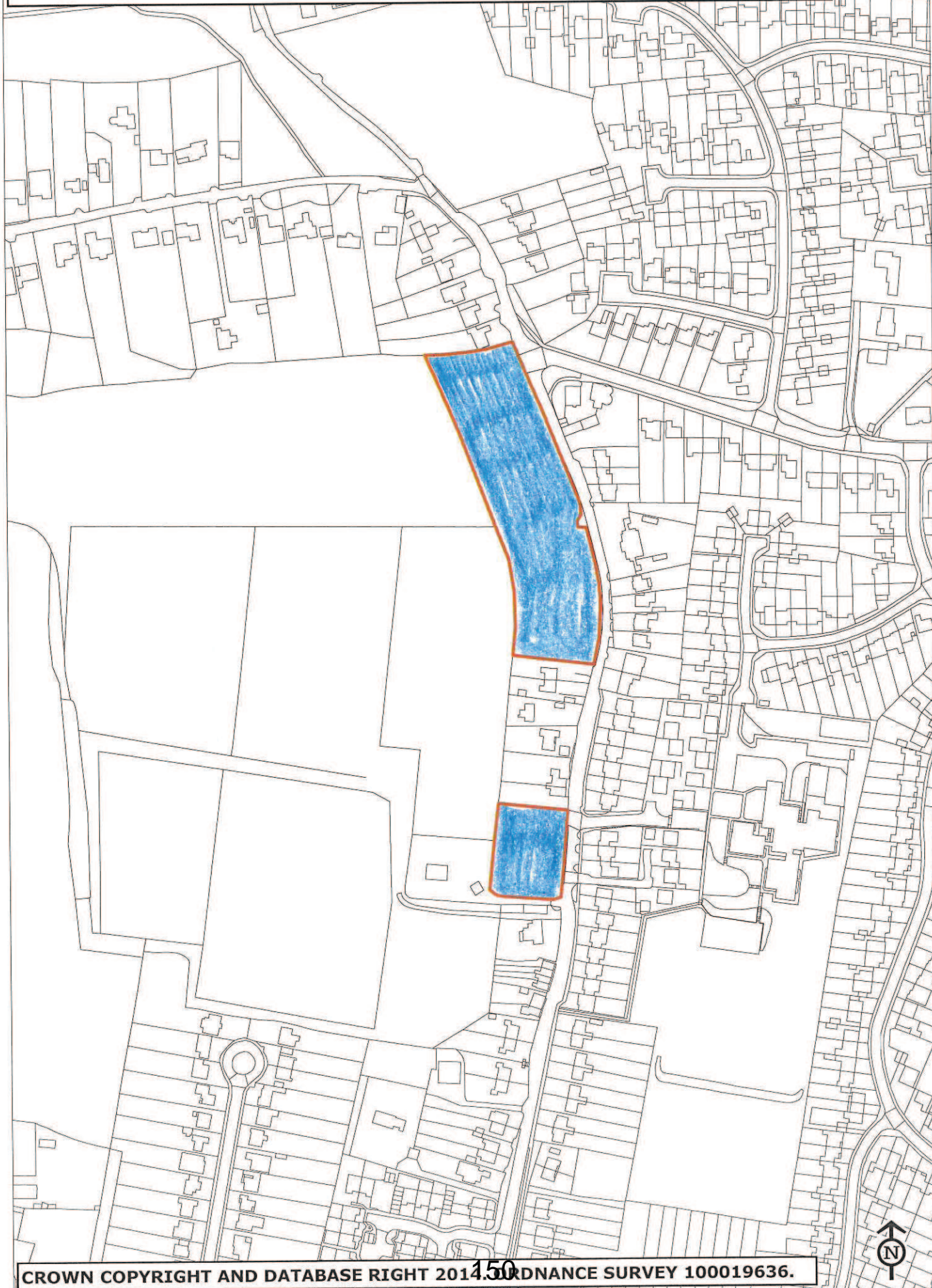
H1 (9) - Bicknor Farm, Sutton Road, Otham



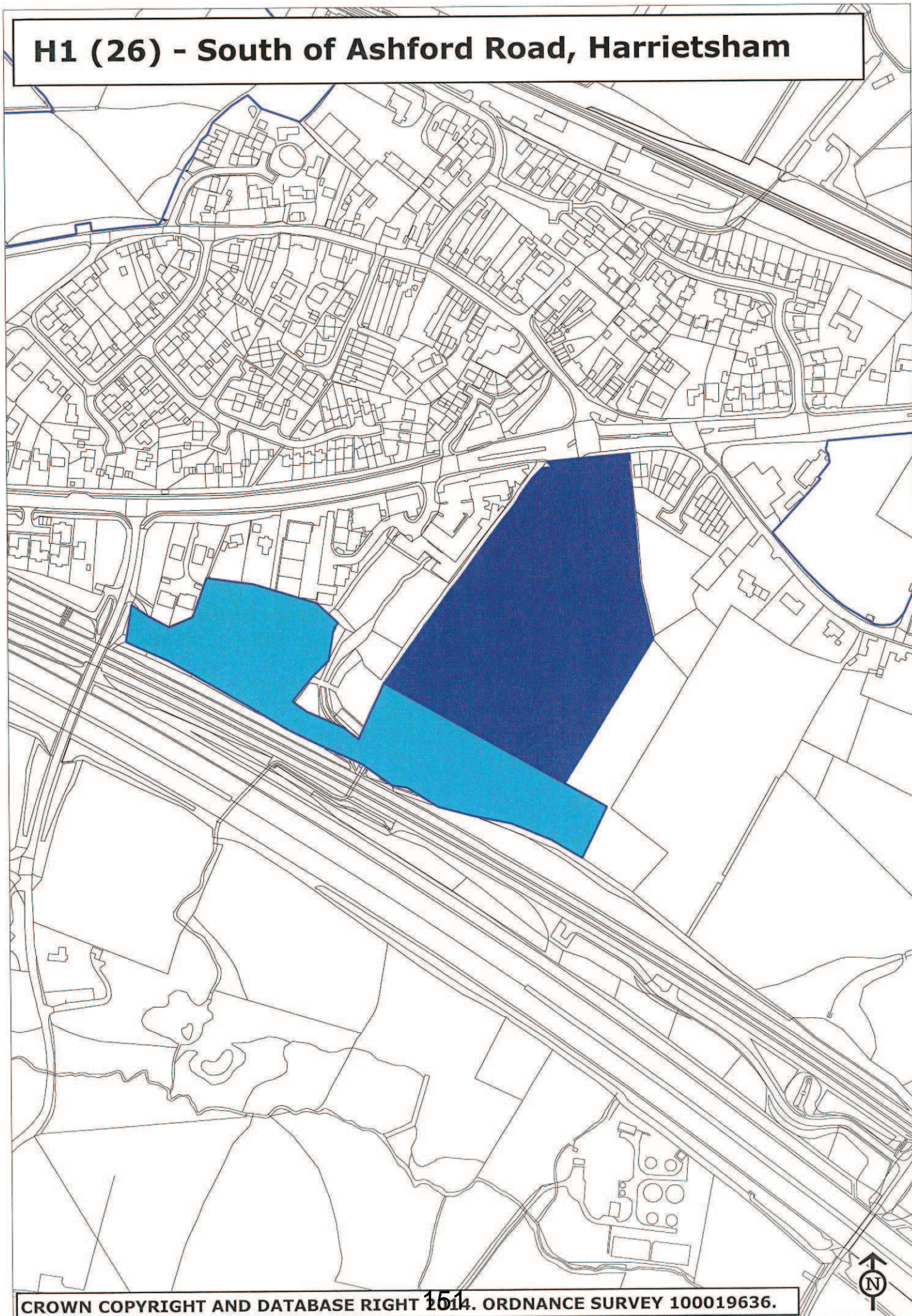
H1 (10) - South of Sutton Road, Langley



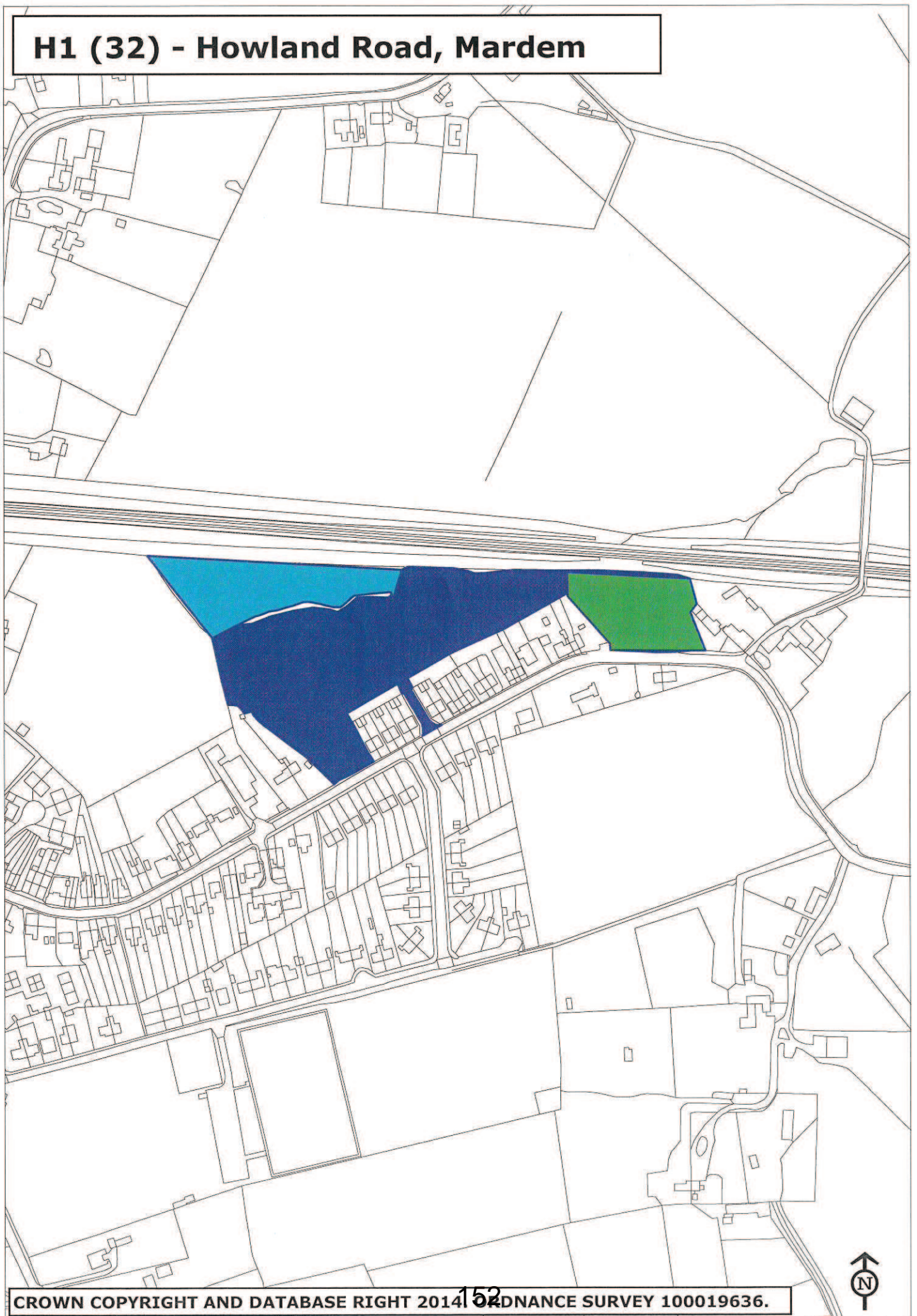
H1(19) - North Street, Barming



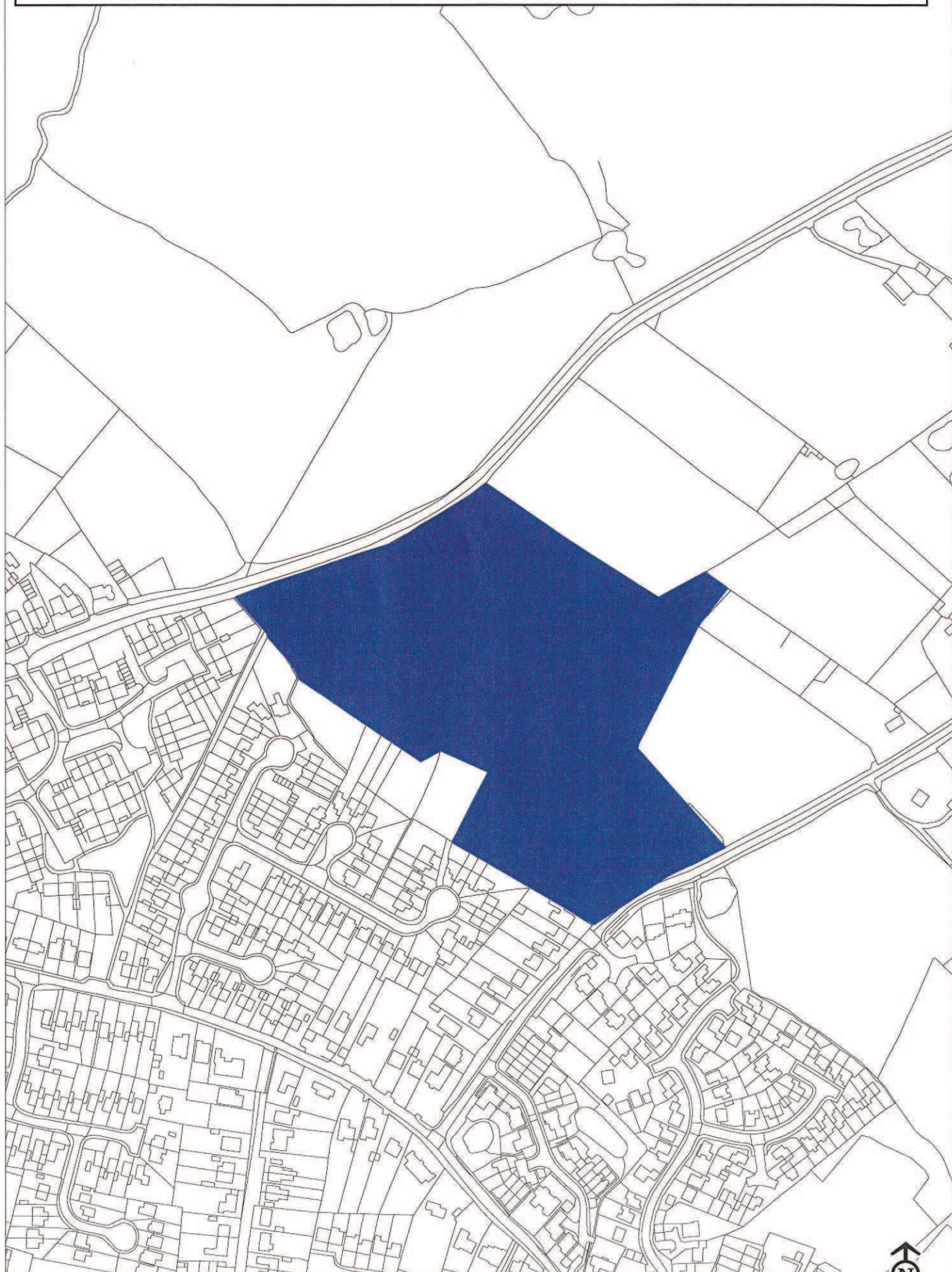
H1 (26) - South of Ashford Road, Harrietsham



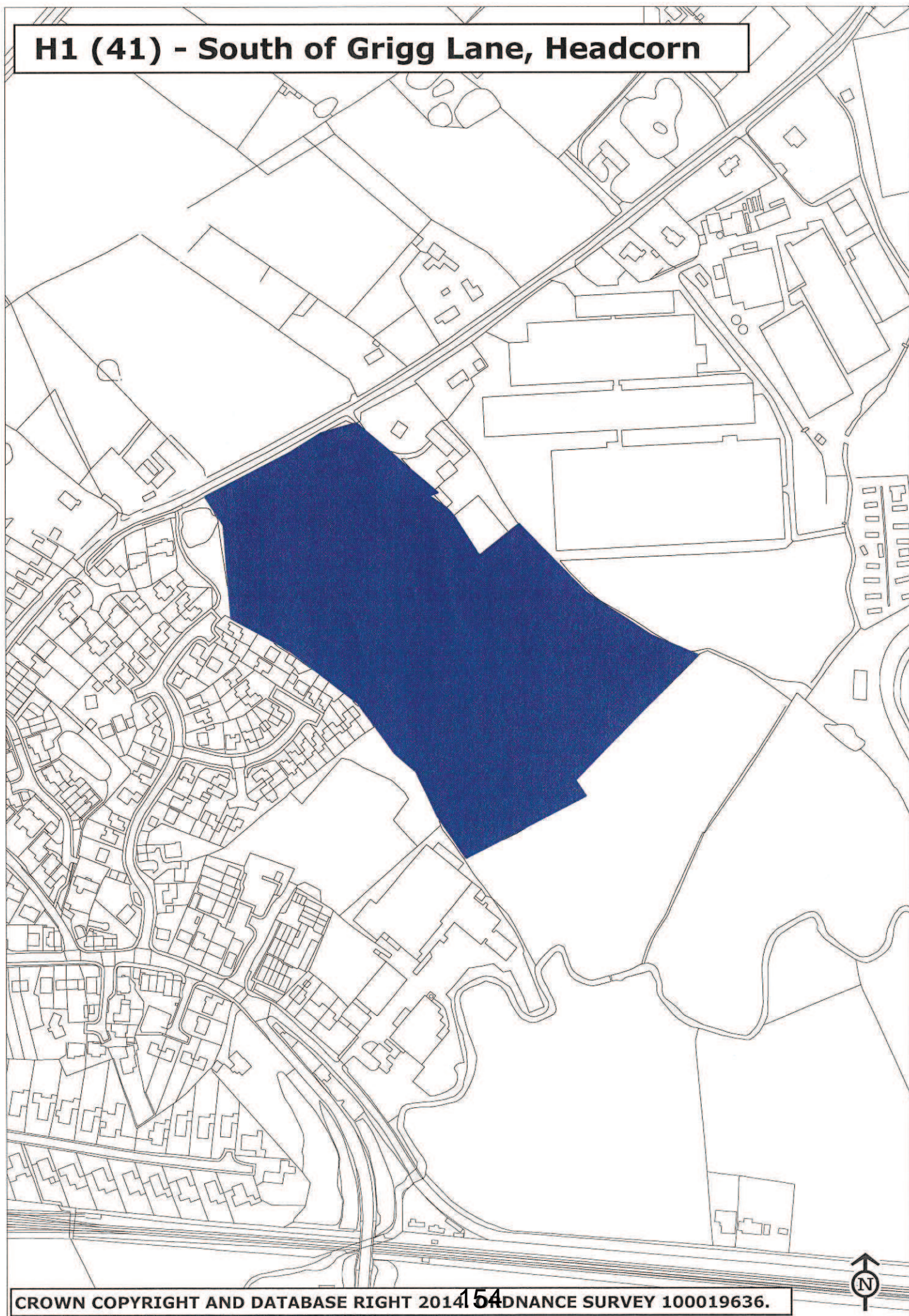
H1 (32) - Howland Road, Mardem



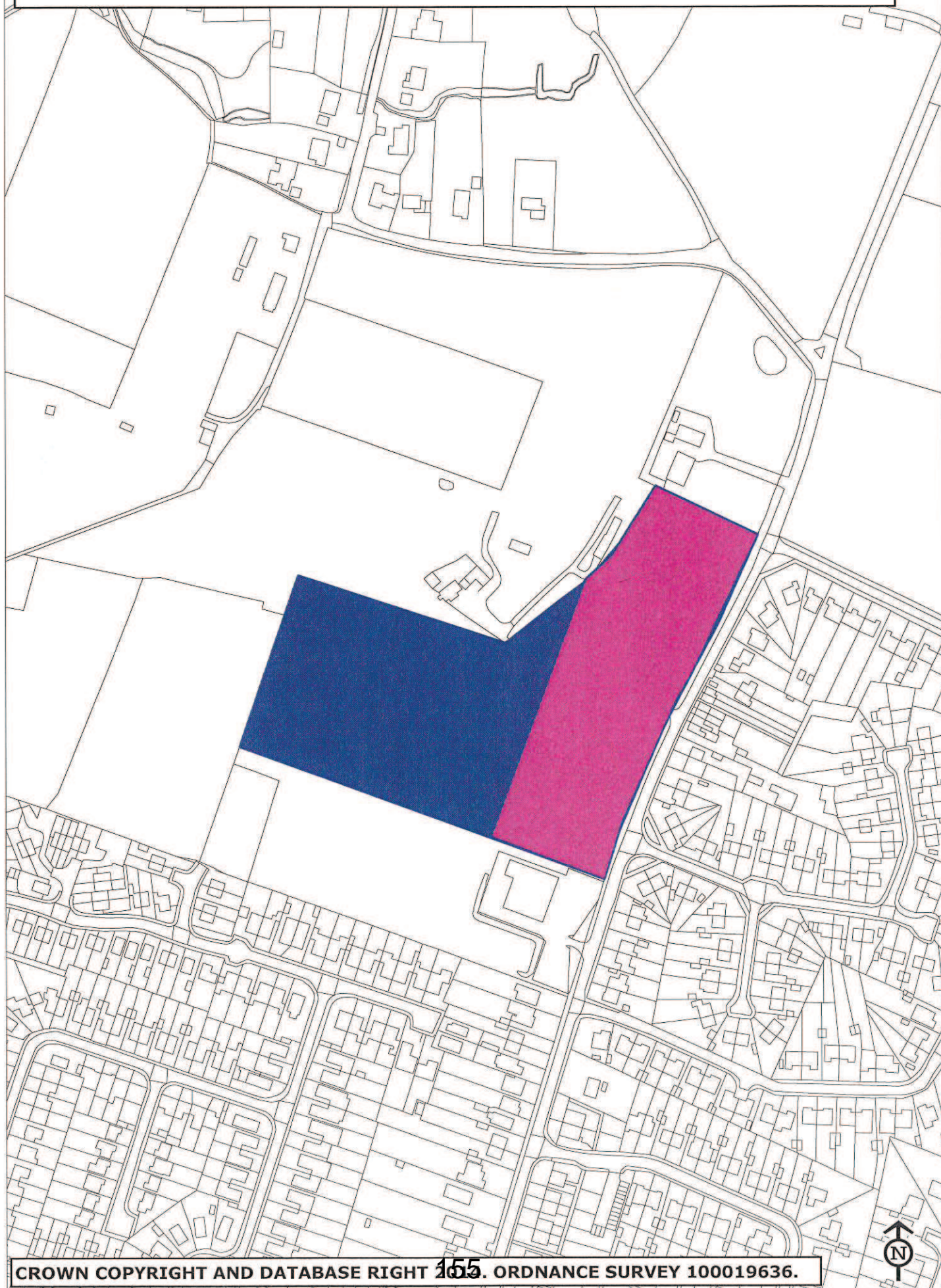
H1 (40) - Grigg Lane and Lenham Road, Headcorn



H1 (41) - South of Grigg Lane, Headcorn



H1 (43) - Linden Farm, Stockett Lane, Coxheath



INTERIM SUSTAINABILITY FINDINGS: HOUSING SITE OPTIONS

1. SITE APPRAISAL METHODOLOGY

All site options have been subjected to SA utilising a strict ‘appraisal question’ based methodology. Site appraisal questions were developed to reflect the sustainability issues identified through SA scoping as far as possible – see Table 1; however, given data availability¹ the questions that it has been possible to pose are limited in scope.

This appraisal process is consistent with the site assessments that were undertaken at previous stages of SA.

Table 1: Scope of the site appraisal methodology

Sustainability topic	Appraisal criteria used	Comments / limitations
Housing	N/A	It is not appropriate to simply examine the size of sites as a proxy for the number of homes/affordable homes that could be delivered (taking into account the assumption that larger developments can deliver a higher proportion of affordable housing). This is on the basis that sites will often eventually be brought forward in combination.
Flooding	Is allocation of the site within a flood zone? Is the proposed use of the site appropriate in terms of guidance set out in the ‘Technical Guidance to the NPPF’ relating to flood risk? See table 3 (page 8) of the technical guidance.	Criteria do not establish the extent to which a site lays within flood zones or whether this portion could be avoided.
Health	Are there potential noise problems with the site – either for future occupiers or for adjacent/nearby occupiers arising from allocation of the site? How far is the site from the nearest children’s play space? How far is site from the nearest area of publicly accessible greenspace (>2ha in size)?	Criteria do not account for the quality of parks and play spaces. Nor do they account for the usage of facilities and potential over-capacity.
Poverty	Will allocation of the site result in employment-generating development in or close to (<2400m) deprived areas?	It is assumed that development can bring with it investment that will in turn help to facilitate an increase in prosperity locally / reduce spatial inequalities in terms of relative deprivation.
Education	How far is the site from the nearest secondary school? How far is the site from the nearest primary school?	It may have been possible to assess the potential for new development to impact on school capacity. However, in practice, developments will be required to provide enhanced school place provision to account for population growth in an area.
Crime	N/A	It is difficult to make a meaningful assessment of impacts on levels of crime at this scale.
Vibrant Community	N/A	It is not possible to determine how sites could affect involvement in community activities.

¹ Given the imperative of achieving consistency and transparency it is only possible to draw on data-sets for which data is available for each and every site option.

Sustainability topic	Appraisal criteria used	Comments / limitations
Accessibility	<p>How far is the site from the Maidstone Urban Area or a Rural Service Centre?</p> <p>How far is the site from the nearest medical hub or GP service?</p> <p>How far is the site from the nearest post office?</p> <p>How far is the site from the nearest outdoor sports facilities (i.e. playing pitch, tennis courts)?</p> <p>How far is the site from the nearest children's play space?</p> <p>How far is site from the nearest area of publicly accessible greenspace (>2ha in size)?</p>	<p>A major limitation relates to the fact that larger sites could have differing levels of accessibility.</p> <p>It is also important to note that all distances are „as the crow flies“ as it was not possible to take account of routes / pathways (e.g. the distance of the route that would be taken in practice when walking or travelling by car to reach a local centre).</p> <p>Criteria do not account for the quality of parks and leisure facilities. Nor do they account for the usage of facilities and potential over-capacity.</p>
Culture	N/A	It is not possible to determine how sites could affect cultural activities.
Land Use	<p>Will allocation of the site lead to loss of the best and most versatile agricultural land?</p> <p>Will allocation of the site make use of previously developed land?</p>	Agricultural land classification uses historical data. The criteria does not differentiate between Grade 1, 2 and 3a/3b agricultural land. However, a description of each 'score' is provided in the individual site proformas to explain the site characteristics in further detail.
Congestion	<p>How far is the site from the nearest bus stop?</p> <p>How far is the site from the nearest train station?</p> <p>Is the site within or near to an AQMA?</p>	<p>Different parts of a larger site may not be as accessible as others.</p> <p>Measuring 'as the crow flies' is not wholly representative of actual routes and distances.</p>
Climate Change	N/A	<p>The ability of development to adopt building integrated low carbon technologies is not affected by location.</p> <p>Suitability for district energy schemes has not been established for each site</p>
Biodiversity	<p>Is the allocation of the site likely to impact upon an Ancient Woodland (AW) or Ancient Semi-Natural Woodland (ASNW)?</p> <p>Is the allocation of the site likely to impact upon a Site of Special Scientific Interest (SSSI)?</p> <p>Is the allocation of the site likely to impact upon a Local Wildlife Site (LWS) or Local Nature Reserve (LNR)?</p>	<p>Distance to wildlife sites is not the only indicator of a potential impact. For example, scale of development is not accounted for. A smaller allocation could be closer to a site and have fewer impacts than a much larger scale location that is further away.</p> <p>Distance is measures from site boundaries.</p>

Sustainability topic	Appraisal criteria used	Comments / limitations
Countryside and Heritage	<p>Is the allocation of the site likely to impact upon a Scheduled Ancient Monument (SAM)? Listed Building? Conservation Area?</p> <p>Does the site lie within an area with significant archaeological features/finds or where potential exists for archaeological features to be discovered in the future?</p> <p>Is the site located within or in proximity to and/or likely to impact on the Kent Downs AONB?</p> <p>Is the site in the Green Belt? If so, is the allocation of the site likely to cause harm to the objectives of the Green Belt designation?</p> <p>Would development of the site lead to any potential adverse impacts on local landscape character for which mitigation measures appropriate to the scale and nature of the impacts is unlikely to be achieved?</p> <p>What is the Landscape Capacity to Accommodate Change?</p>	<p>Ideally, it would be desirable to establish the extent and sensitivity of different character areas and to make an assessment of how each site option could impact upon local character.</p> <p>This information is available for some sites (as taken from detailed Landscape Character Assessments 2014).</p> <p>However, for some sites, this information has been inferred using broader level landscape characterisations and officer views.</p> <p>Where a detailed site assessment has been undertaken as part of the 2014 landscape study, this replaces the assessment made at previous stages of appraisal using broad character areas in the 2012 landscape assessment.</p> <p>Proximity to heritage features is measured from site boundaries.</p>
Waste	N/A	
Water Management	N/A	Ideally, the potential impact of sites on water quality would be established. However, it is difficult to quantify impacts based purely on distance.
Energy	N/A	
Economy	<p>How accessible is the site to local employment provision (i.e. employment sites or the nearest local service centre?)</p> <p>Will allocation of the site result in loss of employment land/space?</p>	NB: Employment land is often somewhat substitutable, i.e. can be possible to develop other sites for the same or similar employment use.

Tables 2 and 3 present a concise list of the appraisal questions posed, along with the ‘decision rules’ used to categorise performance. A **red** categorisation equates to the prediction of a ‘significant constraint’, an **amber** categorisation equates to the prediction of a ‘potentially significant constraint’, and a **green** categorisation equates to the prediction of ‘no constraint’.

The decision rules are quantitative. This allows for the analysis of the sites to be undertaken using Geographical Information System (GIS) software. No qualitative information / professional judgement has been drawn on when categorising sites as **red**, **green** or **amber**. Where subjective judgement has been used, this is highlighted.

Most of the rules are distance related. It is important to note that all distances are ‘as the crow flies’ as it was not possible to take account of routes / pathways (e.g. the distance of the route that would be taken in practice when walking or travelling by car to reach a local centre). Most distance rules have been developed internally by the plan-making / SA team, following a review of thresholds applied as part of Site Allocation / SA processes elsewhere in England. A number of thresholds reflect the assumption that 400m is a distance that is easily walked by those with young children and the elderly.

Table 2: Site appraisal questions and decision rules

Criteria	Scoring
Accessibility	
How far is the site from the Maidstone Urban Area or a Rural Service Centre?	<p>R = Not adjacent to the Maidstone Urban Area, or a rural service centre and would not be more accessible to services even if other sites were allocated</p> <p>A = Adjacent to the Maidstone Urban Area or a rural service centre, or could be more accessible to services if other sites allocated as well</p> <p>G = Within the Maidstone Urban Area or a rural service centre</p>
How far is the site from the nearest medical hub or GP service?	<p>R = >800m</p> <p>A = 400m – 800m</p> <p>G = <400m</p>
How far is the site from the nearest secondary school?	<p>R = >3900m</p> <p>A = 1600-3900m</p> <p>G = <1600m;</p>
How far is the site from the nearest primary school?	<p>R = >1200m</p> <p>A = 800-1200m</p> <p>G = <800m;</p>
How far is the site from the nearest post office?	<p>R = >800m</p> <p>A = 400m – 800m</p> <p>G = <400m</p>
How far is the site from the nearest outdoor sports facilities (i.e. playing pitch, tennis courts)?	<p>A = >1.2km</p> <p>G = <1.2km</p>
How far is the site from the nearest children's play space?	<p>A = >300m from 'neighbourhood' children's play space</p> <p>G = <300m</p>
How far is site from the nearest area of publicly accessible greenspace (>2ha in size)?	<p>A = >300m (ANGST)</p> <p>G = <300m</p>
Economy	
How accessible is the site to local employment provision (i.e. employment sites or the nearest local service centre?)	<p>R = >2400m</p> <p>A = 1600-2400m</p> <p>G = <1600m</p>
Will allocation of the site result in loss of employment land/space?	<p>R = Allocation will lead to significant loss of employment land/space</p> <p>A = Allocation will lead to some loss of employment land/space</p> <p>G = Allocation will not lead to the loss of employment land/space</p>
Will allocation of the site result in employment-generating development in or close to (<2400m) deprived areas?	<p>A = Not within or close to the 40% most deprived Super Output Areas within the country, according to the Index of Multiple Deprivation, 2010.</p> <p>G = Within or close to the 40% most deprived Super Output Areas within the country.</p>

Criteria	Scoring
Transport and accessibility	
How far is the site from the nearest bus stop?	R = >800m A = 400 - 800m G = <400m
How far is the site from the nearest train station?	R = >800m A = 400 - 800m G = <400m
How far is the site from the nearest cycle route?	R = >800m A = 400 - 800m G = <400m
Landscape, townscape and the historic environment	
Is the allocation of the site likely to impact upon a Scheduled Ancient Monument (SAM)?	A = On a SAM OR Allocation will lead to development adjacent to a SAM with the potential for negative impacts G = Not on or adjacent to a SAM and is unlikely to have an adverse impact on a nearby SAM.
Is the allocation of the site likely to impact upon a listed building?	A = Contains or is adjacent to a listed building and there is the potential for negative impacts. G = Not on or adjacent to a listed building and is unlikely to have an impact on a nearby listed building.
Is the allocation of the site likely to impact upon a Conservation Area?	A = Within or adjacent to a Conservation Area and there is the potential for negative impacts. G = Not within or adjacent to a Conservation Area and is unlikely to have an impact on a nearby listed building.
Does the site lie within an area with significant archaeological features/finds or where potential exists for archaeological features to be discovered in the future?	A = Within an area where significant archaeological features are present, or it is predicted that such features could be found in the future. G = Not within an area where significant archaeological features have been found, or are likely to be found in the future. N = No information available at this stage
Is the site located within or in proximity to and/or likely to impact on the Kent Downs AONB?	A = In close proximity to the Kent Downs AONB and/or there is the potential for negative impacts. G = Not in close proximity to the Kent Downs AONB and/or negative impacts on the AONB are unlikely.
Is the site in the Green Belt? If so, is the allocation of the site likely to cause harm to the objectives of the Green Belt designation?	A = Within or adjacent to the Green Belt and development could potentially cause harm to the purposes of the Green Belt designation and/or its openness G = Not within or adjacent to the Green Belt
Would development of the site lead to any potential adverse impacts on local landscape character for which mitigation measures appropriate to the scale and nature of the impacts is unlikely to be achieved? <i>*Determined through 2012 Landscape Character Assessment</i>	R = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is unlikely to be appropriately mitigated A = Likely adverse impact (taking into account scale, condition and sensitivity issues), which is likely to be appropriately mitigated G = Opportunity to enhance landscape character or there is unlikely to be an adverse impact

Landscape Sensitivity <i>*Determined through Maidstone Landscape Capacity Study (2014)</i>	R = Low capacity to accommodate change A = Moderate capacity to accommodate change G = High capacity to accommodate change
Criteria	Scoring
Air quality and causes of climate change	
Are there potential noise problems with the site – either for future occupiers or for adjacent/nearby occupiers arising from allocation of the site?	A = Potential adverse impact G = Unlikely adverse impact N = No information available at this stage
Is the site within or near to an AQMA?	R = Within or adjacent to an AQMA A = <1km of an AQMA G = >1km of an AQMA
Land use	
Will allocation of the site lead to loss of the best and most versatile agricultural land?	A = Includes Grade 1, 2 or 3 agricultural land G = Does not include 1, 2 or 3 agricultural land
Will allocation of the site make use of previously developed land?	R = Does not include previously developed land A = Partially within previously developed land G = Entirely within previously developed land
Flood Risk	
Is allocation of the site within a flood zone?	R = Flood risk zone 3b A = Flood risk zone 2 or 3a G = Flood risk zone 1
Is the proposed use of the site appropriate in terms of guidance set out in the 'Technical Guidance to the NPPF' relating to flood risk? See table 3 (page 8) of the technical guidance.	R = Development should not be permitted A = Exception test is required G = Development is appropriate
Biodiversity and Green Infrastructure	
Is the allocation of the site likely to impact upon an Ancient Woodland (AW) or Ancient Semi-Natural Woodland (ASNW)?	R = Includes AW/ASNW A = <400m from an AW/ASNW G = >400m
Could allocation of the site have a potential adverse impact on a SSSI?	A = Potential impacts identified by County Ecologist G = No likely impacts identified at this stage.
Could allocation of the site have a potential adverse impact on a designated Local Wildlife Site or Local Nature Reserve?	A = Potential impacts identified by County Ecologist G = No likely impacts identified at this stage.

2. SITE APPRAISAL FINDINGS

The following tables present a summary of these SA findings for each of the site options considered at this stage of SA. The sites have been grouped by settlement area.

Site ID	Site Name	Location	Access to centres	Access to GP or medical hub	Access to Secondary School	Access to Primary School	Proximity to Post Office	Proximity to outdoor sports	Proximity to play space	Proximity to greenspace	Proximity to employment sites	Loss of employment land?	Proximity to bus stop	Proximity to train station	Cycle routes	Noise	Air quality	Agricultural land	Land use	Scheduled Ancient Monument	Listed Building	Conservation Area	Archaeology	Kent Downs AONB	Green Belt	Landscape character assessment	Landscape capacity to change (2014)	Flood zone	Flood risk	Ancient woodland	SSSI	Local Wildlife sites
H03-200	Land adjacent to Forge House, Beresford Hill	Boughton Monchelsea																														
H03-212	Green Lane	Boughton Monchelsea																														
H03-215	Land north of the Limes	Boughton Monchelsea																														
H03-217	Land opposite the Limes	Boughton Monchelsea																														
H03-220	Land at Hubbards Lane	Boughton Monchelsea																														
H03-234	Land at Church Street	Boughton Monchelsea																														
H03-245	Lyewood Farm, Green Lane	Boughton Monchelsea																														
H03-251	Boughton Garage, Cock Street	Boughton Monchelsea																														
H03-269	Land west of Gandy's Lane	Boughton Monchelsea																														
H03-198	Yelton at Heath Road	Coxheath																														
H03-201	Land adjacent to Woodview, Heath Road	Coxheath																														
H03-203	78 Heath Road	Coxheath																														
H03-248	Herts Farm	Coxheath																														
H03-256	North of Heath Road (Olders Field) (MX-4)	Coxheath																														
H03-224	Upper Dane, Ashford Road	Harrietsham																														
H03-266	Land off West Street	Harrietsham																														
H03-282	Bell Farm North	Harrietsham																														
H03-238	Land at Lenham Road	Headcorn																														
H03-261 HO-24	Land at Tong Farm between Mill Bank (A274) and Ulcombe Roads, Headcorn - red area	Headcorn																														
H03-262	Land at Tong Farm between Mill Bank (A274) and Ulcombe Road, Headcorn	Headcorn																														

Site ID	Site Name	Location																														
			Access to centres	Access to GP or medical hub	Access to Secondary School	Access to Primary School	Proximity to Post Office	Proximity to outdoor sports	Proximity to paly space	Proximity to greenspace	Proximity to employment sites	Loss of employment land?	Proximity to bus stop	Proximity to train station	Cycle routes	Noise	Air quality	Agricultural land	Land use	Scheduled Ancient Monument	Listed Building	Conservation Area	Archaeology	Kent Downs AONB	Green Belt	Landscape character assessment	Landscape capacity to change (2014)	Flood zone	Flood risk	Ancient woodland	SSSI	Local Wildlife sites
HO3-278	Moat Road	Headcorn																														
HO3-189	Land adjacent the Windmill PH, Eyehorne Street	Hollingbourne																														
HO3-247	Coutams Hall, Eyhorne Street	Hollingbourne																														
HO3-249	Grove Mill Cottage, Eyhorne Street	Hollingbourne																														
HO3-195	Land r/o Loder Close, Ham Lane	Lenham																														
HO3-202	Land off Old Ham Lane	Lenham																														
HO3-209	Land between Robins Avenue and Hollywood Road	Lenham																														
HO3-219	Lenham Cricket Pitch, Ham Lane	Lenham																														
HO3-221	Grove Paddock, Ashford Road	Lenham																														
HO3-264	Land south of Old Ashford Road, Tanyard Farm	Lenham																														
HO3-297	Land S of Old Ashford Rd E of Tanyard Fm	Lenham																														
HO3-197	Pattenden Farm	Marden																														
HO3-235	Land at Maidstone Road	Marden																														
HO3-246	Land South of the Parsonage	Marden																														
HO3-190	Land Rear of Station Newsagents (known as Braemar)	Staplehurst																														
HO3-240	South of Marden Road, Staplehurst	Staplehurst																														
HO3-259	Land at Henhurst Farm	Staplehurst																														
HO3-260	Land north of Henhurst Farm	Staplehurst																														
HO3-274	Duckhurst Farmyard, Clapper Lane	Staplehurst																														
HO3-275	Baldwins Farm, Marden Road, Staplehurst	Staplehurst																														
HO3-283	Land at Lodge Road	Staplehurst																														

[illegible]

[illegible]

[illegible]

H93-00

APPENDIX D:

Proposed new site allocation policies and proposed omission of H1(48) Heath Road Boughton Monchelsea, for approval for Regulation 18 Consultation

H1 (51) Bridge Industrial Centre Wharf Road Tovil

Ward: South

Parish: Tovil

Current use: Industrial units and martial arts centre

The site is located to the west side of Wharf Road. It comprises a number of industrial units in various uses (mainly vehicle related) but including a fitness centre. It has a frontage to Wharf Road (east boundary) and also Lower Tovil (to the south). It amounts to some 0.5ha in area.

To the south, the units are parallel to the west boundary with extensive areas of hardstanding to the front (used for parking) The north part of the site has units parallel to the nearby River Medway facing each other across a yard area which is used for parking. To the west on substantially lower ground is residential development on the site of the former Bridge Mill. This area was developed in the mid 1980s.

In the SE corner of the site are terraced dwellings fronting Wharf Road and whose gardens face westwards. These have rear vehicular access as well, via a track fenced from the proposed site by palisade fencing. There are some trees in the rear gardens of some of these properties most notably a large tree situated mid-way along the rear garden of nos.7-8 Wharf Road. 8 Wharf Road has ground and first floor north facing flank windows overlooking the industrial area.

Opposite the site are terraced dwellings in Beaconsfield Road and to the north of these a more recent development on the east side of Wharf Road of 10 units on a former boat yard.

Wharf Road appears to be un-adopted. It also serves as a link to a pedestrian footbridge over the River Medway located immediately to the north of the site. (PROW KMX39). This connects the site via the River Medway towpath to the town centre.

The site was allocated for residential development as part of a larger area stretching eastwards from the site to the land east of Eccleston Road under Policy H9 of the Maidstone Borough-wide Local Plan (MBWLP) 2000. The land allocated under the policy was also subject to a Development Brief prepared in 2001.

Bridge Industrial Centre Development Criteria

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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.
4. 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

5. Vehicular access will be taken from Wharf Road only. A secondary pedestrian and cycle access should be provided from Lower Tovil.

Flooding

6. 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 FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.
7. Measures are secured to ensure adequate site drainage including through the implementation of sustainable drainage measures

Contamination

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

Air Quality

8. Appropriate air quality mitigation measures will be implemented as part of the development.

Community infrastructure

9. Appropriate contributions towards community infrastructure will be provided where proven necessary

Open space

10. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site

Site area 0.5ha Developable area 0.5ha

Approximate Yield 15

Net density 30 dwellings/ha

H1 (52) Dunning Hall off Fremlin Walk Week Street Maidstone

Ward: High Street

Parish: N/A

Current use: Church/Community Hall associated with the United Reformed Church

Dunning Hall is located on the south side of the United Reformed Church (URC) on the west side of Week Street Maidstone. The site amounts to some 0.03ha in area.

It is attached to and has an entrance from within the church itself (which is accessed via Week Street) and also via a wide stone paved passage way from within Fremlin Walk, that also serves as fire-escape route for the units with the shopping mall and Week Street. The passage-way is gated on the south side of the hall (gate presumably shut when centre units are closed) but runs round to St Faiths Street and a gated loading/parking yard. Access to the building would not be dependent on either gate being opened. A second much smaller alley (unlit and unpaved) connects the site entrance directly to Week Street.

The building is irregularly shaped and single-storey, built predominantly from brickwork with a metal roof. There is a separate detached building to the south of the hall that also appears to be within the ownership of the URC.

The elevations of Fremlin Walk are brick, in excess of two-storeys in height and imperforate facing the hall building with the exception of approximately 5 or 6 means of escape doors from the adjacent units in Fremlin Walk at ground floor level.

The existing URC church building has windows on three levels facing south towards the hall. It is considered to be a non-designated heritage asset.

The hall site is not within but immediately adjoins the Maidstone Centre Conservation Area (the church is within the Conservation Area however). Nos. 55 and 57 Week Street that back-onto the passage way access, just south of the building, are listed Grade II. Other Grade II listed buildings (almshouses) in St Faiths Street are masked by Fremlin Walk and the existing URC building and are not visible.

Dunning Hall Development Criteria

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-four storeys in height.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and

demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

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

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

Air Quality

6. Appropriate air quality mitigation measures will be implemented as part of the development.

Community infrastructure

7. Appropriate contributions towards community infrastructure will be provided where proven necessary

Open space

8. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site

Site area 0.03ha Developable area 0.03ha

Approximate Yield 14

Net density 460 dwellings/ha

H1 (53) 18-21 Foster Street Maidstone

Ward: High Street

Parish: N/A

Current uses: Offices and depot

The site currently comprises the offices and depot for a cleaning company. It also contains a two-storey flat roofed office building at the front with a covered pitched roof building at the rear. There is a central large door for vehicular access and a separate office entrance. It amounts to some 0.04ha in area.

Immediately to the west and adjoining the site is another currently unused industrial unit and to the east Victorian terraced dwellings with basements. Beyond 23-22 Foster Street to the west of the site are other Victorian terraced dwellings.

Opposite is a long-standing car repair/body workshop use. To the east of the car repair/body workshop is a health clinic also a long-standing use.

To the south beyond the site lies Brunswick Street. This is at a higher level than Foster Street (almost a storey difference as far as can be ascertained). Dwellings back onto the site and overlook it.

The site is level.

18-21 Foster Street Maidstone Development Criteria

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-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 and

demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Contamination

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

Air Quality

6. Appropriate air quality mitigation measures will be implemented as part of the development.

Community infrastructure

7. Appropriate contributions towards community infrastructure will be provided where proven necessary

Site area 0.04ha Developable area 0.04ha

Approximate Yield 5

Net density 125 dwellings/ha

H1 (54) Slencrest House 3 Tonbridge Road Maidstone

Ward: Fant

Parish: N/A

Current use: Offices and car parking

The site amounts to some 0.15ha in area.

Slencrest House is the western half of a pair of semi-detached three-storey Victorian buildings dating from around 1840. It is immediately adjoined to its west by a more recent office building extension. Both are currently in use as offices. There is a car-park to the rear of the modern building accessed via an archway under the modern extension.

Maidstone West Railway Station (situated on much lower ground) also abuts part of the site's eastern boundary.

The site narrows considerably southwards from Tonbridge Road and follows the curve of the railway line. The rear part of the site beyond the car park is overgrown.

There are offices and a cycle shop opposite the site in Tonbridge Road. To the west is a business park with a number of units as well as retail.

The site is very prominent from across the Medway Valley from the College Road area of town and likewise there are longer-distance views available across the town centre over Lockmeadow from the site due to its elevated position and the fact that there is little screening due to the railway.

It is known that there are potential archaeological remains including a Roman Cemetery in close proximity to the site. An appropriate archaeological investigation should therefore be undertaken in this site.

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

Slencrest House 3 Tonbridge Road Maidstone Development Criteria

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 streetscene.
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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.
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 will be implemented as part of the development.

Community infrastructure

11. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site

Site area 0.15ha Developable area 0.15ha

Approximate Yield 10

Net density 67 dwellings/ha

H1 (55) The Russell Hotel, Boxley Road, Maidstone

Ward: North

Parish: N/A

Current use: Hotel and grounds

The site amounts to some 0.77ha in area and is located at the junction of Chattenden Court and Boxley Road. It has a frontage to Boxley Road of some 81m and to Chattenden Court of some 93m. There is a ragstone wall along Boxley Road that returns as far as the entrance to the Hotel in Chattenden Court and this is a positive element in the character of this site and the locality.

The site is currently occupied by the Russell Hotel. This is a large part three/part two-storey building centrally located within the site and a separate former coach house building to its north west. Levels within the site fall from north to south, down Boxley Road towards the Town Centre.

There are mature trees along the Boxley Road frontage and to the south of the Hotel between it and Fintonagh Drive to the south; this area also has the greatest ecological potential within the site.

Chattenden Court was constructed in the mid 1970s and comprises a development of two-storey detached/link-detached dwellings.

The Russell Hotel Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The existing ragstone wall fronting Boxley Road shall be retained with the existing gap in-filled with a new section of ragstone wall to match the existing wall.
2. The area of trees and existing landscaping fronting Fintonagh Drive indicated on the Proposals Map shall remain outside the residential curtilage of any proposed dwellings and shall be retained and made the subject of a long-term management plan and management regime secured through an appropriate legal agreement.
3. Subject to the results of the arboricultural survey required by criterion 7, the existing trees fronting Boxley Road shall be retained.
4. Development shall address the street frontage to both Boxley Road and Chattenden Court.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Access

6. Vehicular access to the site shall only be from Chattenden Court

Loss of existing hotel facility

7. Any development proposals shall be accompanied by a detailed justification that demonstrates that the loss of the hotel facility will not have an adverse impact on the amount of existing hotel bed-space in Maidstone.

Landscape/Ecology

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.

Contamination

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

Drainage and Flood risk

11. 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.

Community infrastructure

12. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

13. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 0.77 Net developable area 0.73ha

Approximate Yield 14

Net density 19.2 dwellings/ha

H1 (56) Land at 180-188 Union Street Maidstone

Ward: High Street

Parish: N/A

Current Use: NHS buildings and car parking

The site extends to 0.54ha and comprises a number of NHS clinics/offices and other buildings. They are predominantly pre-fabricated and predominantly single-storey.

There is a tall ragstone wall to the western boundary (Tufton Street) and along Union Street frontage. The walls are part of the historic fabric of the area and give the site a sense of definition. The walls largely screen the existing single-storey buildings on the site and provide a strong visual enclosure to the site and the street scene.

The land falls towards the south by in excess of 2m. Within the site are a number of mature trees.

Immediately to the south lies the sheltered accommodation (Friars Court and Hengist Court) built on the site of the former West Kent hospital in Marsham Street in the mid-late 1980s. This is at a lower level than the site.

The car park included within the site is approximately 1m higher than Queen Anne Road, which forms the eastern site boundary. This car park is accessed via an MBC controlled Pay and Display car park, that currently 'wraps around' the NHS car park in an L-shape. Queen Anne Road is a one-way street running northbound past the site.

Queen Anne Road predominantly contains the rear car parking areas of offices that front Albion Place. The Queen Anne Public House is at the northern end of the road but is now on an island surrounded by roads.

There are semi-detached Victorian/Edwardian villas facing the site on the north side of Union Street.

Land at 180-188 Union Street Maidstone Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The existing ragstone walling to Tufton Street on the site's western boundary and Union Street on its northern boundary shall be retained.
2. Development shall be designed to step-down in height away from the Union Street frontage to ensure an appropriate relationship to Friars Court to the south given the topography of the site.

3. The development shall subject to the results of the arboricultural survey required by criterion 5. Existing prominent trees should be retained as part of the development scheme where they have an appropriate safe useful life expectancy. Otherwise they should be removed and their loss mitigated with appropriate semi-mature feature trees.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape

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.

Access

6. Primary access shall be taken from Union Street, with only secondary access to Queen Anne Road.

Community infrastructure

7. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

8. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site

Contamination

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

Air Quality

10. Appropriate air quality mitigation measures will be implemented as part of the development.

Site area 0.54ha Net developable area 0.54ha

Approximate Yield 30

Net density 55 dwellings/ha

H1 (57) Land at Former Astor of Hever Community School Maidstone

Ward: Heath

Parish: N/A

Current use: Unused. Formerly used for grazing as part of a school farm

This is a relatively level, well contained site of some 2.3ha in area, rectangular in shape, which stretches from the rear of the recent Astor Park development on Oakwood Road (the site's southern boundary) as far as its boundary with Kingdom Hall to the north, which is a large detached building. Astor Park was developed at a density of approximately 30 dwellings/ha

The eastern edge of the site comprises a mature tree-lined boundary with the long residential gardens to the rear of properties on Bower Mount Road. The site is bounded to the west by the Oakwood Park school playing fields, which are not visible because there is a strong tree line running along the entire length of the boundary, and because the trees are on a bank which slopes upwards towards the playing fields.

The site is well contained by the mature trees around most of its boundaries except for the southern boundary, where the residential properties on the Astor Park development are clearly visible. There are also clear long range views towards a backdrop provided by the southern slopes of the River Medway Valley rising towards the Greensand Ridge from the south-eastern corner of the site.

There are few trees on the site itself, which is essentially a currently unmanaged field. The field used to serve as a part of the school farm for the Astor of Hever Community School (now St Augustine's Academy). The site is within an area of archaeological potential relating to an Iron Age pit and also Tank Traps.

Access to the site can easily be taken from the site's southern boundary with Astor Park.

Land at Former Astor of Hever Community School Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The existing trees and landscaping on the eastern and western site boundaries will be retained as part of landscape buffer of at least 15m in width.
2. The development will be designed to maintain the privacy and amenity of the occupiers of properties in Astor Park given that this boundary is currently un-landscaped and open.
3. The development will be designed to maintain existing views of the southern slopes of the Medway Valley and the Greensand Ridge.

4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape and Ecology

5. The development proposals are designed to take into account the results of a landscape appraisal undertaken in accordance with the principles of current guidance.
6. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
7. 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.

Archaeology

8. The development proposals are designed to take into account the results of an archaeological impact assessment. .

Access

9. Vehicular access to the site will be taken from Astor Park, in the south east corner of the site.
10. A pedestrian/cycle access to the west of Astor Park to the road within the Oakwood Park Campus should be provided.

Drainage and Flood risk

11. 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 and shall provide for an appropriate SuDS based surface water drainage system.

Community infrastructure

12. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

13. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 2.3ha Net developable area 2.05ha

Approximate Yield 60

Net density 29.3 dwellings/ha

H1 (58) Tovil Working Men's Club Tovil Hill Tovil

Ward: South

Parish: Tovil

Current use: Bowling green, car parking and petanque courts

The site which extends to approximately 0.47ha is located on the south side of Tovil Hill, with an access some 20m west of its junction with Church Road. It currently comprises a private bowling green (+ pavilion and storage shed) and some petanque courts which currently appear unused.

The site rises from Tovil Hill with the bowling green on a plateau above the car park roughly level with the existing Working Men's Club building.

To the north of the bowling green is a two-storey nursing/care home, to the east the car park to the Masonic Club and to the south, the main working men's club building which is part two/part single-storey.

To the west of the site is the garden and land associated with the Royal Paper Mill PH which fronts Tovil Hill opposite Church Street.

To the north of the petanque courts on the opposite side of Tovil Hill are residential properties. The boundary to Tovil Hill is formed by a ragstone wall, which provide a strong element in the streetscene.

There are three mature trees within the site on the western boundary of the petanque court. The Bowling green is currently surrounded by a dense tall hedge on its western, northern and eastern sides.

Tovil Working Men's Club Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The ragstone wall fronting Tovil Hill to the west of the existing site access shall be retained/repared as necessary and a new section of ragstone wall provided returning into the site on the west side of the access road to connect with the existing wall.
2. The development shall be designed to address both the existing Tovil Hill frontage and the newly created internal road to provide an appropriate streetscape to the development.
3. The development proposals shall show both a reduction in both the width and a re-alignment of the existing site access road at a point not less than 10m from the back edge of the carriageway in Tovil Hill, to seek to ensure a more cohesive site layout can be provided.
4. The development will retain access to the remaining rear car park area serving the Working Men's Club.

5. The development shall retain the existing hedgerows/planting on the site's northern boundary with Betsy Clara House and its eastern boundary to the Masonic Centre car park, to maintain appropriate screening for the development.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

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.
8. 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.

Noise

9. 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 highway.
10. The design of the development shall consider the potential implications for residential amenity of future occupiers arising from the use of the existing beer garden of the Royal Paper Mill PH.

Contamination

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

Drainage and Flood risk

12. 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.

Community infrastructure

13. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

14. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site including the re-provision of the Bowling Green/Petanque courts if proven necessary.

Site area 0.47 Net developable area 0.47ha
Approximate Yield 20
Net density 42.5 dwellings/ha

H1 (59) Bearsted Station Goods Yard

Ward: Bearsted

Parish: Bearsted

Current use: Former railway goods yard now vacant

The site, which extends to 0.5ha in area, is located immediately to the west of Bearsted Railway Station on the north side of Ware Street and comprises the former coal/goods yard associated with the station.

It is relatively level but at a significantly lower level than the dwellings and the Bearsted Methodist church which adjoin its southern boundary. The southern boundary is banked down to the site. The margins of the site particularly on its southern side are characterised by tree and shrub planting.

The northern boundary is formed by the railway line beyond which lies Bearsted golf course a designated Local Wildlife Site.

Within the site are the former Goods Shed and the Weighbridge House. These were listed as Grade II in 2011 along with the station building.

Bearsted Station Goods Yard Development Criteria

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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

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.

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.

Community infrastructure

11. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 0.5ha Developable area 0.5ha

Approximate Yield 20

Net density 40 dwellings/ha

H1 (60) Fant Farm Maidstone

Ward: Fant

Parish: N/A

Current use: Agriculture

The site is located to the south of the urban boundary and lies on the northern side of the valley of the River Medway. This is a large site amounting to some 46.6ha in area and residential development on around 8.2ha and the greater part being a country park of some 38.4ha are proposed.

The site has a sloping topography with the land sloping southwards towards the Medway. The land is bordered by Gatland Lane and an existing residential development to the north, to the west by Farleigh Lane and to the south by the River Medway, Medway Valley Rail line and the Medway Valley/Millennium walk which runs alongside the river.

The site itself is crossed by three public rights of way (PROW). PROW KB17 runs southwards from Gatland Lane (to the west of no.37) towards the southern site boundary before joining PROW KB12. PROW KB12 runs from the junction of Hackney Road/Upper Fant Road/Unicomes Lane to the west/south west before emerging onto Farleigh Lane adjacent to East Farleigh railway station car park. PROW KB13 starts at Farleigh Lane opposite its junction with Rectory Lane running eastwards before crossing PROW KB17 and then joining PROW KB12.

Due to the valley-side location of the site, there are views across the Medway Valley from the south with the site clearly visible from the East Farleigh area, in particular Forge Lane. Some 38.4ha of the site would be used to create a country park style area of open space, which would ensure long-term protection for a significant part of this landscape.

The site includes much of the agricultural land in this area, which has been surveyed as being a mixture of predominantly grade 3a (approx. 60%) with a lesser quantity of grade 2 (approx. 35%) and a small area of 3b. However, the site extends around a cluster of existing buildings at Fant Farm which are listed Grade II as a group with the individually listed Fant House and its boundary wall and Fant Oast.

Fant Farm development criteria

Planning permission will be granted if the following criteria are met:

Design and layout

1. The northern portion of this site only will be developed for housing. The development sites and yield shall be in accordance with the details shown on the Proposals Map. Three parcels of land will be developed to provide

225 units with Parcel A (5.33ha) comprising 150 units, Parcel B (2.09ha) comprising 50 units and Parcel C (0.71ha) comprising 25 units.

2. Subject to criteria 3 below, the access road serving the site shall be routed as close as possible to the southern boundary of the development area and thus forming a clear new southern boundary as it crosses Area B and into Area C. Landscaping will be provided on the north side of the access road to provide an appropriate buffer to the rear of nos. 17, 19 and 20 Pitt Road.
3. The southern boundary of the developable area will be appropriately landscaped in order to provide screening for the development from views from the south. Vistas through the development of the Medway Valley to the south shall however be provided.
4. The housing development will be designed to encourage public access through and beyond to the new country park from not only the new development but also existing adjoining development by the use of appropriate footpath and cycle links.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.
6. The housing development will be designed so that no units are greater than 2- 2½ storeys in height.

Open space

7. Beyond the section of the site identified for housing, the development will secure not less than 38.4ha of land to be used as a country park to be transferred to the Council or other suitable management organisation and managed and implemented in accordance with a detailed management plan, together with appropriate contributions towards the costs of its initial implementation and on-going maintenance for the first 10 years.

Access

8. Vehicular access to the development will be taken from Gatland Lane only.
9. Existing footpaths KB12, KB13 and KB17 will be upgraded in a complementary nature to provide a pedestrian and cycle link from Upper Fant Road and Unicumes Lane to Gatland Lane and Farleigh Lane.

Landscape and 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.

Drainage and Flood risk

13. 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.

Air quality

14. Appropriate air quality mitigation measures will be implemented as part of the development.

Community infrastructure

15. Appropriate contributions towards community infrastructure will be provided, where proven necessary.

Highways

16. Unicomes Lane will be upgraded in a manner complementary to its location and existing character so that access is encouraged beyond the Medway Valley railway line to the River Medway towpath (KB11).

Strategic Transport requirements

17. In conjunction with the sites at Bridge Nursery London Road, Land east of Hermitage Lane, Land west of Hermitage Lane and Oakapple Lane this site is subject to strategic transport requirements as part of the north west strategic housing location.

These allocations will contribute, as proven necessary, towards junction improvements (and associated approaches) at:

- i. M20 junction 5 and Coldharbour roundabout (where junction 5 connects to the A20);
- ii. A20 London with St, Laurence Avenue (20/20 roundabout);
- iii. B2246 Hermitage Lane with the A20 London Road; and
- iv. Junctions in the vicinity of the southern end of Hermitage Lane, where it meets the A26 Tonbridge Road.

An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority, and the Highways Agency, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all the sites taken together.

18. Proportional contributions towards a circular bus route will be sought 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.

Sites will not be granted permission until an obligation has been completed with regard to the improvements and contributions as listed.

Approximate site area 46.6ha Approximate net developable area 8.2ha

Approximate Yield 225

Overall net density 27.5 dwellings/ha

H1 (61) Land at Cross Keys Bearsted

Ward: Bearsted

Parish: Bearsted

Current Use: Woodland and grazing

The site comprises an area of land largely located to the east of Cross Keys to the west of Sutton Street and to the south of The Street/Roundwell in Bearsted. The site also includes two areas of land currently used as lock-up garages within Cross Keys itself. The site is currently located within part of the North Downs Special Landscape Area.

The larger section of the site borders the urban boundary and is within a countryside location. This site has a flat area plateau area running through the middle with the river. To the west of this the land rises sharply in places to its boundary with Cross Keys and to the east this a gentle rise to the rear of the properties within Sutton Street.

The land is largely not maintained and includes areas of established grassland and woodland areas.

The surrounding area largely comprises residential properties and has a more rural character than the section of Bearsted within the urban boundary to the west.

The south east corner of the Bearsted Holy Cross Conservation Area abuts the south west corner of the site.

The overall site amounts to some 4.86ha in area in total.

Land at Cross Keys Bearsted Development Criteria

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 Proposals 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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4

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 secure to ensure adequate site drainage including through the implementation of sustainable drainage measures.

Air Quality

10. Appropriate air quality mitigation measures will be implemented as part of the development.

Community infrastructure

11. Appropriate contributions towards community infrastructure will be provided where proven necessary

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site

Highways

13. The principal vehicular access to the development shall be taken from Cross Keys
14. Improvements to and provision of pedestrian and cycle links to the village centre.
15. Appropriate contributions towards improvements to secure vehicle and cycle parking at Bearsted railway station.

Approximate site area 4.86ha Approximate net developable area 2.89ha

Approximate Yield 50

Net density 17 dwellings/ha

H1(62) – Land at Boughton Lane Loose/Boughton Monchelsea

Wards: Boughton Monchelsea and Chart Sutton and Loose

Parishes: Boughton Monchelsea and Loose

Current use: Agriculture

The site is comprised of three distinct portions of land to the west of Boughton Lane. In total it amounts to some 9.8ha. The urban boundary is adjacent to the site along its western boundary. The most recent development in the area (Leonard Gould Way) bounds the site's NW corner. The northern portion of the site is an existing orchard, bounded by hedgerows. The middle portion of the site, opposite Boughton Mount, is an arable field, this is bounded by hedgerows and a line of trees on the southern side. The southern portion of the site is also an arable field, this is bounded by hedgerows in the east and west, a line of trees on the northern side and a footpath and fence on the southern side.

The developer is proposing to develop the western half of the southern portion, some 2.7ha. The eastern boundary of the development would align with the existing garden line of the recently developed houses to the north. Development in this area would 'fit' with the development of the existing urban area.

The site includes part of the rear garden of 'Slade House' and 'Milldean' which front Pickering Street. 'Slade House' is a Grade II listed building.

Land at Boughton Lane Loose/Boughton Monchelsea

Planning permission will be granted if the following criteria are met.

Design and Layout

1. Development will be restricted to the 2.7ha located to the south of Leonard Gould Way and to the rear of 'Slade House', 'Milldean', 'Grove Cottage', 'Cherry Lodge' and 'Pendale', Pickering Street as shown on the Proposals Map.
2. The remaining 7.1ha of land to the east and north east of the development site will be provided as Public Open Space.
3. The retention and reinforcement where necessary of existing boundary hedgerows and tree belts.
4. The character of the development and its resultant density will reflect its role as a transition site on the edge of the urban area.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Access

6. Access will be taken from Boughton Lane from the northern site boundary running southwards, to ensure the open space area is not unacceptably severed.

7. The provision of pedestrian and cycle access to PROW KM55 on the southern boundary of the site.

Heritage Impact

8. The development proposals are designed to take into account a detailed Heritage and Archaeological Impact Assessment that addresses the impact of the development on the setting of the adjacent Slade House.

Landscape/Ecology

9. 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.
10. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
11. 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.

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 along the River Loose at The Quarries and downstream from The Quarries.

Community facilities

13. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Highways

14. Appropriate improvements to Boughton Lane as proven necessary.
15. Appropriate improvements to the junction of Boughton Lane and A229 Loose Road as proven necessary.

Site area 9.8ha Developable area 2.7ha

Approximate yield: 75

Net density: 28 dwellings/ha

H1(63) – Land at Boughton Mount Boughton Lane Boughton Monchelsea

Ward: Boughton Monchelsea and Chart Sutton

Parish: Boughton Monchelsea

Current use: Vacant former KCC special education facility

Originally the location of a large country house, this 4.6ha site is the disused former Kent County Council (KCC) central nursery used for horticultural purposes. Special educational services were provided on site from the 1960s until around 4/5 years ago.

The northern half of the site consists primarily of disused educational and horticultural buildings as well as hard standing used for associated car parking. There is a vacant dwelling also located on the site adjacent to Boughton Lane. There are a number of prominent trees of amenity value within the site that should be retained.

There are two Grade II Listed designated heritage assets on the site, a Ha-Ha and a folly, both of which are located south of the complex of buildings on the site. Other notable buildings on the site comprise a substantial ragstone water tower and adjoining barn. There are also tall ragstone walls that used to surround a walled garden within the site. The cellars of the previously existing house were also retained when the current buildings were erected in the 1960s.

The southern half of the site consists of the overgrown private gardens associated with the former residence.

Whilst the site overall amounts to approximately 4.6ha, approximately 1.8ha can be considered as previously developed land comprising the former KCC buildings and extensive areas of hardstanding/car park areas associated with these. The remainder comprises the former gardens/parkland associated with the previously existing house.

Visually, the site is a well contained site with dwellings to the north and east (as well as PROW KM99 to the east, which is a metalled driveway for much of its length) and Boughton Lane to the west and south. There is an established tree screen to all boundaries.

There are designated and non-designated heritage assets within the site. A re-development of this now redundant site would secure the retention and renovation of these and also the restoration of the former private gardens/parkland associated with the previous dwelling. The Council has a statutory duty to ensure the preservation/enhancement of these heritage assets.

Development should be restricted to the currently developed area, approximately 1.8ha. The water tower/barn and as many of the existing ragstone wall features including the remnants of the walled garden as possible

should be retained. It is understood that the cellar areas of the previous house were retained when the site was redeveloped in the 1960s.

It is considered that in the region of 25 units would provide an appropriate density having regard to the site's setting and constraints (trees, ecology and archaeology/heritage issues). Work will need to be undertaken to establish an appropriate level of development that secures the retention and restoration of the designated/non-designated heritage assets and provides an appropriate setting for them. Clearly the viability of any scheme will be a key consideration.

Boughton Mount Development Criteria

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. Vehicular access to the development shall only be from Boughton Lane.
8. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

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.

Community infrastructure

15. Appropriate contributions towards community infrastructure will be provided where proven necessary and the development scheme is viable given the priority will be to ensure the achievement of criteria 2 and 3 above.

Open space

16. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Highways

15. Appropriate improvements to Boughton Lane as proven necessary
16. Appropriate improvements to the junction of Boughton Lane and A229 Loose Road as proven necessary

Site area 4.6ha Developable area 1.8ha

Approximate Yield 25

Net density 14 dwellings/ha

H1 (64) Bell Farm North East Street Harrietsham

Ward: Harrietsham & Lenham

Parish: Harrietsham

Current use: Agriculture

The site which amounts to some 2.57 in area, lies to the rear of the existing properties on the south side of East Street, Harrietsham. It is contiguous with the proposed housing development on land south of Ashford Road (located to the west of the site) within an overall area that extends to the railway to the south and agricultural land to the east.

The site is adjacent to the East Street Conservation Area and the listed buildings in East Street but plays no role in the setting of these as it is divorced by the existing frontage dwellings and an existing tree screen on the eastern boundary of the site.

The securing of the land to the south and east as open space will ensure the setting of the conservation area and listed buildings in East Street is preserved.

The site is open to the south towards HS1, which is screened from view by a landscape bund. There are also intermittent views of the rear of properties on East Street and Taylor Close, but for the most part the boundaries with adjacent properties are well defined.

The site is crossed by PROW KH272 (running north east to south west) and by PROW KH276 (running north west to south east).

Bell Farm North West Street Harrietsham Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The existing trees and hedgerows on the residential development site's eastern and northern boundaries shall be retained.
2. A larger area of land, approximately 4.15ha in area to the south and east of the site will be retained as open space to provide a buffer zone to HS1 and to preserve the setting of the East Street Conservation Area.
3. In terms of design detail, the development proposals shall comply with the Harrietsham Neighbourhood Plan and design cues from the East Street Conservation Area.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

5. 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.
6. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
7. 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

8. The vehicular and principal pedestrian access to the site will be from the adjacent development site to the west (Land south of Ashford Road Harrietsham).
9. The existing PROW within the site shall be retained and enhanced to provide improved pedestrian and cycle routes to the village and countryside beyond

Flood risk and drainage

10. 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.

Community facilities

11. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Highways

13. Appropriate contributions towards a highways improvement scheme for the section of the A20 Ashford Road that passes through Harrietsham.
14. Appropriate contributions towards the provision of a safe pedestrian and cycle crossing point on the A20 Ashford Road, to be agreed with the Highways Authority.
15. Improvements to and provision of pedestrian and cycle links to the village centre.

Noise

16. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the M20 motorway and the HS1 railway-line.

Site area 2.57ha Net Development area approximately 2.57ha

Approximate Yield 80

Net density 31 dwellings/ha

H1 (65) Land at Lenham Road Headcorn

Ward: Headcorn

Parish: Headcorn

Current use: Equestrian and grazing

The site is located on the north side of Lenham Road it amounts to some 1.73ha in area.

To the west is a converted Oast (Oak Farm Oast) with a substantial rear garden and a connection through into the proposed site. In the south west of the site is a stable building and another timber-clad shed structure.

The remainder of the site is divided into grazing paddocks and used for the grazing of horses. There are mature and well developed trees and hedgerows to the east and north of the site, the latter just beyond the indicated site boundary. Good hedge and landscaping along the west boundary with the converted Oast (Oak Farm Oast).

Properties in Oak Farm Gardens to the northwest are mostly two-storey but of varying styles. There is an electricity sub-station adjacent to 37 Oak Farm Gardens immediately west of site boundary.

The site is relatively flat and level. There are views northwards towards the Greensand Ridge.

Land at Lenham Road Headcorn Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The existing trees and hedgerows on the site's western, eastern and north eastern boundaries shall be retained subject to the results of the arboricultural survey required by criterion 4.
2. Development shall be designed to protect the amenities and privacy of the adjacent residential properties to the west of the site.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

4. The development proposals are designed to take into account the results of a landscape appraisal undertaken in accordance with the principles of current guidance.

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.

Access

7. Vehicular and pedestrian access to the site will be from Lenham Road.

Flood risk and drainage

8. 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.

Community facilities

9. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

10. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 1.73ha Net Development area approximately 1.73ha

Approximate Yield 50

Net density 29 dwellings/ha

H1 (66) Land south of The Parsonage, Goudhurst Road Marden

Ward: Marden & Yalding

Parish: Marden

Current use: Agriculture

The site comprises 2.5ha of agricultural land immediately to the south of the site where outline permission has been granted for the development of 144 dwellings (The Parsonage).

There are terraced semi-detached and detached dwellings including a converted oasthouse to the west of the site. These are well screened from the site by existing vegetation and trees with the exception of the oast kiln. There is a stream/ditch that runs along this boundary.

The northern site boundary is formed by a line of trees and hedging which would need to be punctured to gain access from the site to the north.

There are some views to the east as the land rises toward the east/north east. Land beyond the site is also in agricultural use.

Views of Spring Grove/The Firs situated south of the site are limited due to existing established tree and woodland screening.

Land to the south of The Parsonage, Goudhurst Road, Marden Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. A landscaped buffer of at least 15m in width shall be provided to the western boundary and for approximately 110m along the southern boundary from the SW corner of the site, to provide screening and to ensure habitat connectivity.
2. An undeveloped and landscaped buffer of a minimum of 30m is provided at the site's eastern boundary, to provide a buffer/screening for the development to the open countryside to the east of the site.
3. The existing trees and hedgerow dividing the site from The Parsonage along the northern site boundary are retained except (if required) where the removal of the minimum number necessary to provide access to the site from the adjacent development site is clearly justified.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

5. The development proposals are designed to take into account the results of a landscape appraisal undertaken in accordance with the principles of current guidance.
6. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
7. 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

8. Vehicular and pedestrian access to the site will only be from the adjacent development site to the north (Land at The Parsonage).

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.

Community facilities

10. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

11. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 2.5ha Net Development area approximately 1.93ha
Approximate Yield 50
Net density 26 dwellings/ha

H1 (67) – Land to the south of Marden Road Staplehurst

Ward: Staplehurst

Parish: Staplehurst

Current use: Agriculture but fallow

The site is located on the south side of Marden Rd Staplehurst immediately adjacent to the currently defined western boundary of Staplehurst. It extends to approximately 4.67ha in area.

To the east of the site are detached properties in Jeffrey Close and terraced properties in Stanley Close erected in the early-mid 1970s.

To the west along Marden Road and north on the opposite side of Marden Road are existing dwellings of various styles and sizes and ages. The land opposite the site on the north side of Marden Road at Hen & Duckhurst Farm is a proposed residential development allocation under policy H1(36).

The boundary with Marden Rd. is formed by a hedgerow. To the south is Aydhurst Farm and Aydhurst Farm Oast, this is accessed via a trackway that runs along and forms the site's eastern boundary.

The land is relatively level and even. There is no discernible fall in any direction on the site. The site is unmanaged and overgrown, with a woodland area/overgrown orchard in its south west corner.

Land to the north of Henhurst Farm Staplehurst Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. A landscaped buffer of at least 15m in width shall be provided to the southern and western site boundaries to maintain an appropriate screening to the development from the countryside beyond.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

3. The development proposals are designed to take into account the results of a landscape appraisal undertaken in accordance with the principles of current guidance.
4. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.

5. 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

6. Vehicular access to the site will be from Marden Road in such a location as not prejudice access to the allocated Hen & Duckhurst Farm site on the north side of Marden Road.

Flood risk and drainage

7. 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.

Highways

8. Appropriate contributions towards improvements to the junction of Headcorn Road, Marden Road and the A229 subject to agreement with the Highways Authority.
9. Appropriate contributions towards the enhancement of vehicle and cycle parking provision at the railway station subject to agreement with the Highways Authority.
10. Provision of a footway/cycle way along the site frontage to Marden Road that also ensure connectivity with the required provision of a pedestrian and cycle crossing on Marden Road for the Hen & Duckhurst Farm site.

Community facilities

11. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 4.67 ha Net Development area approximately 4.20ha

Approximate Yield 100

Net density 24 dwellings/ha

H1 (68) – Land to the north of Henhurst Farm Staplehurst

Ward: Staplehurst

Parish: Staplehurst

Current use: Agriculture

This is a relatively large site extending to 8.8ha in area and is predominantly in agricultural use. It immediately adjoins the designated Rural Service Centre of Staplehurst and its current settlement boundary as defined in the MBWLP 2000.

The land comprises large open fields of varying sizes generally separated by hedgerows/trees. From south of the site along PROW KM313 on higher ground there are good longer distance views of the site and the area currently being developed for housing to the south of Oliver Road.

Running through the centre of the site is a dry valley with the landform rising to the north east and west. To the north east, the land levels within Staplehurst village rise to in excess of 40m in the vicinity of the Parish Church, similarly to the west land levels rise more steeply again to over 40m. Land levels within the majority of the centre area of the site are between 25m and 30m.

The properties in Bell Lane that back onto the site have clear views across it and are generally located on higher ground than the adjacent farmland.

The north west corner of the site encircles the 'Oliver Road' development site where works to construct 53 units is under-way. This development contains open space and ecological mitigation areas, the southernmost of which, the proposed site borders on two sides.

The site's boundary with Bathurst Road is formed by a PROW and a woodland belt there is a pond at the southern end of the woodland.

To the south west of 67 Bell Lane (which bounds the site) and within the site is a further stand of trees with a pond at its centre. This is surrounded by cultivated land.

Land to the north of Henhurst Farm Staplehurst Development Criteria

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 Proposals 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 Proposals 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 and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

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.

Community facilities

13. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

14. Provision of publicly accessible open space as required by criterion 2 and contributions towards provision off-site where proven necessary.

Highways

15. Appropriate contributions towards improvements to the junction of Headcorn Road, Marden Road and the A229 subject to agreement with the Highways Authority.
16. Appropriate contributions towards the enhancement of vehicle and cycle parking provision at the railway station subject to agreement with the Highways Authority.

Site area 8.8ha Net Residential Development area approximately 2.5ha

Approximate Yield 60

Net density 24 dwellings/ha

H1 (69) – Land at Lodge Road Staplehurst

Ward: Staplehurst

Parish: Staplehurst

Current use: Agriculture

The site is located immediately to the west of the existing Lodge Road employment area on the northern edge of Staplehurst. It extends to 4.4ha in area. It is located south of the Tonbridge-Ashford railway-line which forms a strong boundary to the northern edge of Staplehurst.

A mixed use is proposed comprising employment and residential development. Residential development is proposed on 2.1ha of the site and some 10,000m² of employment space on the northern part of the site in an area currently allocated for employment use in the Maidstone Borough-wide Local Plan 2000 is also proposed. In between the two development areas opens pace and ecological mitigation centred on a pond and existing trees/hedges is proposed. This would connect with the northern boundary to provide connectivity to land further west.

The site is bounded to the east by existing industrial units of varying sizes and uses, and to the north by the Tonbridge-Ashford railway line. The northern section of the site between the existing industrial units and the railway is enclosed and fenced. It comprises scrubland with hedges and trees along the boundary and also around an existing pond. The remainder is open agricultural land. The land is relatively level and flat with no discernible slope. The western site boundary is not defined on the ground. To the south east of the site is an area of scrubland to the west of the existing Autoflow building.

To the immediate west of the site, is land at Hen & Duckhurst Farm allocated under Policy H1(36) of the Maidstone Borough Local Plan.

Lodge Road currently extends to the eastern boundary of the site and development on this site would enable a pedestrian/cycle link to be provided through the site to the Hen & Duckhurst residential site to the west, to improve accessibility to the station and the employment area.

Land at Lodge Road Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The northern section of the site will be retained for employment use providing some 10,000sqm of floorspace.
2. The central part of the site including the existing pond will be retained as a landscaped/ecological area. Landscape/ecological corridors will also be provided alongside the railway line and the south east boundary of the site, to maintain appropriate habitat connectivity.

3. The development will provide a pedestrian/cycle path link through the site from an extended Lodge Road to the adjacent Hen & Duckhurst Farm residential site to the west.
4. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

5. The development proposals are designed to take into account the results of a landscape appraisal in accordance with the principles of current guidance.
6. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
7. 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

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

Access

9. Vehicular access to the employment site will be solely from Lodge Road.

Flood risk and drainage

10. 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.

Community facilities

11. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

12. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Highways

13. Appropriate contributions towards the enhancement of vehicle and cycle parking provision at the railway station subject to agreement with the Highways Authority.

Site area 4.4ha Net Residential Development area approximately 2.1ha
Approximate Yield 60
Net density 29 dwellings/ha

H1(70) – Land at the junction of Church Street and Heath Road Boughton Monchelsea

Ward: Boughton Monchelsea and Chart Sutton
Parish: Boughton Monchelsea

Current use: Agriculture (Arable)

The site adjoins the existing settlement of Boughton Monchelsea. It currently comprises an arable field, until recently an orchard, and is located on the north east side of the junction with Church Lane and Heath Road (B2163).

The site is adjoined to the north (on Church Street and Lewis Court Drive) by existing housing and also to the east by dwellings that front Heath Road. The NE corner of the site adjoins existing woodland. To the west is the recreation ground and village hall. To the south side of Heath Road set back from the junction of Heath Road and Church Hill is The Lodge to Boughton Monchelsea Place. The woodland opposite the site is part of the Registered Historic Park to Boughton Monchelsea Place.

There is a strong boundary hedge to the Heath Road frontage except for an existing field gate.

Access should be taken from Church Street not the B2163. The development should respect the setting of the Church Street/Church Hill/Heath Road junction.

Kent Highway Services have identified that the junction of the B2163 Heath Road and A229 Linton Road/Linton Hill at Linton Crossroads will be over its design capacity when committed and planned development takes place. They have therefore indicated that development sites at Coxheath and Boughton Monchelsea should make contributions towards those improvements.

Church Street/Heath Road Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The proposed layout respects the setting and relationship of The Lodge (to Boughton Monchelsea Place) to Heath Road and the junction with Church Street/Church Hill and maintains a set-back of a minimum of 15m for development at the junction of Church Lane and Heath Road.
2. The proposed layout retains the existing hedgerow to Heath Road and provides an appropriate buffer to the existing woodland in the NE corner of the site.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Access

4. Vehicular access shall only be taken from Church Street

Landscape

5. 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.

Drainage and Flood risk

6. Development will be subject to the results and recommendations 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.

Heritage impact

7. Development will be subject to the result and recommendations of a Heritage Impact Assessment that addresses the impact of the development on the setting of The Lodge and the Registered Historic Park to Boughton Monchelsea Place.

Ecology/biodiversity

8. Development will be subject to the results and recommendations 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 particularly in relation to the adjacent woodland to the NE corner of the site.

Community facilities

9. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

10. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Highways

11. Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.

Site area 1.27ha Developable area 1.27ha

Yield 40

Net density 31.5 dwellings/ha

H1(71) – Lyewood Farm Green Lane Boughton Monchelsea

Ward: Boughton Monchelsea and Chart Sutton

Parish: Boughton Monchelsea

Current use: Agriculture (Chicken Rearing)

Boughton Monchelsea is a village that comprises and is characterised by a number of distinct groups/clusters of dwellings. Development on this site, provided it was limited to the area of the current built development, particularly on its northern side to avoid coalescence with The Quarries, would result in the creation of a further such group of dwellings.

The site comprises an area of 3.6ha of which some 1.25ha comprise a range of chicken sheds. These are large utilitarian structures that are out of character with and visibly prominent in the landscape, particularly from the higher ground north of The Quarries towards the urban edge of Maidstone and Pested Bars Road.

Development would result in the removal of the existing chicken sheds and the remediation of any associated contamination as well as a reduction in HGV movements to the site.

The area to the west of the existing sheds should be landscaped along PROW KM104A and a suitable buffer should also be provided to Lyewood Farm Oast and the existing farmhouse.

Given the need to ensure development fits appropriately into the landscape and maintain the separation between the site and The Quarries to the north, a low to medium density development would be appropriate. There should be no built development north of the existing chicken shed buildings.

Access should only be from Green Lane.

Kent Highway Services have identified that the junction of the B2163 Heath Road and A229 Linton Road/Linton Hill at Linton Crossroads will be over its design capacity when committed and planned development takes place. They have therefore indicated that development sites at Coxheath and Boughton Monchelsea should make contributions towards those improvements.

Lyewood Farm Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. Built development will be restricted to the current developed area of the chicken sheds (approximately 1.25ha). The remaining area will be given over to landscaping/open space/garden in order to provide an appropriate setting for development given its sensitive context.

2. Landscaping shall be provided on the western site boundary adjacent to the existing woodland and PROW KM104A to assist in the screening of and providing a setting for the new development from the west.
3. Landscaping shall also be provided along the site boundary with Lyewood Oast.
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, that in particular addresses the impact of the development from Cliff Hill and PROW KM100 that runs east/north east from Cliff Hill towards Pested Bars Road and from Green Lane and Old Tree Lane.
5. The proposed layout shall respect the clustered pattern of development that characterises the groups of dwellings within this part of Boughton Monchelsea parish. There will be no built development to the north of the existing chicken sheds
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Access

7. Vehicular access to the site will only be from Green Lane.
8. The design of the site access road will retain and incorporate PROW KM106 in the section between its junction with Green Lane and the existing driveway to Lyewood Oast.
9. A footpath/cycle path will be provided along the frontage to Green Lane on land within the landowner's control to the north of the existing hedgerow (which shall be retained) from a point east of KM104A until the site access road.

Drainage and Flood risk

10. 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 along the River Loose at The Quarries and downstream from The Quarries.

Contamination

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

Archaeology

12. Development will be subject to the results and recommendations of a detailed archaeological impact assessment.

Community facilities

13. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

14. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Highways

15. Appropriate contributions towards improvements at the junction of the B2163 Heath Road with the A229 Linton Road/Linton Hill at Linton Crossroads.

Site area 3.6ha Developable area 1.25ha

Approximate yield 25:

Net density 20 dwellings/ha

H1(72) – Land adj. The Windmill PH Eyhorne Street Hollingbourne

Ward: North Downs

Parish: Hollingbourne

Current use: Stabling and paddock/horse grazing

The site amounts to 1.5ha in area and comprises one large field divided into three. It is located to the SW of the village hall and car park and the car park to The Windmill PH. It is located on the south side of Eyhorne Street.

The site abuts the Eyhorne Street Conservation Area on its northern boundary and the access from Eyhorne Street lies within the conservation area boundary. The dwellings fronting Eyhorne Street and the Windmill PH within the conservation area closest to the site are Grade II Listed Buildings.

Access to the site is gained by a tarmac-surfaced track/roadway to the west of the PH (that is also PROW KH199), that runs SE from Eyhorne Street.

The land rises towards the South West (towards HS1 and the M20) and falls from North West to South East towards Grove Mill House. The land is sub-divided by post and rail fencing.

There is a stable/shelter building sited against the northern boundary which is formed by a substantial hedge. A further open-fronted storage building is located against the south eastern boundary also against some existing tall trees/hedging. The North East boundary of the site with the PROW and the two car-parks is formed by a dense hedgerow with a line of trees towards the South East corner of the site on the boundary. The hedgerow along the South West boundary is less dense and there are gaps within it.

Grove Mill House located to the South East of the site is a large detached dwelling with associated outbuildings that partly have consent for commercial uses.

Land Adj. The Windmill PH Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. A low to medium density scheme will be developed reflecting the context of this allocation.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and design cues from the adjacent Conservation Area and other designated Heritage Assets and shall demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

3. The existing hedges along the boundary with properties in Eyhorne Street will be retained and reinforced and a buffer of at least 15m provided between the development and the adjacent wooded area in the western corner of the site. The hedgerow and trees along PROW KH199 will be retained except where the vehicular access to the site is formed.

Heritage Impact

4. The development proposals are designed to take into account a detailed Heritage and Archaeological Impact Assessment that addresses the setting of the adjacent designated Heritage Assets.

Access

5. Access will be taken from Eyhorne Street via the existing track serving the village hall and Grove Mill House

Landscape/Ecology

6. 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.
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.
8. 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.

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.

Community facilities

10. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

11. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 1.5ha Developable area 1.5ha

Approximate yield: 15

Net density: 10 dwellings/ha

H1(73) – Land at Brandy’s Bay South Lane Sutton Valence

Ward: Sutton Valence and Langley

Parish: Sutton Valence

Current use: Dwelling and stabling and paddock/horse grazing

The site is located within an area of Sutton Valence known as The Harbour located on South Lane some 350m south of the main part of Sutton Valence village located along the scarp slope of the Greensand Ridge. Whilst some distance from the facilities within the upper village area there is a continuous footway along South Lane linking the two sections of the village.

The site amounts to 2.1ha and comprises a detached dwelling located just to the south-east of South Lane with a concrete driveway on its north eastern side running alongside a stream. To the rear, (SE of the house), the site widens-out considerably. Located to the rear of the dwelling’s garden is a group of stables and a yard area. The remainder of the site is a grassed paddock.

The NE corner of the larger paddock area is lower than the stable yard and the land also rises to the SW towards the houses that front South Lane. The eastern boundary is lower than the western part of the site as a consequence.

The paddock area is bounded by mature and well established hedgerows and trees along its northern, eastern and southern boundaries.

A stream runs along the north eastern boundary before running into a larger stream that forms the site’s eastern boundary.

The site is well screened to its northern and eastern boundaries and along the boundary with public footpath KH505 to the south. The site’s western boundary bounds the rear gardens of properties that front South Lane.

Brandy’s Bay Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The proposed site layout will retain the existing streams within and adjacent to the site boundaries open and un-culverted.
2. The development will provide ecological mitigation/enhancement areas and landscaped buffers along the North, East and South site boundaries to ensure appropriate habitat connectivity and the retention of existing trees and hedgerows.
3. The layout shall provide for a centrally positioned access road off South Lane with landscaping to the site boundaries and an avenue of trees along the new access road.

4. The scheme shall provide for a footpath link from South Lane to PROW KH505 at an appropriate access point on the southern site boundary to improve connectivity to the countryside beyond.
5. The site layout will be designed to accommodate the difference in site levels west to east across the site without extensive excavation and re-modelling of the landform.
6. The layout will provide for a range of dwelling types and sizes to ensure an appropriate mix of accommodation is provided.
7. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.

Landscape/Ecology

8. 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.
9. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
10. 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

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

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.

Community facilities

13. Appropriate contributions towards community infrastructure will be provided where proven necessary.

Open space

14. Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 2.1ha Developable area 1.499ha
Approximate yield: 40 Net density: 26.7 dwellings/ha

H1 (74) – Land at Wren’s Cross Upper Stone Street Maidstone

Ward: High Street

Parish: N/A

Current use: Vacant

The site comprises approximately 0.4ha of land located on the west side of the A229 Upper Stone Street immediately to the SW of its junction with Knightbridge Street/Lower Stone Street and the A249 Mote Road. The land rises towards the south along Upper Stone Street from the junction in the order of 5-6m. The site has a frontage to both Upper Stone Street and also to Foster Street on its southern boundary.

The existing buildings which are all currently vacant, were previously associated with the earliest police station in Kent, and include the former judges house (used more recently as offices) within a Grade II Listed Georgian building, together with extensions at the rear, of a later date; a three-storey Victorian former police barracks comprising effectively three dormitories and three smaller rooms; a former police superintendent’s house; a former coach house which is fire damaged with the roof removed which is two-storey and a store room. In addition there is a small range of single-storey store rooms. The south east corner of the site comprises a car park and an area used by a local taxi firm. On the Upper Stone Street frontage is a carpet shop with a car park to its rear. This is currently outside the site but should be included if it becomes available.

The Council has a statutory duty to ensure the preservation/enhancement of these heritage assets. The site is located in a prominent position within the town centre and is in clear need of sensitive regeneration to ensure that the designated heritage assets within the site which are visibly deteriorating, are retained and restored and the streetscape enhanced in the vicinity of the site.

The site is in a highly sustainable Town Centre location and as such a relatively high density scheme would be appropriate to ensure best use is made of the land whilst at the same time seeking to ensure the heritage assets are preserved or enhanced.

The site owners consider that the site could accommodate a mixed residential and Class A1 retail use (most likely to be in the form of a local convenience store). I do not consider it necessary to specifically allocate the site for retail use, however, if such a use is proposed, I would consider that a local convenience store in the region of 250-300m² would be appropriate.

The site is in a sustainable location on the edge of the Town Centre and comprises previously developed land. Given the town centre location, it is considered that up to 60 units would provide an appropriate density having regard to the site’s setting and constraints (trees and heritage issues) and the need to ensure an appropriate and viable scheme sufficient to achieve the restoration of the heritage assets is achieved. Work will need to be undertaken to establish an appropriate level of development that secures the retention and restoration of the designated/non-designated heritage assets and provides an appropriate setting for them.

In terms of future development proposals, the Georgian House and buildings to its rear as well as the former barracks accommodation should be retained and restored. Any proposals to demolish the Superintendent's House and the stables/coach house would need to be fully justified in a Heritage Statement and fully recorded before any demolition takes place.

Given the site's topography and the height of the existing buildings on the site, buildings close to the Georgian House and Barracks should be no more than three-storeys. Towards the junction of Upper Stone Street and Foster Street buildings should be no more than four-five storeys in height. Any building at the junction of Upper Stone Street and Foster Street should 'turn the corner' and provide active elevations to both streets.

As well as the need to preserve/restore heritage assets, the Upper Stone Street area and its junction with Knightrider Street are within an Air Quality 'hotspot.' Traffic noise and disturbance from traffic is also considerable. The existing pedestrian environment on Upper Stone Street is unpleasant.

Any development scheme should therefore seek to improve pedestrian and cycle facilities on Upper Stone Street and improve the environment generally through appropriate set-back of the buildings and provision of landscaping to give greater separation between future residents/pedestrians and the traffic in Upper Stone Street. The existing tree to the south east of the Grade II listed building on the Upper Stone Street frontage should be retained as part of any development scheme.

Land at Wren's Cross Upper Stone Street Maidstone Development Criteria

Planning permission will be granted if the following criteria are met.

Design and Layout

1. The layout shall show the retention and restoration of the Georgian House and its rear additions and the former barrack block.
2. The layout should seek to retain and restore the Superintendent's house and coach house/stable block unless it is clearly demonstrated through an appropriate heritage statement, structural survey and detailed schedule of works/costings that this is not viable.
3. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 1 and 2 above.
4. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 1 and 2 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.

5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.
6. The development should show any new buildings no higher than three-storeys adjacent to the retained heritage assets rising to no more than four to five storeys at the junction of Upper Stone Street and Foster Street.
7. The development should show any building located at the junction of Foster Street and Upper Stone Street designed with active elevations to both streets.
8. The development should provide for an enhanced public realm and better segregation from traffic along the Upper Stone Street frontage including improved pedestrian and cycle facilities and appropriate landscaping including provided. Existing prominent trees should be retained as part of the development scheme where they have an appropriate safe useful life expectancy. Otherwise they should be removed and their loss mitigated with appropriate semi mature feature trees.
9. Given the noise and air quality issues

Heritage

10. Any application is accompanied by a detailed Heritage and Archaeological Impact Assessment that addresses the elements included in criteria 1 and 2 above.

Landscape/Ecology

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.

Air Quality

13. Appropriate air quality mitigation measures will be implemented as part of the development

Noise

14. Development will be subject to a noise survey to demonstrate any necessary attenuation measures in respect of the site's town centre location adjacent to a highway.

Contamination

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

Drainage and Flood risk

- 16.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.

Community infrastructure

- 17.Appropriate contributions towards community infrastructure will be provided where proven necessary and the development scheme is viable given the priority will be to ensure the achievement of criteria 1 and 2 above.

Open space

- 18.Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site.

Site area 0.4ha Developable area 0.4ha
Approximate Yield 60 Net density 150 dwellings/ha

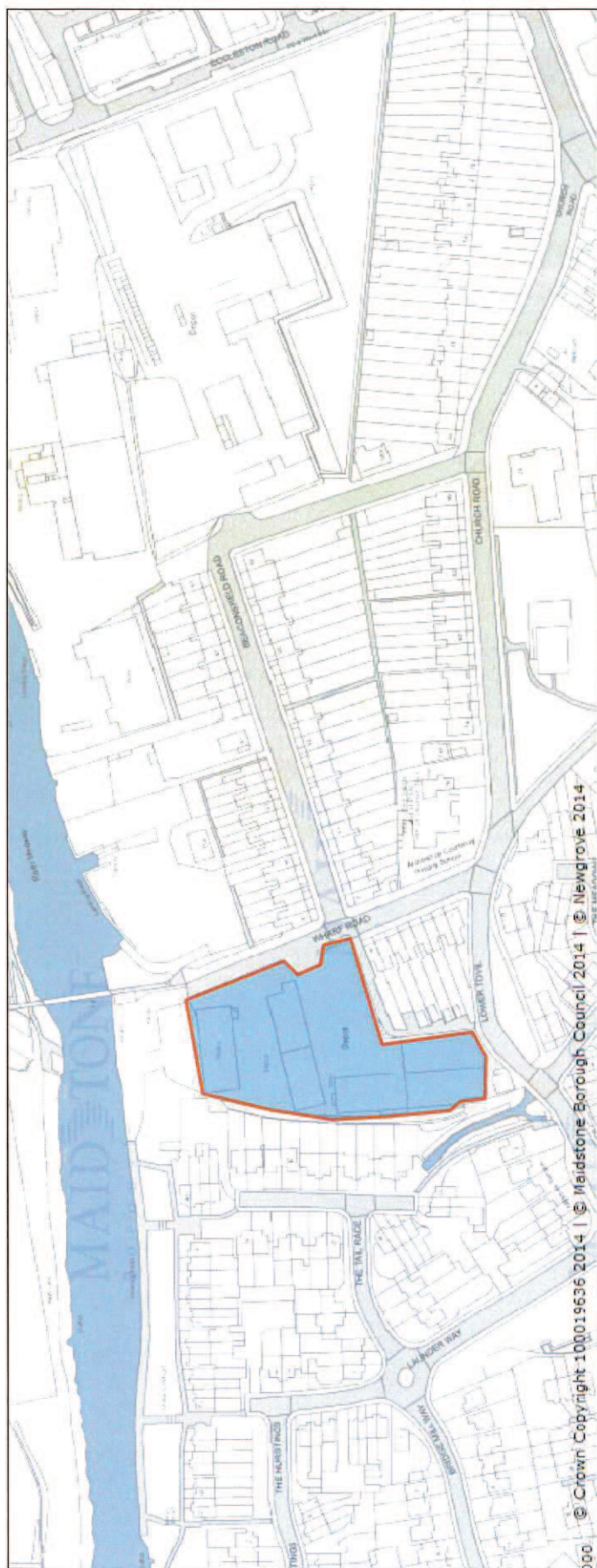
Policy H1(48) Land at Heath Road Boughton Monchelsea

Omit Policy H1 (48) Land at Heath Road Boughton Monchelsea as an allocated housing site.

Appendix D:

Site Plans

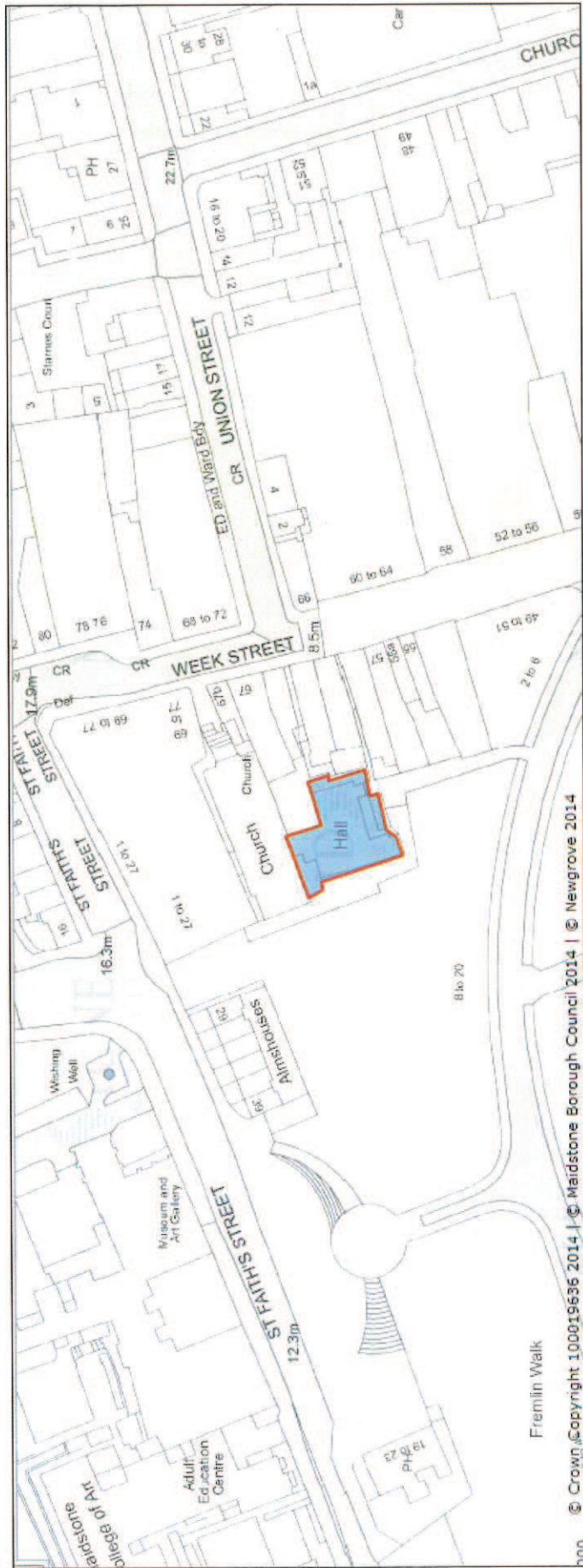
H1 (51) Bridge Industrial Centre Wharf Road Tovil



Area to be developed

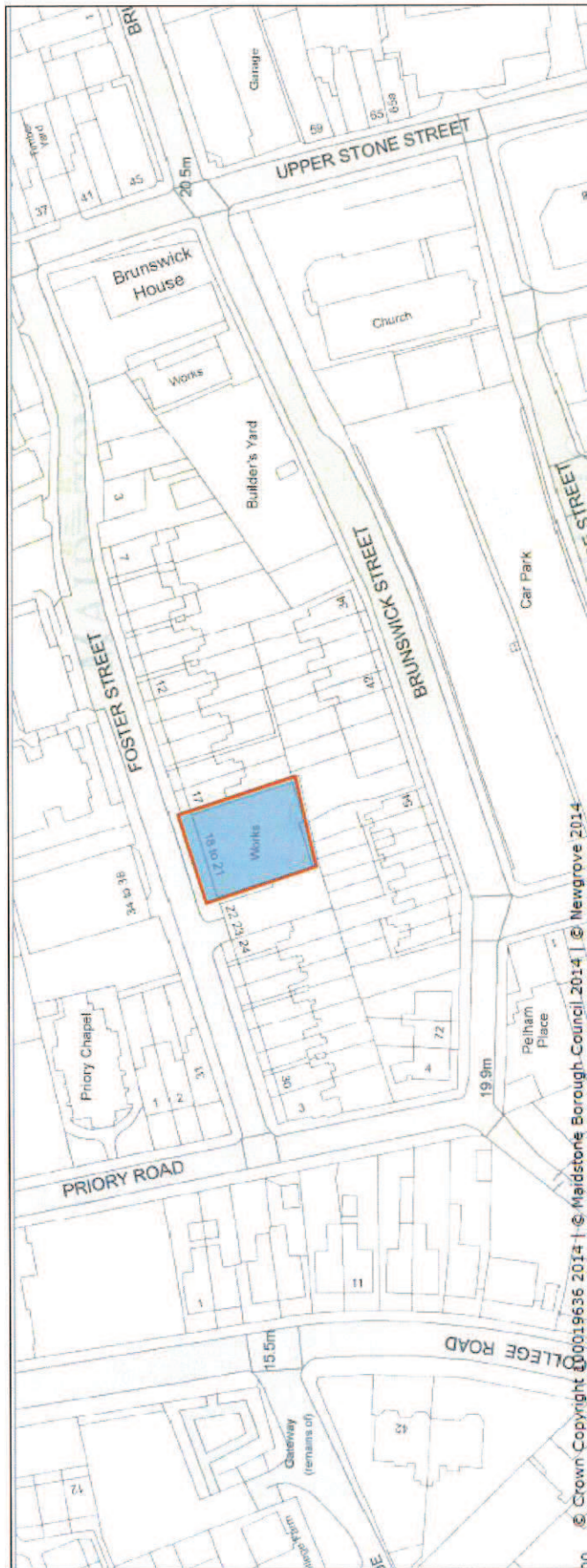


H1 (52) Dunning Hall off Fremlin Walk Week Street Maidstone



Area to be developed

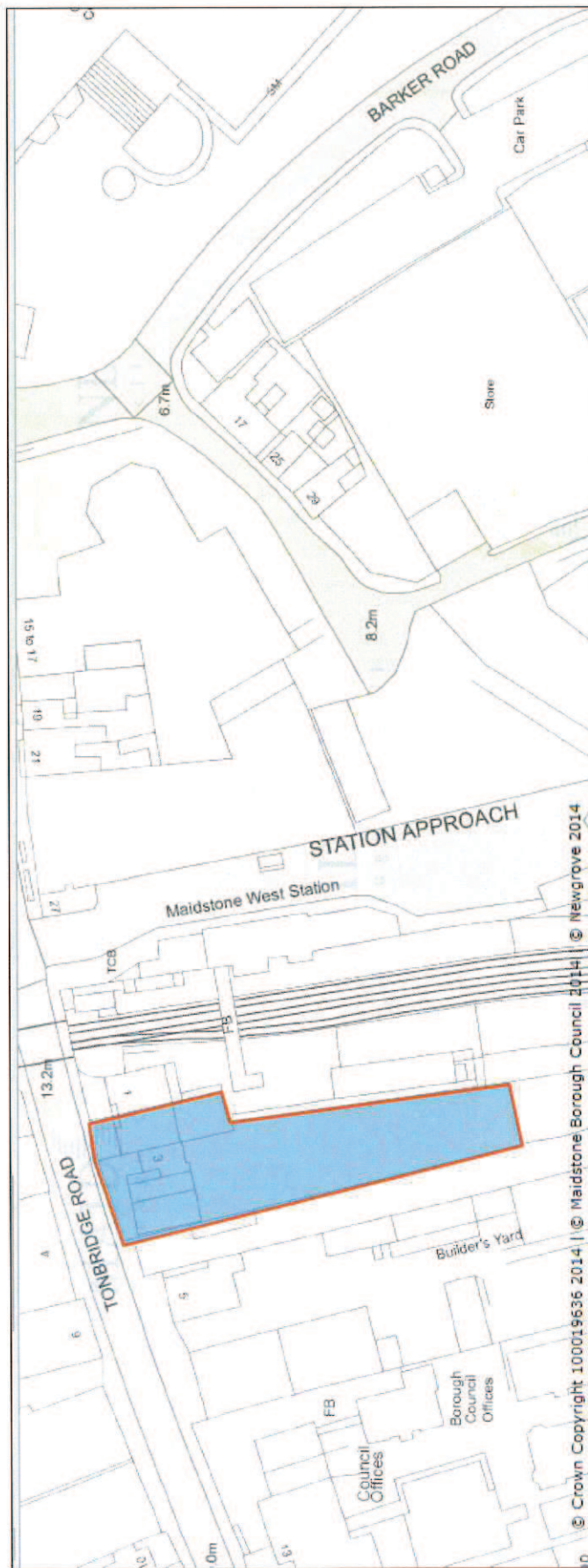
H1 (53) 18-21 Foster Street Maidstone



Area to be developed

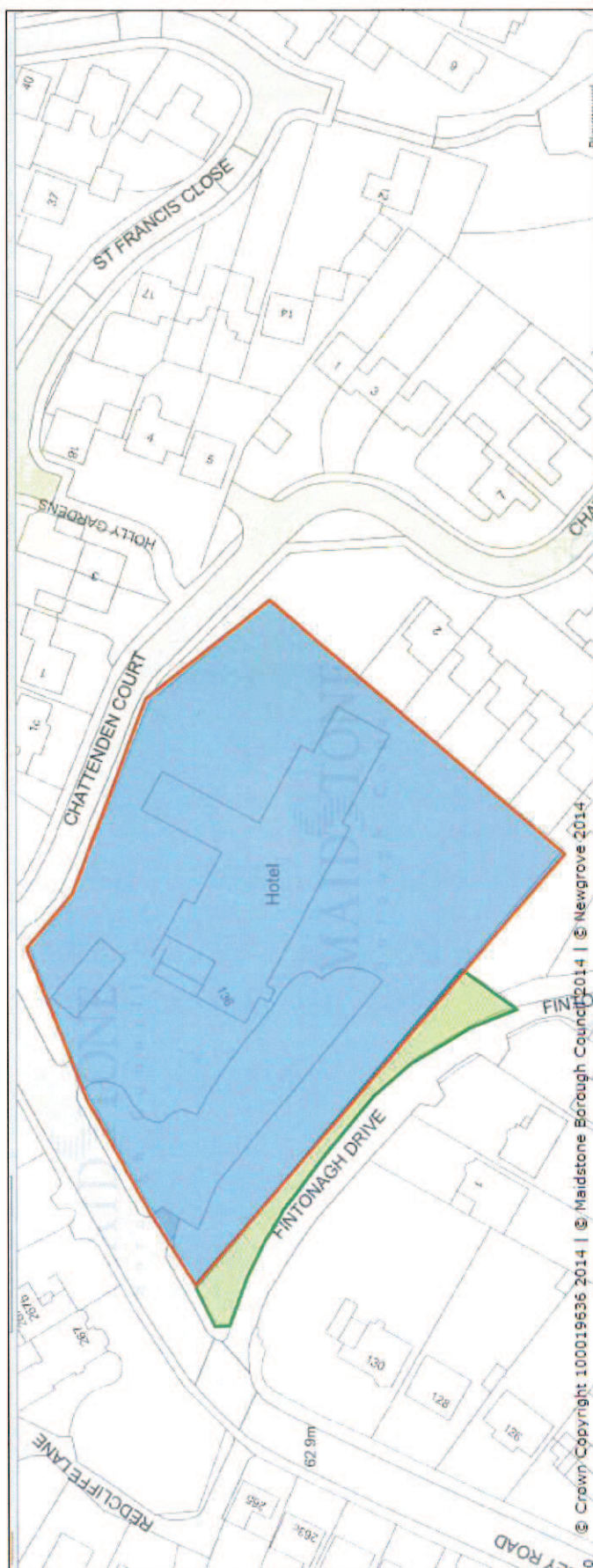


H1 (54) Slencrest House 3 Tonbridge Road Maidstone



Area to be developed

H1 (55) The Russell Hotel Boxley Road Maidstone



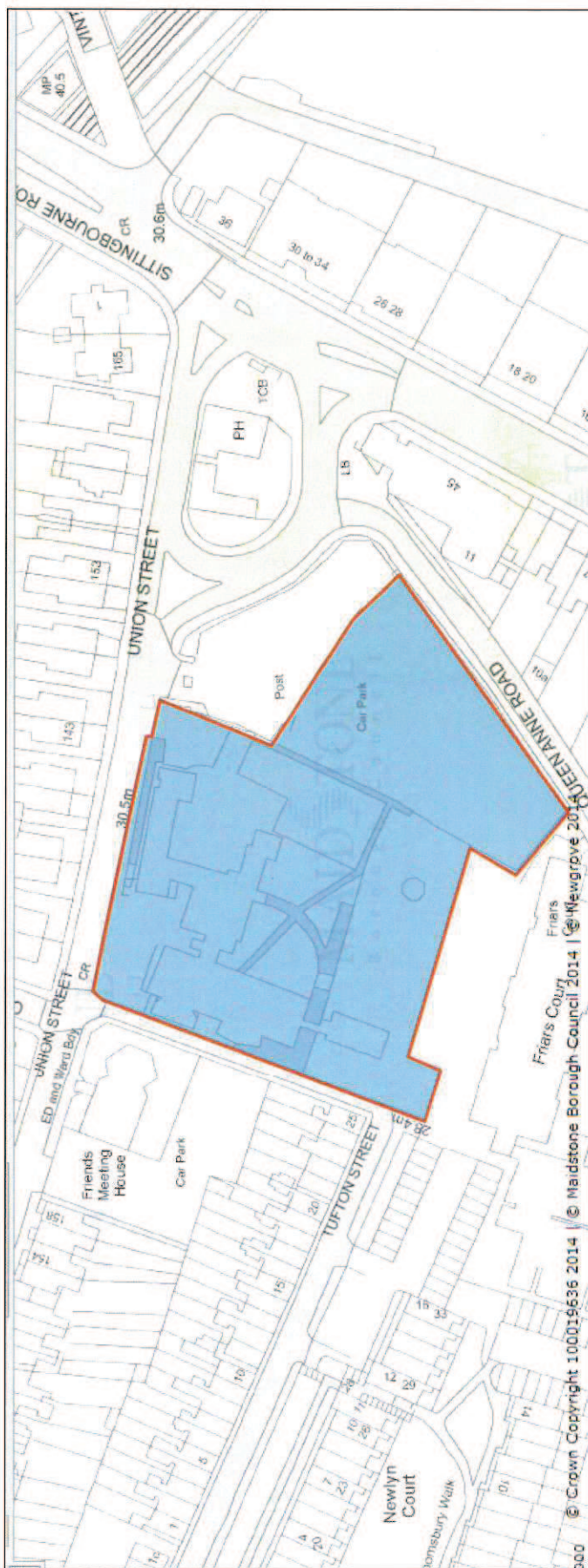
Area to be developed



Wooded area to be kept free from development
and subject to a management agreement

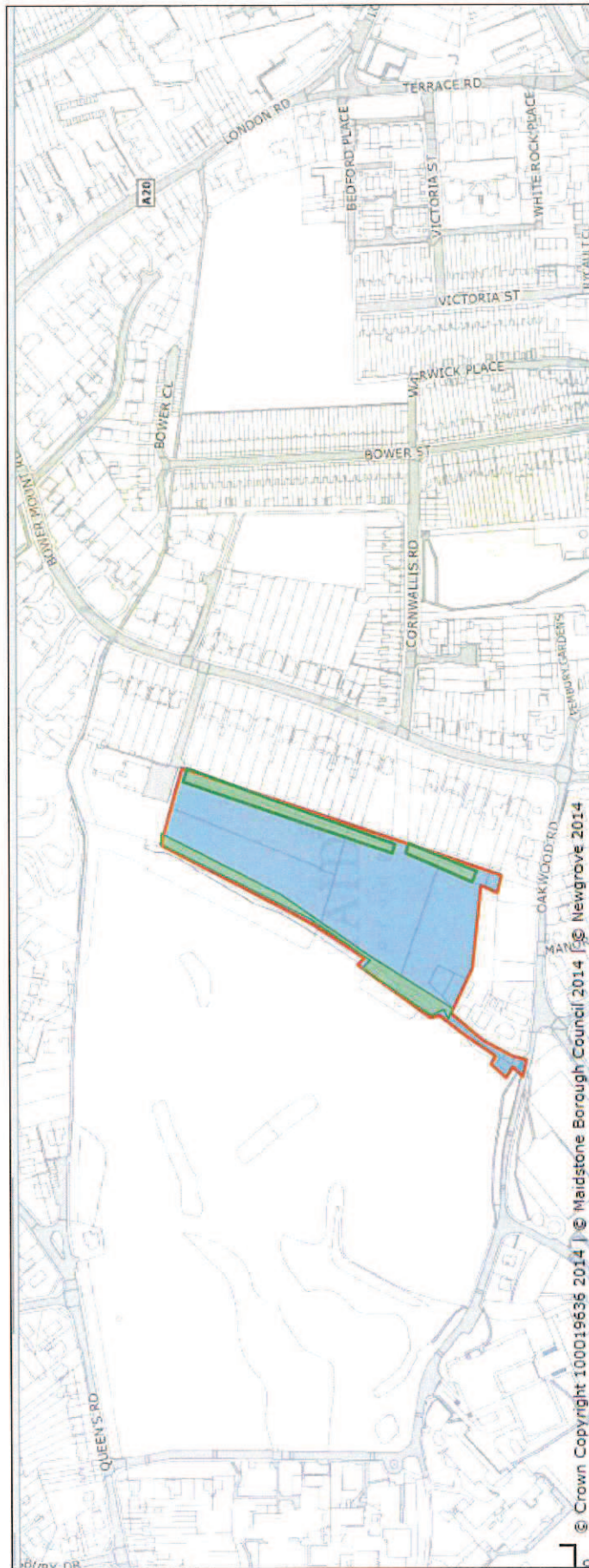


H1 (56) Land at 180-188 Union Street Maidstone



Area to be developed

H1 (57) Land at former Astor of Hever Community School, Oakwood Road, Maidstone



Area to be developed

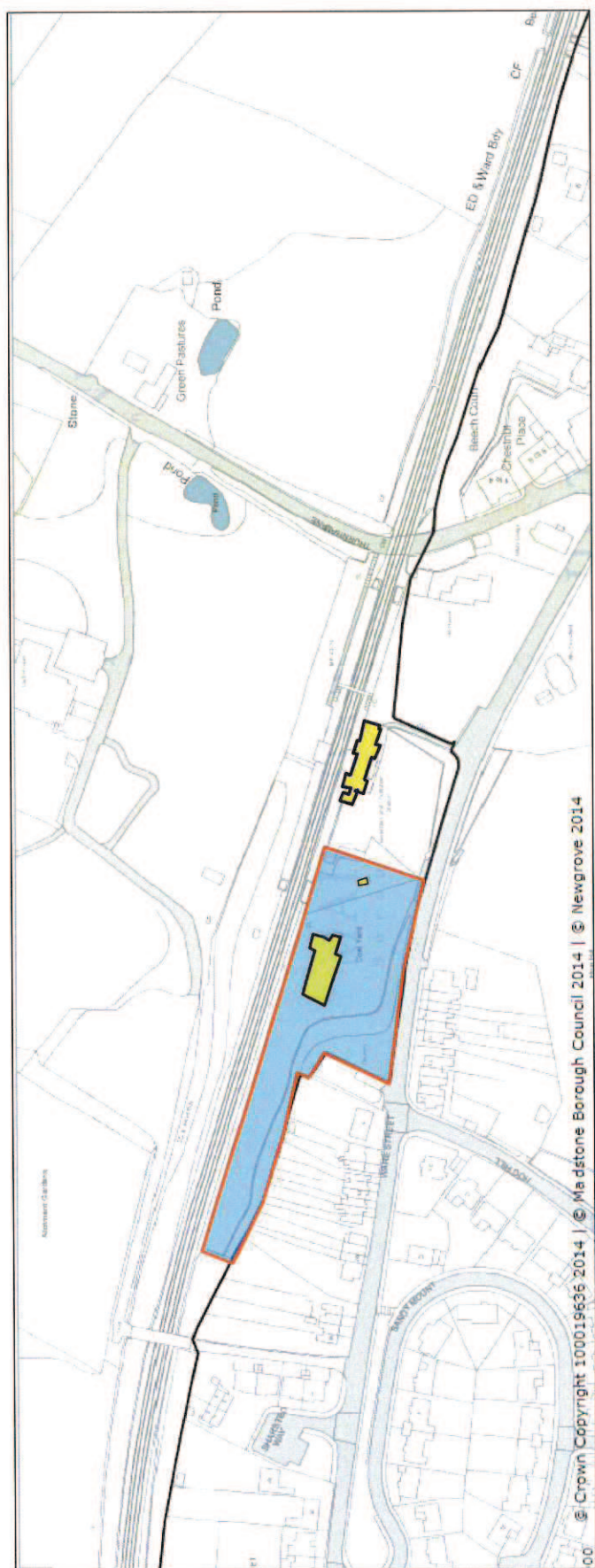
Landscape Belt

H1 (58) Tovil Working Men's Club Tovil Hill Tovil



Area to be developed

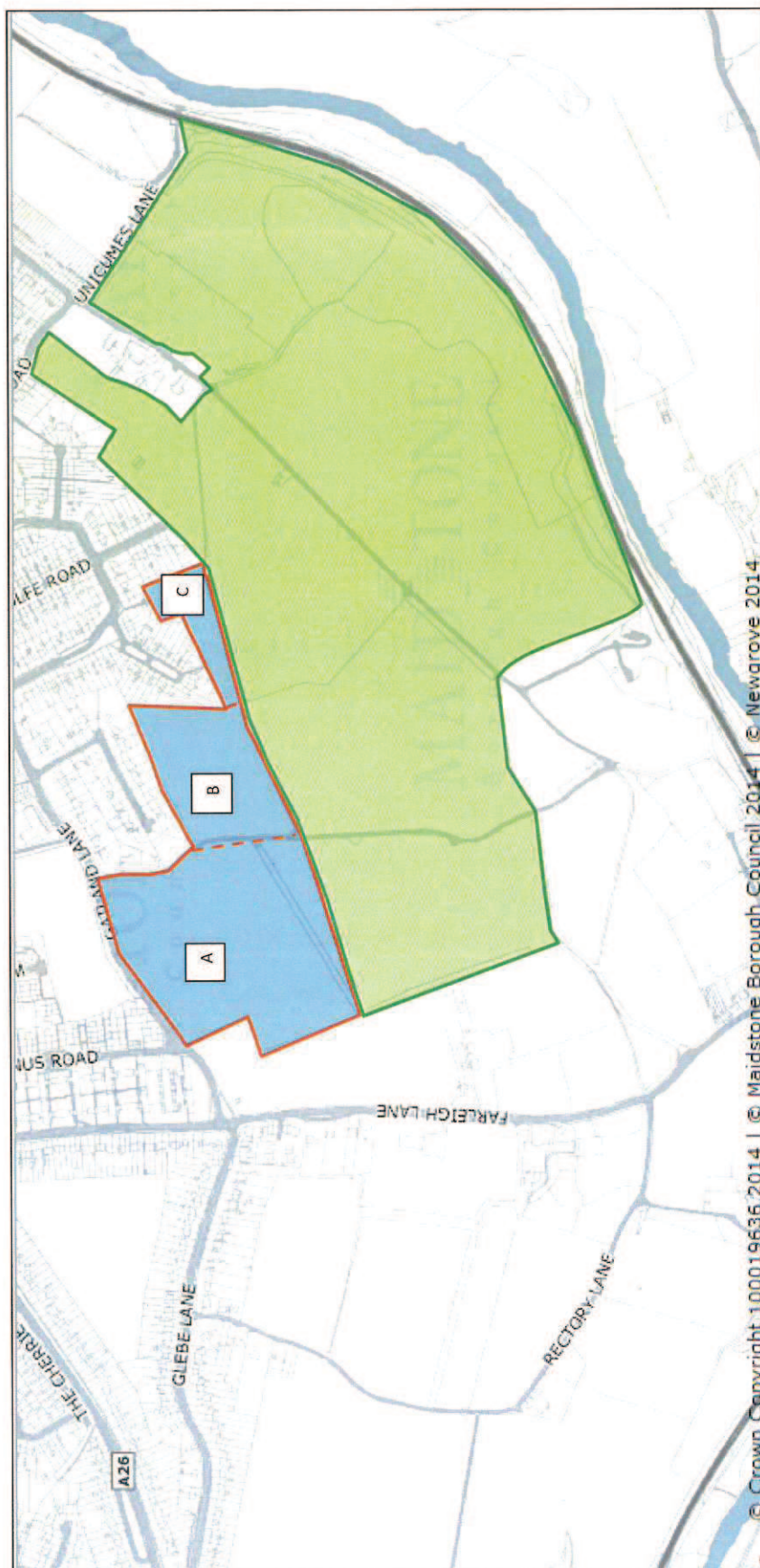
H1 (59) Bearsted Station Goods Yard



Area to be developed

Designated Heritage Assets

H1 (60) Fant Farm Maidstone



Area to be developed

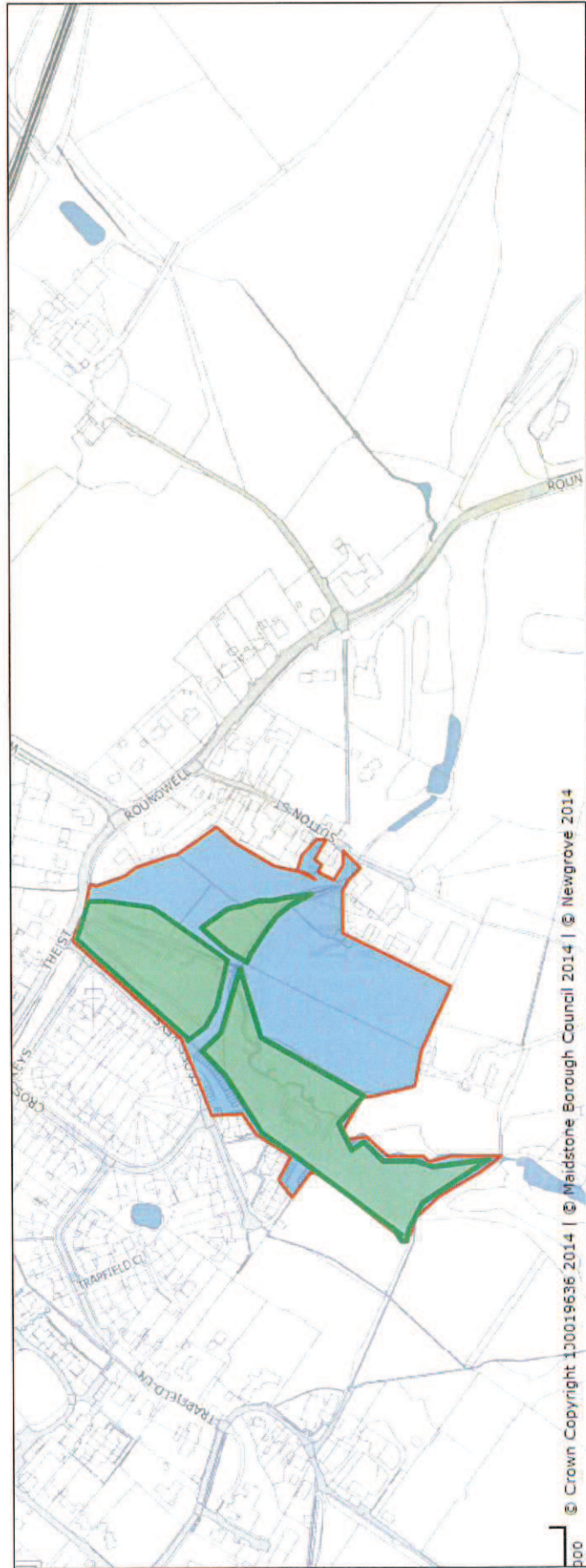
A: 5.33ha 150 units

B: 2.09ha 50 units

C: 0.71ha 25 units

Country Park

H1 (61) Land at Cross Keys Bearsted

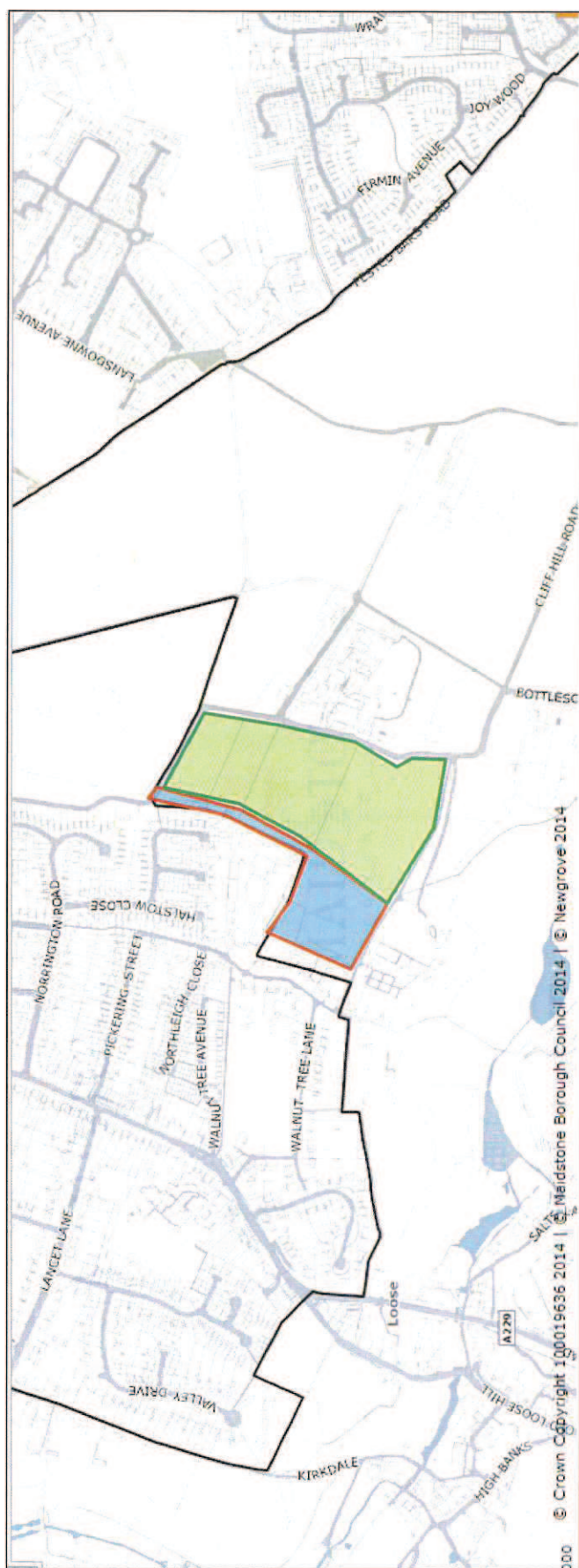


Area to be developed



Public Open Space/Undeveloped area

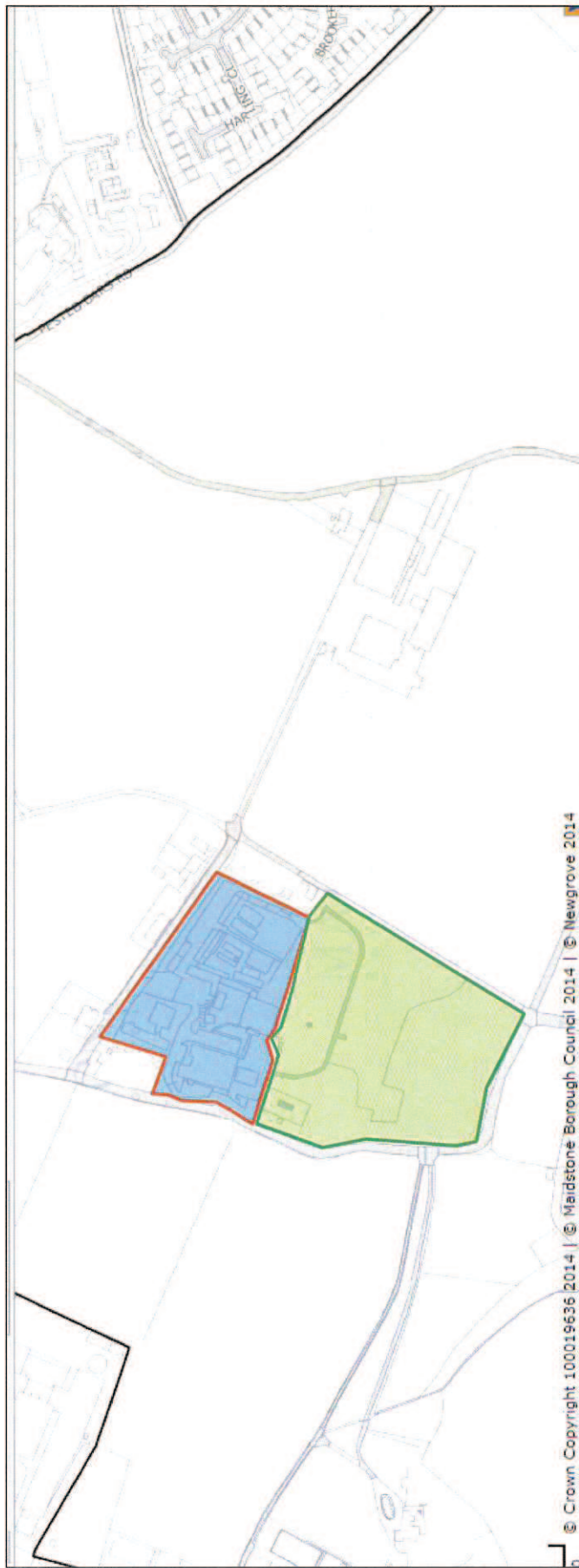
H1 (62) Land at Boughton Lane Loose and Boughton Monchelsea



Area to be developed

Public Open Space

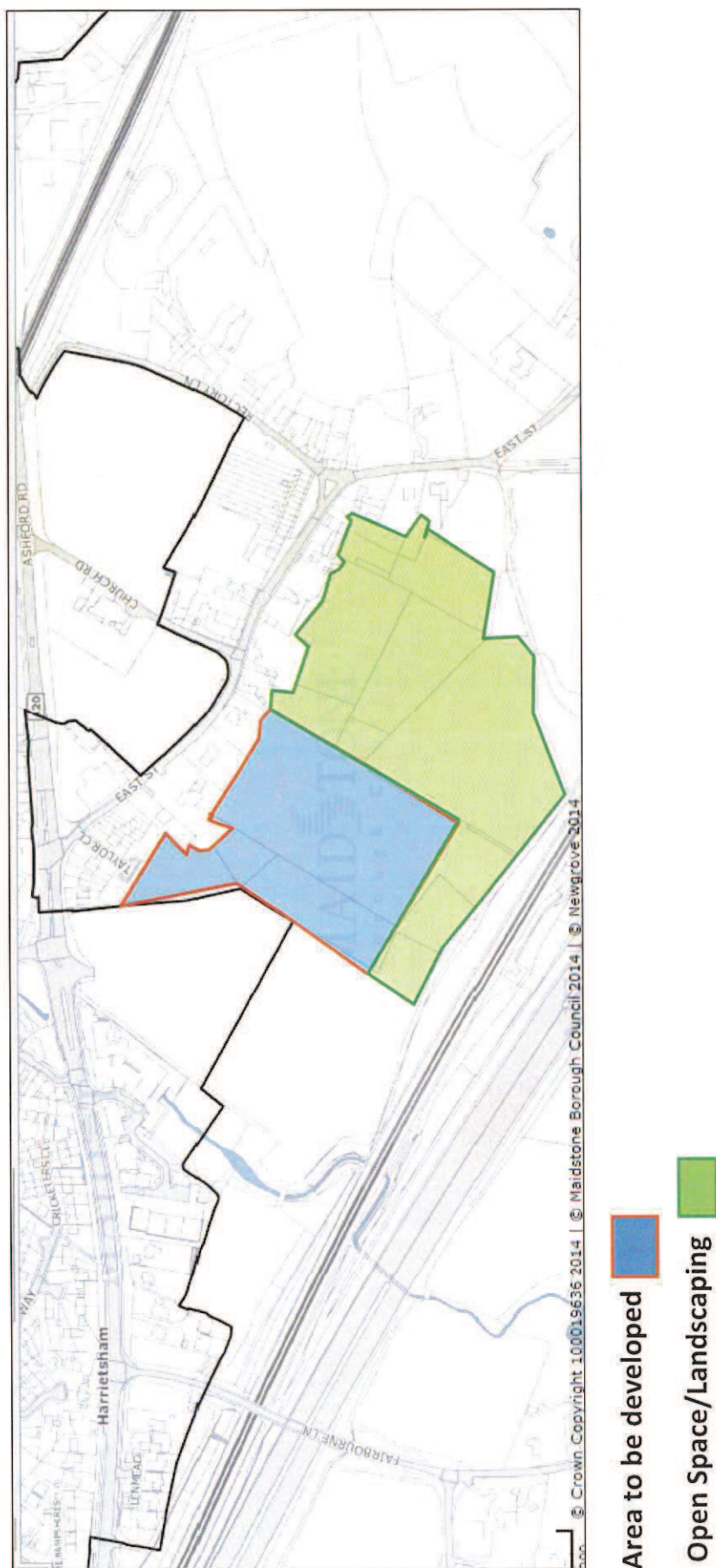
H1 (63) Boughton Mount Boughton Lane Boughton Monchelsea



Area to be developed

Public Open Space

H1 (64) Bell Farm North East Street Harrietsham



H1 (65) Land at Lenham Road Headcorn



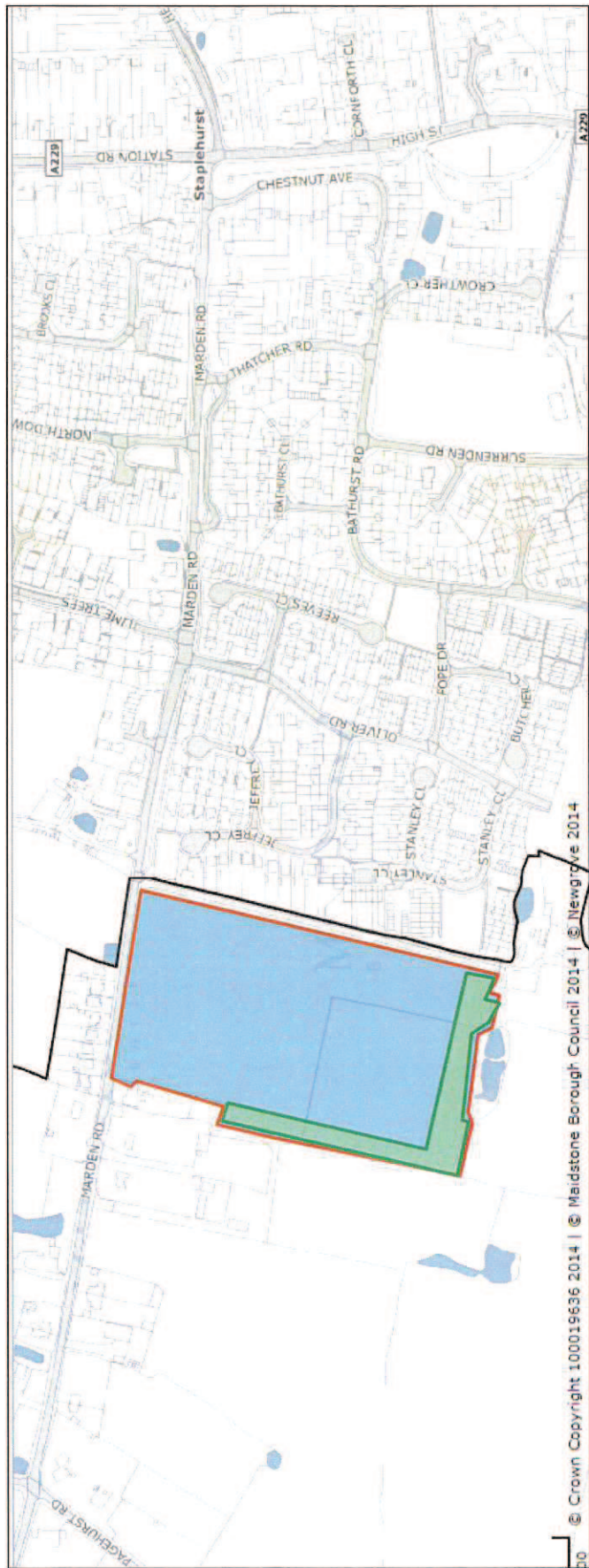
Area to be developed

Open Space/Landscaping

H1 (66) Land south of The Parsonage Goudhurst Road Marden



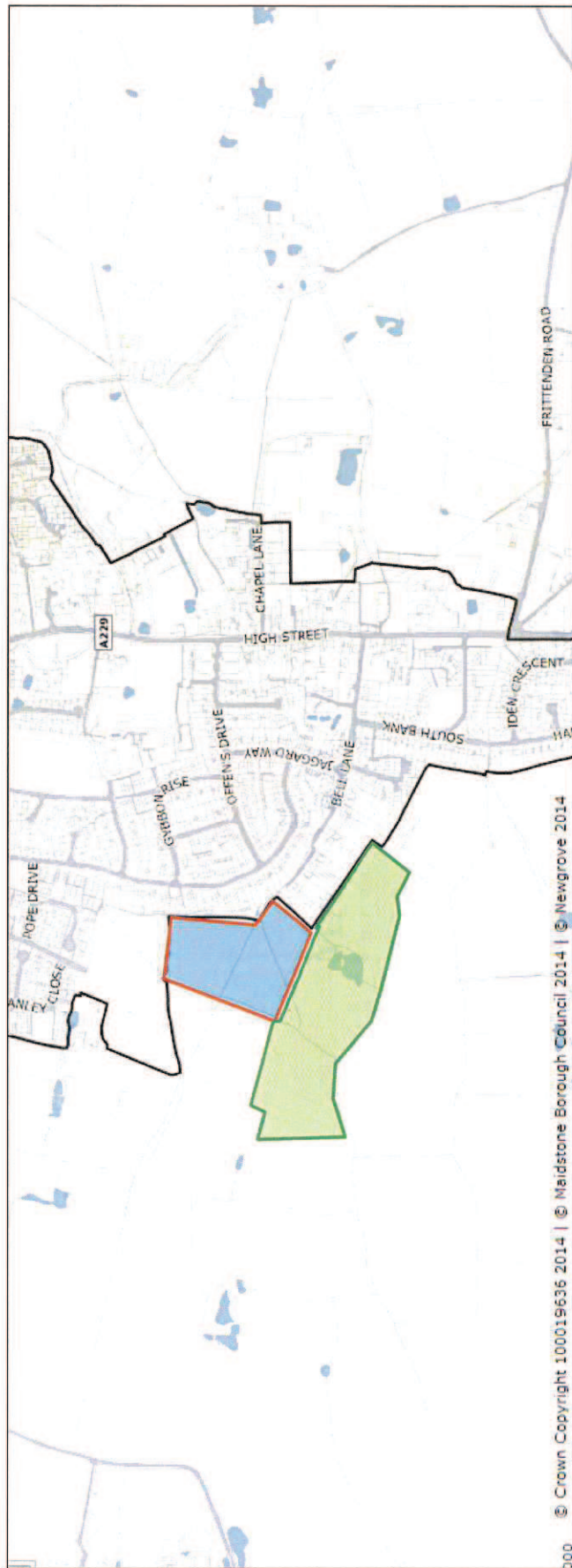
H1 (67) Land south of Marden Road Staplehurst



Area to be developed

Open Space/Landscaping

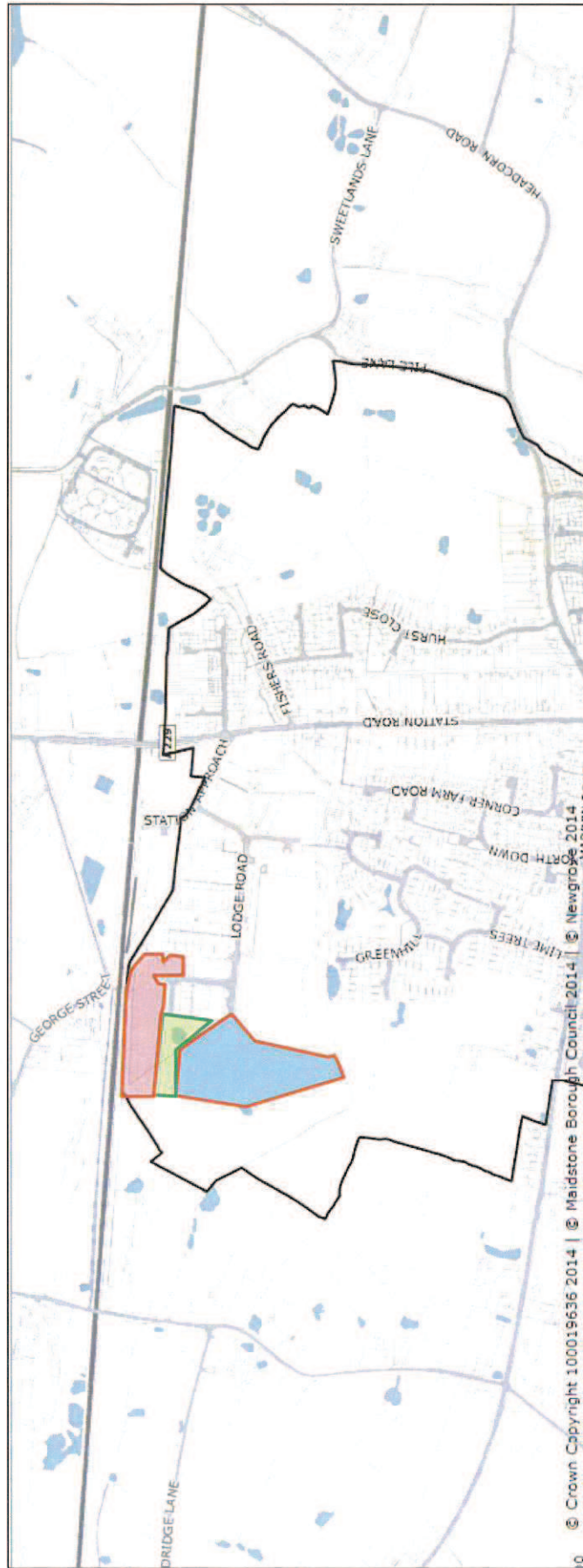
H1 (68) Land to the north of Henhurst Farm



Area to be developed

Open Space/Landscaping

H1 (69) Land at Lodge Road Staplehurst



Area to be developed

Open Space/Landscaping

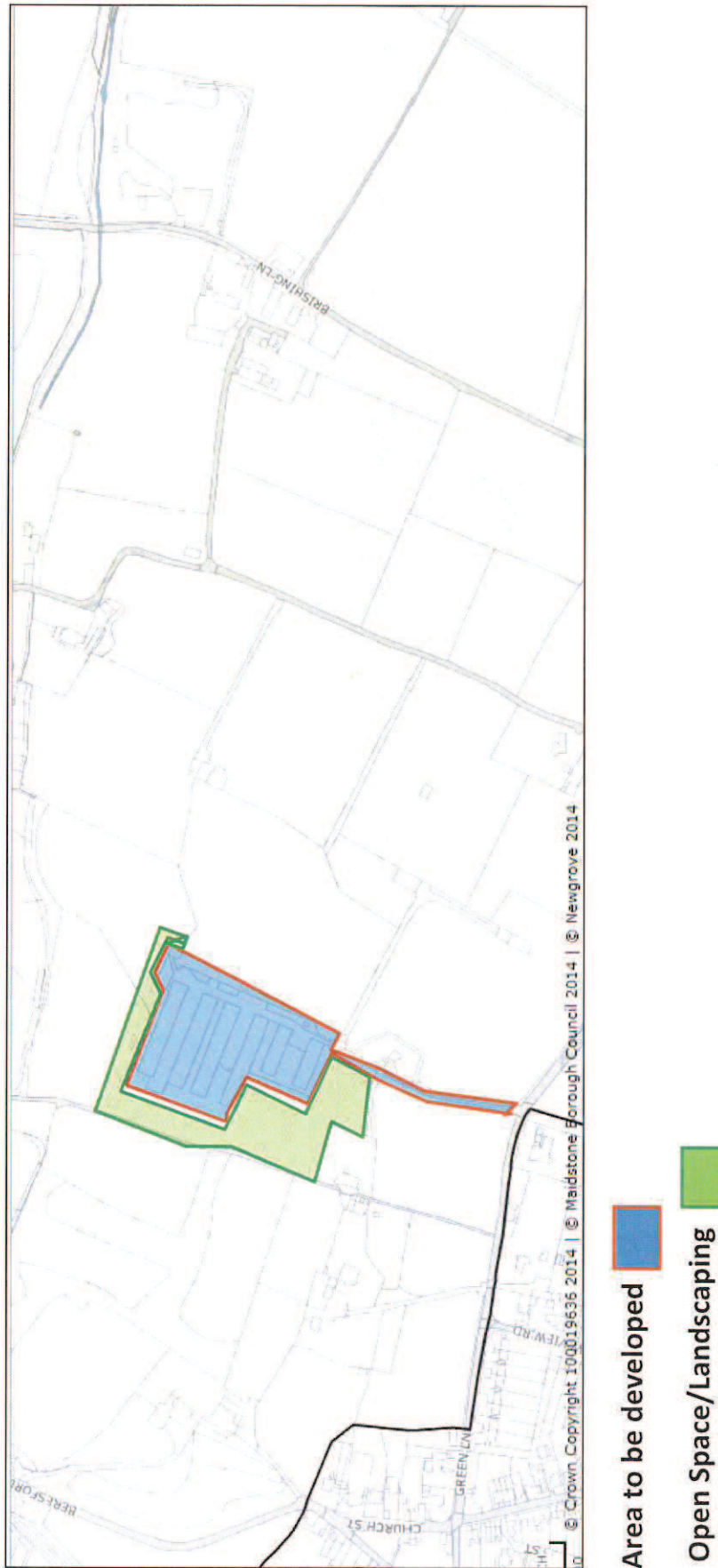
Employment

H1 (70) Land at Church Street/Heath Road Boughton Monchelsea

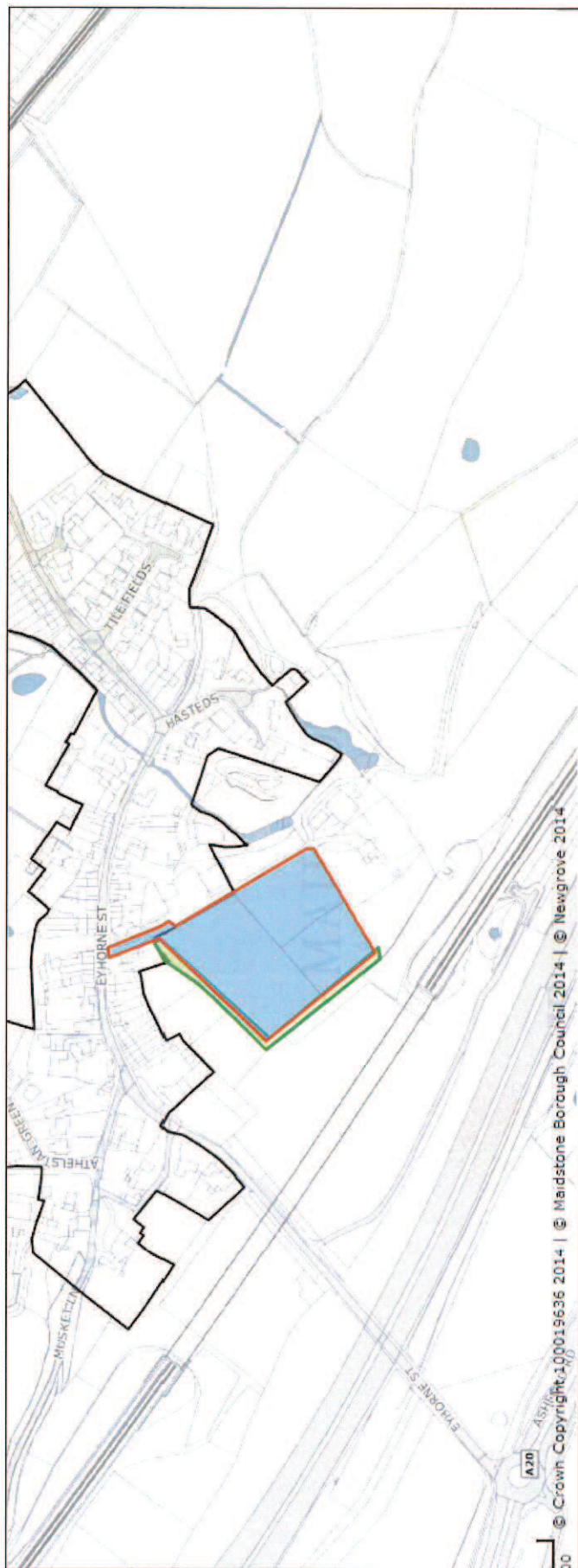


Area to be developed

H1 (71) Land at Lyewood Farm Green Lane Boughton Monchelsea



H1 (72) Land adj. The Windmill PH Eyhorne Street Hollingbourne



Area to be developed

Open Space/Landscaping

H1 (73) Brandy's Bay South Lane Sutton Valence



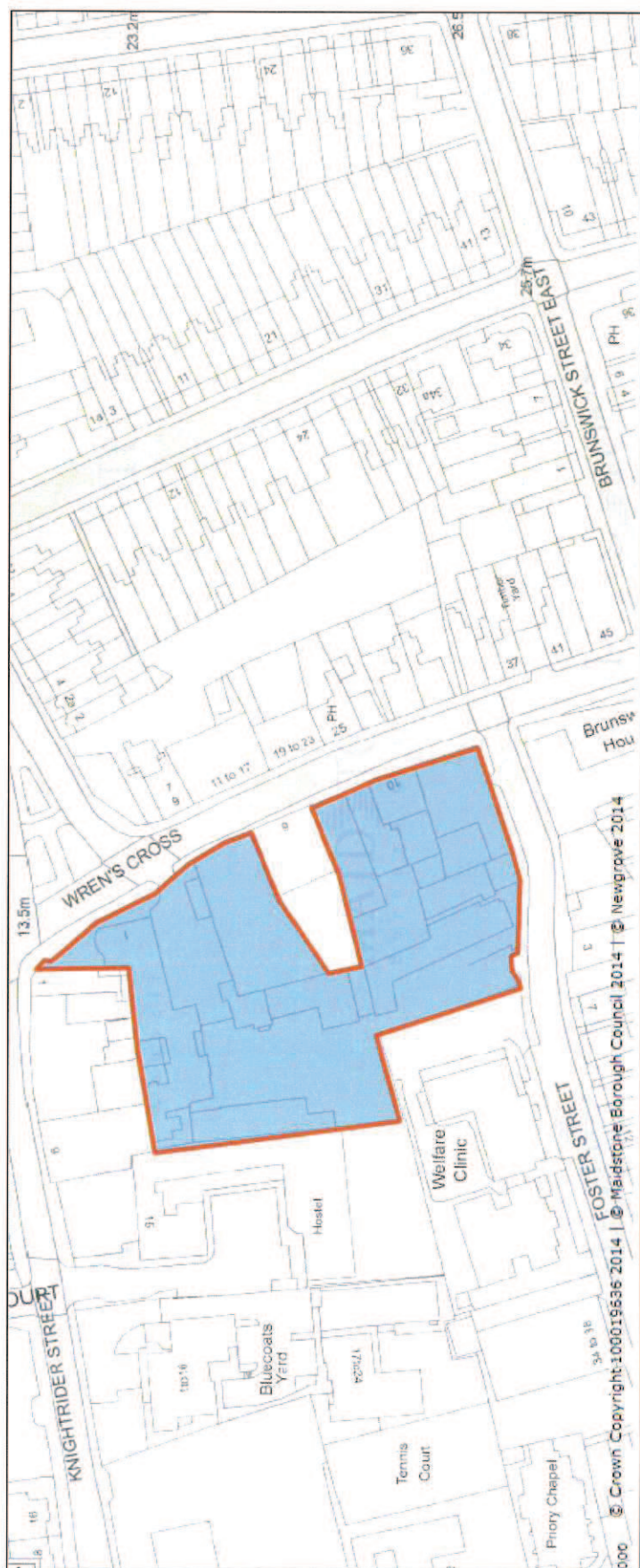
Area to be developed



Open Space/Landscaping



H1 (74) Wren's Cross Upper Stone Street Maidstone



Area to be developed

APPENDIX E – Housing Land Position

Objectively Assessed Need and Housing Land Supply	Dwellings	Totals
Objectively assessed housing need		18,600
Completed dwellings 2011/12, 2012/13 and 2013/14	1,926	
Planning permissions (including subj. to s106 agreement) on non-allocated sites at 10 th November 2014	2,152	
Yield from allocated sites in Policy H1 ¹	8,126	
Yield from allocated sites in RMX1 ²	552	
Potential broad locations at Maidstone Town Centre, Invicta Barracks and Lenham	3,400	
Windfall allowance 2021-31	880	
Additional proposed housing sites H1(51)-H1(74)	1,143	
Total potential housing land supply		18,179
Unmet housing need (18,600 less 18,179)		(421)

¹ Updated with revised densities and excluding H1(48)

² Subject to forthcoming decisions on Policy RMX1 sites

PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW AND SCRUTINY COMMITTEE

TUESDAY 20 JANUARY 2015

URGENT UPDATE REPORT

I would advise Members of the following changes to the published report.

1: The schedule of changes to site capacities has been updated and amended to reflect the current position with regard to submitted applications.

A full revised schedule is attached at Appendix One

2: There are proposed changes to the published criteria for the following policies:

H1 (10) Land south of Sutton Road Langley

The proposed changes are as a result of further consideration relating to the site constraints and opportunities

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

The proposed changes are as a result of the need to ensure the retention of an existing area of safeguarded public open space and to ensure an appropriate open space area is provided to the rear (west) of the existing Springfield Mansion to preserve its setting.

The detailed changes are attached in a schedule at Appendix Two

3: The Proposals Map for policy H1 (11) Springfield, Royal Engineers Road and Mill Lane Maidstone has been amended

The proposed change is to reflect the existing safeguarded area of Public Open Space.

The plan is attached at Appendix Three

Officer comment

Members will note that in addition to the changes to policy criteria for Policy H1 (10) Land South of Sutton Road Langley that the site plan has also been amended to clarify where development may take place within the site (the area has been enlarged by moving the boundary eastwards). At the same time a significant reduction in the proposed yield for the site has been made with the yield reducing to 850 from the previously proposed 930.

As these are significant changes it is considered appropriate that a further Regulation 18 consultation is undertaken regarding the revised policy criteria and site area at the same time as any new sites are subject to Regulation 18 consultation.

Similarly with respect to Policy H1(11) the proposed yield for this development has also been reduced significantly from 950 to 500 to reflect representations on the Regulation 18 consultation undertaken in 2014 and also more detailed assessment of site constraints. It is also considered appropriate that a further Regulation 18 Consultation exercise is undertaken on this proposed change.

The other significant change is to the site area for Policy H1 (41) Land South of Grigg Lane Headcorn. This is as a result of further Flood Risk Assessment work undertaken by the site's proposers in discussion with the Environment Agency, that has indicated that less of the site area is subject to potential Flood Risk than initially was thought. Given that the potential developable area has this increased, again it is considered appropriate for this change to be included with the Regulation 18 Consultation on any new sites that may be allocated.

As a result the amendments to the published Recommendations are necessary.

Amendments to Recommendation

A: Approve the amendments to policy H1 as set out in Appendix B as further amended by the proposed revised schedules as Appendix One this report for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan with the exceptions of policy H1 (10), H1 (11) and H1 (41).

B: Approve the proposed changes to proposed yield, and site criteria and site area for policy H1 (10) Land South of Sutton Road Langley, site criteria and site area for policy H1(11) Springfield, Royal Engineers Road and Mill Lane Maidstone and site area for policy H1 (41) Land South of Grigg Lane Headcorn, as amended by this Urgent Update Report and Appendices for Regulation 18 consultation in February 2015.

C: Approve the new housing site allocation policies as set out in Appendix D for Regulation 18 consultation in February 2015.

D: Approve the deletion of site H1(48) Heath Road Boughton Monchelsea as set out in Appendix D for Regulation 18 consultation in February 2015.

APPENDIX ONE

Appendix B – Schedule of detailed changes to Policy H1

1. Changes to site capacities

Site reference	Site name/address	Regulation 18 yield	Revised yield	Reason
H1 (1)	Bridge Nursery, London Rd, Maidstone	165	140	Revised yield to reflect an application which has a resolution to grant planning permission subject to completion of a s106 agreement.
H1 (3)	West of Hermitage Lane	300	330	Revised yield to reflect applications of 250 and 80, both of which have a resolution to grant planning permission subject to completion of s106 agreements.
H1 (6)	North of Sutton Road, Otham	285	286	Revised yield to reflect two applications that have been permitted.
H1 (10)	South of Sutton Road, Langley	930	850	Reduce density due to landscape sensitivity.
H1 (11)	Springfield, Royal Engineers Rd and Mill Lane, Maidstone	950	500	Density reduced in response to representations and more detailed assessment of site constraints and identification of an area of public open space previously secured by s106 agreement.
H1 (12)	Haynes, Ashford Road, Maidstone	250	200	Density reduced in response to representations and assessment of potential site constraints.
H1 (16)	Laguna, Hart Street, Maidstone	55	76	Revised yield to reflect a current application and the site's Town Centre location.
H1 (20)	Postley Road, Tovil	80	62	Revised yield to reflect more detailed work on site constraints.
H1 (21)	Kent Police HQ, Sutton Road, Maidstone	115	112	Revised yield to reflect an application which has a resolution to grant planning permission subject to completion of a s106

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Regulation 18 yield	Revised yield	Reason
				agreement.
H1 (22)	Kent Police training school, Sutton Road, Maidstone	70	90	Revised yield to reflect an application, which has a resolution to grant planning permission subject to completion of a s106 agreement.
H1 (25)	Tongs Meadow, West St, Harrietsham	100	105	Revised yield to reflect current application and more detailed assessment of site constraints.
H1 (26)	South of Ashford Rd, Harrietsham	70	117	Revised yield to reflect application and more detailed assessment of site constraints.
H1 (28)	Church Road, Harrietsham	95	80	Revised yield to reflect an application, which has a resolution to grant planning permission subject to completion of a s106 agreement.
H1 (32)	Howland Road, Marden	55	44	Revised yield to reflect an application that has been permitted.
H1 (33)	Stanley Farm, Plain Road, Marden	170	85	Revised yield to reflect an application which has a resolution to grant planning permission subject to completion of a s106 agreement.
H1 (34)	The Parsonage, Goudhurst Rd, Marden	200	144	Revised yield to reflect an application that has been permitted.
H1 (36)	Hen & Duckhurst Fm, Marden Rd, Staplehurst	370	250	Revised yield to reflect more detailed assessment of site constraints.
H1 (38)	Old School Nursery Station Rd, Headcorn	5	9	Revised yield to reflect an application that has been permitted.

Appendix B – Schedule of detailed changes to Policy H1

Site reference	Site name/address	Regulation 18 yield	Revised yield	Reason
H1 (40)	Grigg Lane and Lenham Rd, Headcorn	120	80	The overall capacity for the site is now 80 following more detailed assessment of site constraints and to reflect the existing planning permissions for 45 dwellings (as well as a new childrens' nursery).
H1 (43)	Linden Fm Stockett Lane, Coxheath	85	40	Revised yield to reflect an application and the land required for the provision of additional recreational/community facilities.
H1 (50)	West of Eyhorne Street, Hollingbourne	35	14	Revised yield to reflect an application, which has a resolution to grant planning permission subject to completion of a s106 agreement.

APPENDIX TWO

Detailed criteria amendments to:

H1 (10) South of Sutton Road and H1 (11) Springfield

Site reference	Site name/address	Change	Reason
H1 (10)	South of Sutton Road, Langley	<p>Amend criterion1 to state:</p> <p>An undeveloped section of land will be retained in the eastern part of the site to create a buffer between development and the adjacent open countryside. <u>No built development other than a site access road will be permitted further to the east/south east than as shown on the Proposals Map, the approximate location of the 105m contour-line.</u></p>	To provide greater clarity as to where built development would be appropriate.
		<p>Amend existing criterion 12 to state:</p> <p>Provision of publicly accessible open space <u>as required by criterion 2.</u></p>	To ensure appropriate open space to serve the occupiers of the development is secured

		<p>Amend existing criterion 14 to state:</p> <p>Safe connections will be made to the existing cycle network from Park Wood to the town centre <u>and through the upgrading of PROW KH364 and KH365.</u></p>	<p>To ensure appropriate connectivity and enhanced pedestrian and cycles routes in the interests of sustainability</p>
		<p>Add new criteria (to replace criteria 2- 7 and renumbering remaining criteria) to state:</p> <p><u>The retained open land beyond the built development shall be used for the provision of SuDS surface water drainage mitigation and to provide a comprehensive area of public open space to serve the development rather than open space being provided on a fragmented basis within the development.</u></p>	<p>To ensure that the development is designed having regard to its landscape and visual impact.</p>

		<u>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.</u>	To ensure that the development is designed having regard to its landscape and visual impact.
		<u>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.</u>	To ensure that the development appropriately considers the relationship between the site and the existing development at Langley Park.
		<u>Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.</u>	To preserve the setting of nearby designated heritage assets.

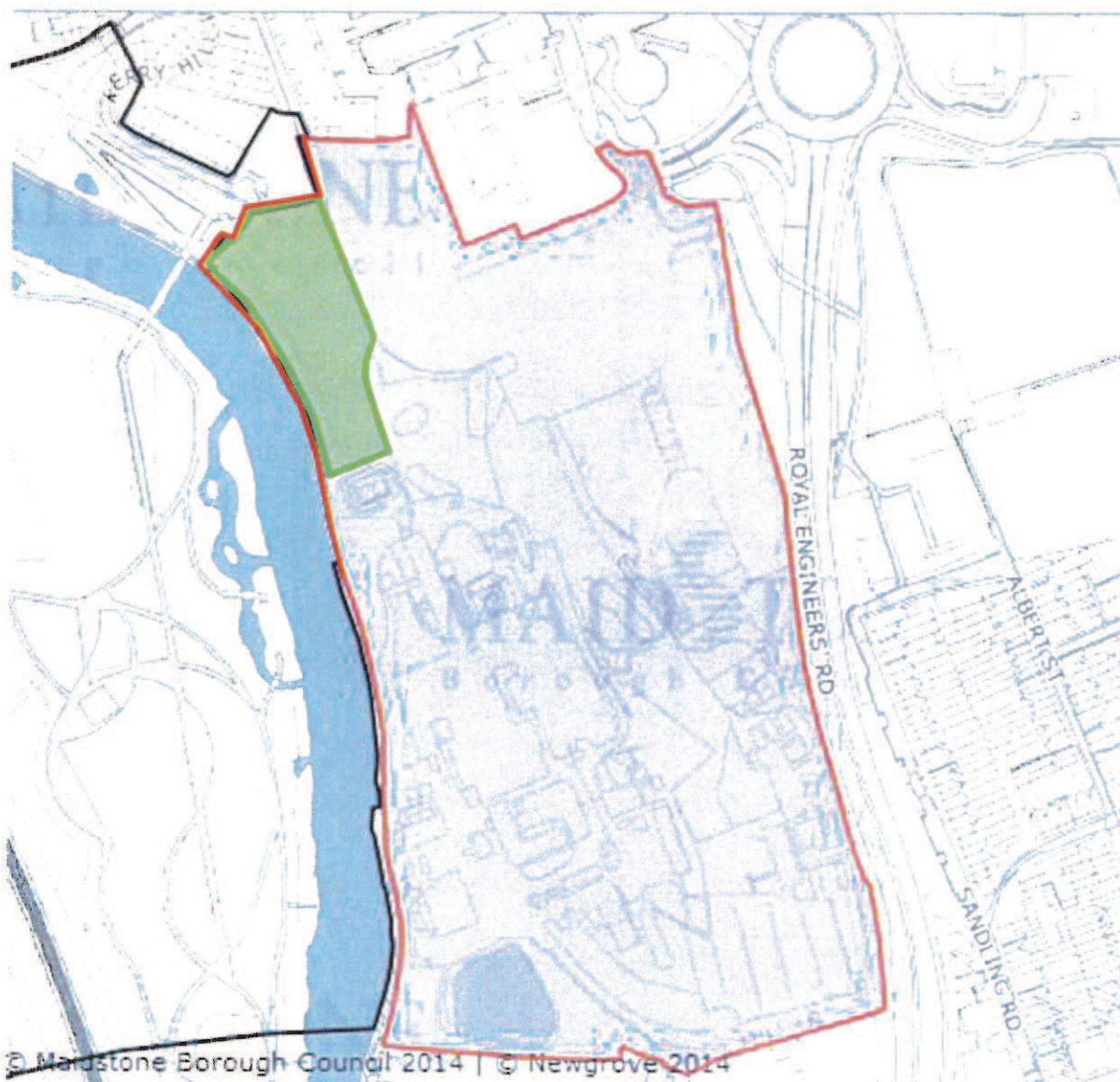
		<u>PROW KH364 will be retained and improved to enable use by pedestrians and cycles, continuing the link between Sutton Road and the Loose/Shaw stream and in addition PROW KH365 between Langley Church and Brishing Road shall also be improved to enable use by pedestrians and cycles and to provide an alternative link to south east Maidstone.</u>	To ensure appropriate connectivity and enhanced pedestrian and cycles routes in the interests of sustainability
		<u>Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and demonstrating compliance with the requirements of policies DM2, DM3 and DM4.</u>	To ensure an appropriate standard of design and sustainable construction for the development.

		<p>Add two new criteria to deal with foul and surface water drainage to state:</p> <p><u>Development proposals will demonstrate that any necessary new or improved foul and surface water drainage infrastructure required to serve the development, to ensure no risk of flooding off-site has been delivered, or will be delivered in parallel with the development in consultation with the Environment Agency, Southern Water and the Borough Council.</u></p> <p><u>The provision of appropriate contributions towards the long-term maintenance and improvement of the flood mitigation reservoir at Brishing Lane.</u></p>	<p>To ensure appropriate means of foul and surface water drainage for the site and to reflect the response of Southern Water and the Environment Agency.</p> <p>To ensure appropriate mitigation of surface water drainage to reflect the response of Southern Water and the Environment Agency</p>
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H1 (11)	Springfield, Royal Engineers Rd and Mill Lane, Maidstone	<p>Amend criterion 10 to state:</p> <p>Provision of publicly accessible open space <u>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 Proposals Map which shall be retained as part of the development</u> and/or contributions.</p>	To ensure appropriate open space to serve the occupiers of the development is secured
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APPENDIX THREE

H1 (11) SPRINGFIELD, ROYAL ENGINEERS ROAD AND MILL LANE MAIDSTONE



 **PUBLIC OPEN SPACE (SECURED UNDER A S106 AGREEMENT DATED 8 SEPTEMBER 2000 RELATING TO APPLICATION MA/99/1746).**

Planning, Transport and Development Overview & Scrutiny Committee 20th January 2015 – Infrastructure Update Note

The Council has been in ongoing dialogue with infrastructure providers as the Local Plan has progressed. Infrastructure providers have been provided with information on the development proposals set out in the draft Local Plan (Regulation 18) and potential additional sites and the following comments represent their views on the delivery of infrastructure provision.

Kent County Council

No formal response has yet been received from Kent County Council for education requirements. Adult education, libraries and social services requirements will only be provided by Kent County Council at formal consultation stage.

NHS

The Council is awaiting a response on the proposals for the larger villages and for the additional sites from NHS Property.

Southern Water (waste water)

Southern Water has advised that it does not consider that any development proposals will result in a situation where development cannot be accommodated. However, new or improved infrastructure would need to be provided in parallel with proposed development.

Aylesford WTW (serves Maidstone town and wider urban area) and Staplehurst WTW:

It is likely that investment would be required at these sites in order to serve the total level of development proposed. Southern Water has not identified any fundamental environmental constraints that would prevent them from delivering the wastewater treatment capacity. Southern Water anticipate that investment to upgrade waste water infrastructure could be planned, funded and delivered through the water industry's price review process

Sutton Valence WTW, Headcon WTW, Horsmonden WTW (serves Marden), Coxheath WTW (serves Coxheath and Boughton Monchelsea), Leeds WTW (serves Hollingbourne) and Watlington WTW:

Investment may be required to serve the development proposed. Southern Water has not identified any fundamental environmental constraints that would prevent or delay delivery of necessary wastewater treatment capacity. Southern Water anticipate that investment to upgrade waste water infrastructure could be planned, funded and delivered through the water industry's price review process.

Harrietsham WTW:

The anticipated volume of flow arising from the development proposed is likely to exceed the volume of flow currently permitted to be released from the WTW. However, Southern Water state that they could apply to the Environment Agency to increase the volume so that the development can be accommodated. Southern

Planning, Transport and Development Overview & Scrutiny Committee 20th January 2015 – Infrastructure Update Note

Water anticipates that the Agency would apply the no deterioration principle, so that stricter treatment standards would be required. Significant investment would therefore be necessary so that the parameters of the new or revised permit can be met. This would not be a constraint to development if a new or revised permit is granted by the Environment Agency.

Lenham WTW:

With regard to the development proposed prior to 2026 (approx 270 homes), this could be accommodated within the existing environmental permit at Lenham WTW. Investment may be required to accommodate this increased demand and to meet required treatment standards. This investment could be planned, funded and delivered through the water industry's price review process.

In terms of the housing planned post 2026 (Lenham broad location), the feasibility of providing the necessary wastewater treatment capacity at Lenham WTW would depend on the treatment standards required by the Environment Agency in order to protect water quality objectives. If it is not feasible to accommodate the development at Lenham WTW, Southern Water would investigate alternative options, for example transfer of wastewater flows to an alternative WTW.

**PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW
AND SCRUTINY COMMITTEE**

THURSDAY 22 JANUARY 2015

(ADJOURNED FROM TUESDAY 20 JANUARY 2015)

ADDITIONAL URGENT UPDATE REPORT

I would advise Members that Officers have been advised that the site plan on page 152 of the agenda relating allocated site H1 (40) – Grigg Lane and Lenham Road Headcorn incorrectly reflects the extent of the planning permissions that have been granted.

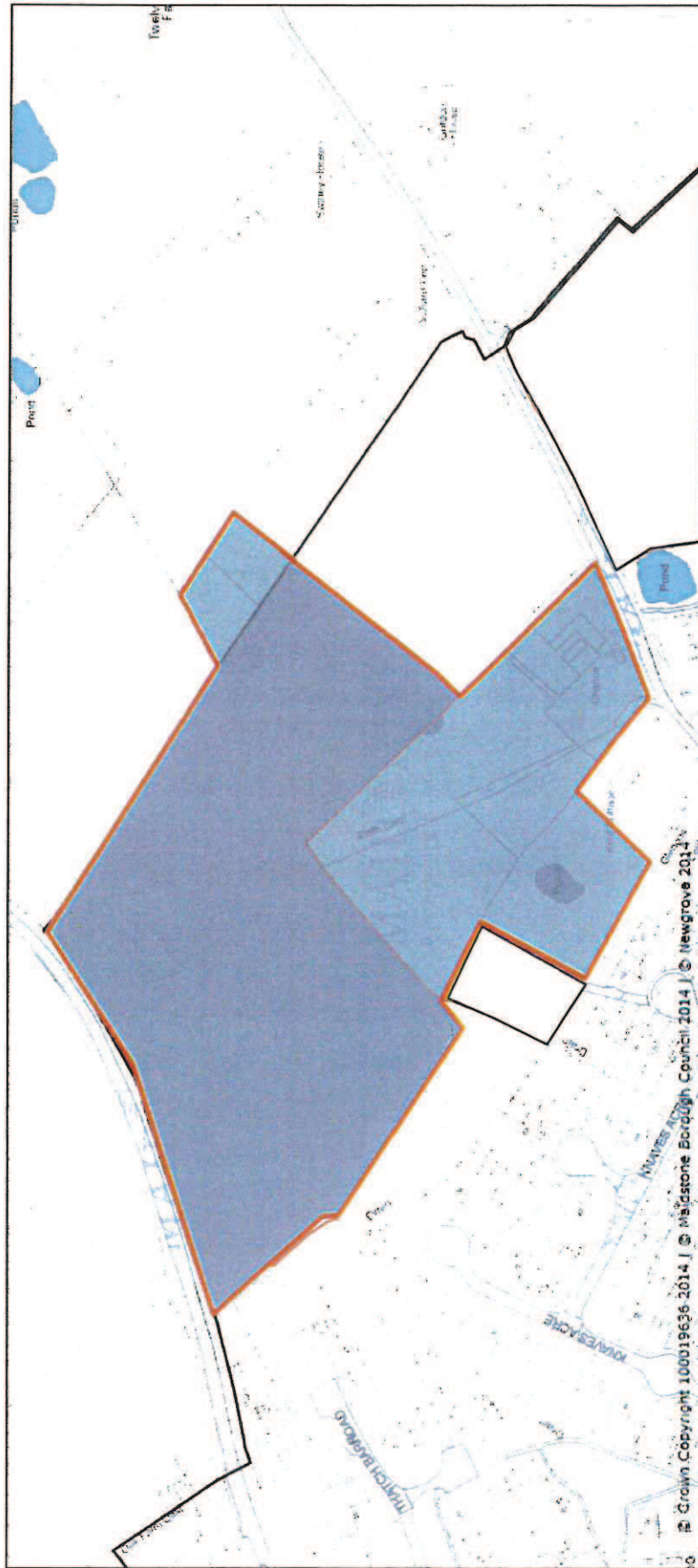
This has been checked and found to be the case.

An amended plan which correctly indicates the revised site area for development is attached. The changes to the plan published in the Regulation 18 consultation version of the Maidstone Borough Local Plan are indicated in the lighter grey colour.

Amendments to Recommendation

That the attached plan be substituted for the plan on page 152 of the agenda and be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan with the other amendments set out in Appendix B.

H1 (40) – Grigg Lane and Lenham Road Headcorn



PLANNING, TRANSPORT AND DEVELOPMENT OVERVIEW AND SCRUTINY COMMITTEE

THURSDAY 22 JANUARY 2015

(ADJOURNED FROM TUESDAY 20 JANUARY 2015)

FURTHER URGENT UPDATE REPORT

Attached to this report is a letter received from Barbara Cooper Corporate Director of Growth, Environment and Transport at Kent County Council, received since the meeting on Tuesday evening.

Also attached is a copy of the Council's response to that letter.

Both are included for Members' information.



Ms. A Broom
Chief Executive
Maidstone Borough Council
Maidstone House
King Street
Maidstone
Kent ME15 6JQ

BY EMAIL ONLY

**Growth, Environment
& Transport**

Room 1.62
Sessions House
MAIDSTONE
Kent ME14 1XQ

Phone: 03000 415981
Ask for: Barbara Cooper
Email: Barbara.cooper@kent.gov.uk

20 January 2015

Dear Alison,

**Re: Maidstone Borough Council Planning, Transport and Development Overview
& Scrutiny Committee - 20 January 2015**

I refer to the forthcoming meeting of the above and note the release of the agenda and supporting documents.

I request that this letter is presented to all Members of this committee, setting out the following serious issues:

1. Kent County Council (KCC) considers that the proposed level of growth causes an unacceptably severe impact on the transport network, the travelling public and the ability of Maidstone's economy to function effectively. These additional housing allocations simply worsen the situation, and to be introducing further development at this time is premature in advance of both authorities agreeing suitable mitigation measures.
2. The County Council continues to have significant concerns regarding the overall quantum and spatial distribution of development proposed in the Local Plan. We have particular concerns about the potential impact on highways and transportation and indeed have worked closely with you and your JTB members on jointly agreeing how we identify potential mitigation measures. As you know we also have concerns about water and sewerage infrastructure and the natural environment and how all of these elements together impact the lives of residents and businesses of the Maidstone Borough.
3. In the context of the serious concerns regarding infrastructure provision and an unacceptably incomplete Local Plan evidence base, the viability and deliverability of the Local Plan cannot be demonstrated. This is a fundamental requirement of national planning policy.

In short, KCC urges this committee not to consider these additional housing allocations and in view of the lack of an agreed evidence base, the report to Members is fundamentally premature.

Item 8 Maidstone Borough Local Plan – new and amended site allocations

KCC strongly objects to the proposed amendments to Policy H1 ('Housing allocations') of the emerging Maidstone Borough Local Plan 2014 and the 24 additional housing sites recommended for allocation. MBC and KCC via the JTB are totally aware of the absence of a comprehensive and agreed evidence base, particularly in respect of highways and transportation and have as a result jointly commissioned transport modelling of various options. MBC is also aware and in agreement with our work on water and sewerage capacity where there are known issues. A robust demonstration of the viability of the Local Plan is also required.

KCC has been closely co-operating with Maidstone Borough Council on transport matters, mainly via the Joint Transportation Board, and we thought we had an agreed programme. The release of the new and amended site allocations is premature without the completion of the traffic modelling work and is not in the spirit of co-operation.

This letter will outline the basis of the strong objections the County Council will maintain to Policy H1. KCC fully intends to submit a comprehensive representation on the Local Plan during the formal period of consultation.

Quantum and distribution

In its response to the 2014 draft of the Maidstone Local Plan (dated 7 May 2014), KCC set out its view that the provision of 17,100 dwellings between 2011 and 2031 as set out under Policy SS1 ('Maidstone Borough spatial strategy') was neither deliverable nor sustainable.

Paragraph 1.3.15 of the officer's report to the Overview & Scrutiny Committee notes the Maidstone Borough Council Cabinet agreement to an objectively assessed housing need for the Maidstone Borough of 18,600 dwellings, based on the findings of the 2014 Strategic Housing Market Assessment.

The County Council draws the attention of the Borough Council to the recent letter (dated 19 December 2014) from the Minister for Planning and Housing to the Chief Executive of the Planning Inspectorate.

The letter states, "... the outcome of a Strategic Housing Market Assessment is untested and should not automatically be seen as a proxy for a final housing requirement in Local Plans". The policy target is derived following the application of proper planning constraints (i.e. environmental, infrastructure etc.) and KCC firmly believes that there are a number of critical constraints to the level of growth proposed in the emerging Local Plan. On this basis, the housing need figure should not simply be transposed to a policy target and a lower number would be justified which would ensure a deliverable Local Plan.

KCC notes the assertion in paragraph 1.3.58 of the officer's report that the 24 additional housing sites proposed for allocation would maintain the spatial distribution of development as set out in the 2014 draft of the Local Plan. In its 2014 Local Plan

response, the County Council set out its strong objections to the major development proposed at the urban periphery of Maidstone. The sites in this location are over three miles from the town centre and development would lead to an increased reliance on the car as the primary mode of transport, alongside the loss of open countryside and further urban sprawl. Development in this location cannot be justified as a suitable or sustainable location for future growth.

A significant proportion of the dwellings proposed in the additional allocations are located within identified Rural Service Centres and Larger Villages. It is the position of KCC that it would be a disservice to those communities if housing allocations in these locations were selected without recourse to the community and not in accordance with relevant Neighbourhood Development Plans.

KCC continues to assess the implications of the proposed allocations on local infrastructure capacity (i.e. transport) and the provision of its key services, particularly Education, Youth and Community Learning and Social Services. The outcomes of this work will form part of the comprehensive representation the County Council will submit during the formal publication of the Local Plan.

Highways and Transportation

Work has been jointly commissioned by the County and Borough Councils and undertaken by Amey to identify the impact on the travelling public of the 17,100 homes on the transport network in 2031. The results of this were presented to the Joint Transportation Board on 15 December 2014 and clearly demonstrate that there would be an average increase of over 42% in total travel time if only the Bridge Gyratory improvement scheme was to be implemented. If the wider package of highway improvements as agreed by the Joint Transportation Board in September 2014 were to be implemented, then this average increase would be of the order of 30%.

For the avoidance of doubt, based on evidence and in full agreement with the Joint Transportation Board, the County Council currently considers that the growth planned causes an unacceptably severe impact upon the network, the travelling public and the ability of Maidstone's economy to function effectively. These additional proposals simply worsen the situation. Without practicable mitigation measures being identified which have the support of both sets of Members and the public, the County Council as Local Highway and Transportation Authority will **maintain** a strong objection to the Local Plan through to the Examination in Public and beyond.

The officer's report asserts at paragraph 1.3.30 that, "... it is important to note that KCC Highways has not objected to the housing sites included in the draft Local Plan (Regulation 18)". This statement is grossly inaccurate. KCC, in its response to the 2014 draft of the Local Plan (dated 7 May 2014), clearly objects to the inclusion of unsuitable sites and certainly to the overall quantum and spatial distribution of development proposed by Maidstone Borough Council.

Water and Sewerage

The County Council considers paragraphs 1.3.21-1.3.23 of the officer's report to the Overview & Scrutiny Committee to downplay the critical nature of the well documented issues in relation to the local sewerage network.

In its response to the 2014 Local Plan, KCC referred to the Maidstone Borough Council Water Cycle Study – Outline Report 2010 (Halcrow Group Limited). In respect of the major development proposed to the south east of Maidstone, the report stated (paragraph 4.2.2), “... *the limited capacity of the existing sewerage infrastructure to the town will act as a significant constraint*”.

In its efforts to understand the full implications of the development proposed in the Local Plan on the sewerage network, the County Council commissioned consultants Amey to undertake detailed assessments. The outcomes of this work were shared with Maidstone Borough Council at the earliest available opportunity. This reaffirmed the findings in the published Local Plan evidence base, “*The foul water sewerage system within Maidstone has little or no capacity to accept additional flows... this represents issues for future development*”.

KCC has, to date, not seen any technical solutions to address the sewerage capacity issues and the cost of delivering the required improvements. In the absence of this information, the County Council reiterates its strong objection to the proposed allocations to the urban periphery of Maidstone on the basis that the sites are not deliverable, notwithstanding their unsuitable location and contribution to urban sprawl.

Viability and deliverability

Until the traffic modelling has been completed, we cannot, jointly, determine what mitigation to development would be suitable; therefore we cannot determine the viability of individual sites. Without an Infrastructure Delivery Plan in place, neither are we able to determine the viability of the emerging Maidstone Borough Local Plan.

The National Planning Policy Framework (paragraphs 173 and 174), “... *requires careful attention to viability and costs in plan-making and decision-taking*”. In accordance with the Community Infrastructure Regulations (CIL) 2010 (as amended), the Framework and Planning Practice Guidance, new development will be required to provide and/ or fund the infrastructure provision necessary to mitigate its impact, and at nil cost to the County Council.

This infrastructure should always be funded by development contributions, the CIL and any other funding sources. The County Council will not be able to provide any additional gap funding, additional service provision capacity or infrastructure to mitigate any shortfall in development contributions or CIL receipts arising from new development. KCC contends that further urban sprawl of Maidstone is neither viable nor deliverable.

The County Council, as Local Education Authority, Local Highways Authority and Statutory Library Authority, must be included as a signatory to any future Planning Obligation Deed that is completed. Agreements will be subject to sign off by the S151 Officer and where necessary, appropriate Cabinet Member, in order to ensure that the County Council can make appropriate provision for delivery as required under the terms of the agreement. Being a signatory will also enable the County Council to monitor and enforce any obligations and have the required certainty to plan for infrastructure delivery in the interests of both existing and future community.

Maidstone Borough Council has already been made aware that KCC wishes to engage with the developers involved in progressing the Sutton Road sites with planning consent, in order to discuss how the funding secured through Unilateral Undertakings might be dedicated to more strategic highway improvements rather than the widening of Sutton Road, for which Members are unanimous in their opposition.

The County Council accepts that any Section 106 Agreements must meet the three tests of validity, but there is an opportunity to gain substantial contributions to an emerging strategy – namely a link between the A274 and the A20. KCC is of the firm belief that a bypass of Leeds and Langley would be considerably more beneficial in terms of the local highway infrastructure, when looked at from the perspective of a Local Plan transport strategy. A bypass would enable opportunities for housing growth in the area but these must respect the level of local infrastructure provision and the impact on the sensitive landscape and visual amenity of the area.

Item 9 Local Plan Employment and Mixed Use Land Allocations and Results of the Consultation of the Economic Development Strategy

The County Council notes that the respective Maidstone Borough Council Overview and Scrutiny Committees will consider any amendments and/ or new employment and mixed use land allocations in the emerging Local Plan, with recommendations scheduled to be put to the 11 February 2015 Cabinet meeting. KCC will carefully consider these recommendations and their contribution to the sustainable development of the Maidstone Borough before setting out its response.

I would like your assurance that this letter will be presented to all Members of this committee which articulates our serious concerns regarding prematurity and the fact that we are working together to commission work to better understand the capacity issues and potential mitigation relating to the infrastructure necessary to support growth. Without this evidence I fail to see how you can consider these additional housing sites.

If you require further information or clarification on any matter then please do not hesitate to contact me.

Yours sincerely,



Barbara Cooper
Corporate Director – Growth, Environment and Transport

Cc. Mr. R Jarman, Head of Planning and Development, Maidstone Borough Council

Barbara Cooper
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22 January 2015

Dear Barbara

Thank you for your letter of 20 January 2015 sent by e-mail only and which you requested be brought to the attention of our elected members at the Maidstone Planning, Transport and Development Overview and Scrutiny Committee (PTD O&S) meeting on the evening of 20 January (the agenda for which was published on 9 January). Unfortunately I did not receive your e-mail until the morning of 21 January as it was quarantined by our IT security system. However, the PTD O&S Committee was adjourned and will be reconvened this evening. I will ensure that your letter is brought to the attention of Committee members at this meeting.

Your letter reflects the close working that has already taken place between our two authorities and clearly sets out Kent County Council's current position concerning our Local Plan which is very helpful. I have endeavoured to set out below the context for Maidstone Borough Council, where I believe we have areas of common ground and where there remain differences between our two authorities with the intention of making further progress on both joint work currently underway and those issues that remain to be resolved.

In response to the main thrust of the points in your letter it is important to remember that plan making is a continuous and iterative process of engagement from initial thinking through to implementation resulting in a final position where policies are in place to provide the land and infrastructure to support current and projected future levels of development. Draft housing allocations and input from infrastructure providers are an iterative process and inevitably decisions need to be made on sites before the infrastructure providers can give a firm response on the implications. Identifying draft housing allocation sites is not premature,

merely a stage in a continuous process with many other inputs towards adopted policies.

Strategic Overview of the Maidstone Local Plan

Maidstone Council conducted Regulation 18 consultation on its Local Plan as a whole in May 2014. It reflected the best information available at that point in time (including a viability assessment) although we did not have the benefit of a strategic transport assessment. I do not think it is necessary for me to repeat here the history of how we got to this position as I set this out in correspondence with your colleague the Director of Environment, Planning and Enforcement on 21st May 2014. I am sure that you will appreciate that among the factors that we took into account in deciding to go ahead with the consultation were the facts that the existing borough plan dates back to 2000 and the borough does not have a 5 year housing land supply. The consequence of this situation is that it is more difficult to direct development to the places where it is most suitable and to secure appropriate financial contributions to strategic infrastructure. Being able to make progress quickly is therefore imperative.

Since May 2014 we have enjoyed many constructive discussions concerning the Local Plan with the Director and other KCC colleagues. We have shared the further work being conducted by Maidstone officers on the Local Plan and how this is structured. For example the timetable for reviewing the draft spatial and development management policies in the light of consultation feedback, when we planned to report this to O&S and seek decisions from the Cabinet and crucially when we will be in a position to again consider all the elements in the round, including cumulative impact and demonstrable constraints on growth eg transport infrastructure, education, open space etc. This will be done before we commence Regulation 19 consultation on the revised whole Local Plan which is planned for the latter half of 2015. The Cabinet have delayed consideration of transport policies until all the transport modelling, which is currently in progress, has been completed.

Transport

Although we do not yet have an adopted Integrated Transport Strategy I believe that we (i.e. KCC and MBC working together) have made very good progress. It is a fact that the strategic transport modelling work is not yet complete. KCC has already stated its concerns about the potential consequences for transport networks, the travelling public and the economy of 17,100 new homes (May 2014) or 18,100 new homes (January 2015). We do take this seriously. In May 2014, as far as we are aware, no transport modelling had been conducted and therefore there was no evidence that we could take into account in our plan making or that KCC could take into account in its consultation response.

We are confident that this will not be the case when we conduct Regulation 19 consultation because of the joint work that we have done. Currently we do not yet have all the outcomes of the transport modelling which commenced in September/October 2014 and have not yet had the opportunity to objectively assess the impacts, fully explore mitigation or conduct a full assessment of deliverability. Although some headlines have been presented from some of the modelling we have been advised that your consultants Amey have not yet produced any reports and are focussing on running the various model scenarios. We understand and appreciate that this takes time.

Nevertheless with what we know about the timetable for this work – I believe that with continued collaboration – the results from the modelling, the subsequent consideration of both the interdependency between this and housing growth and the whole picture in terms of our infrastructure delivery plan can be completed before our planned Regulation 19 consultation on the whole Maidstone Local Plan. This will include an assessment, which I hope we can progress jointly, of any appropriate mitigation of otherwise unacceptable transport impacts including consideration of sites which are suitable for housing but are to be discounted because of the constraints of the transport network. I am sure that you will appreciate that the test for this will be high.

Furthermore I believe that the fact that we have secured funding for the Bridges Gyrotory improvements (through a combination of an allocation of capital from the Local Growth Fund and match funding from Maidstone Borough Council) demonstrates tangible results from our collaboration to date.

Housing quantum and spatial distribution

Maidstone Council is acutely aware of the general public concern and that of KCC about the objectively assessed housing need for the borough (18,600 homes). In particular we appreciate the concern that if the amount of housing allowed for in the Local Plan reaches the calculated level of need, this amount of growth would have unacceptable consequences for people's quality of life now and in the future e.g. in terms of residential amenity and congestion on the road network. I think it is also worth repeating that as the local planning authority we also have specific obligations and need to ensure that we produce a Local Plan that is evidence based and compliant with government guidance including that set out in the National Planning Policy Framework. This includes positively identifying solutions to the adverse impacts that are forecast to occur and being clear and realistic about what level of worsening e.g. in travel times we are prepared to accept and why. We (i.e. MBC and KCC officers) have discussed on many occasions how challenging it is to meet these requirements to the satisfaction of many stakeholders and specifically, given KCC's statutory responsibilities, how this may be achieved with respect to transport, education, social care etc.

Our starting point with respect to housing considerations must be the objectively assessed need. Maidstone Council, the local planning authority with

responsibility for determining the borough's housing requirement, has not yet reached a conclusion concerning the quantum of housing to be included in the Local Plan – often referred to as the housing “target”.

As you maybe aware, as yet, we have not been able to identify sufficient supply of land to satisfy the objectively assessed need. This was clear when we conducted consultation last May when the balance of unmet need was in the region of 2,500 dwellings. This was clearly and openly stated in the report presented to our Cabinet on 24th February 2014. Although we have reviewed our level of objectively assessed housing need in the light of new information from Office for National Statistics and carried out a further call for sites you will know from the papers presented to the O&S Committee on 20th January that even if all the sites identified here were agreed and delivered then the level of need would not be met. The gap is currently around 420. Of course we will keep you fully appraised of the decisions made by the Maidstone Cabinet on 28th January 2015 concerning sites to be the subject of future consultation. We will also ensure that the Cabinet is fully aware of your representation to our O&S Committee concerning the principle of conducting consultation in the current circumstances.

With what we know currently it is entirely possible that the “target” will be lower than the level of need that has been identified for justifiable planning reasons. Thank you for drawing to our attention the letter of 19th December 2014 from the Minister for Planning and Housing to the Chief Executive of the Planning Inspectorate and in particular that Strategic Housing Market Assessments (SHMA) “should not be seen as an automatic proxy for a final housing requirement”. I would like to reassure you that we are considering the housing supply in the borough in a constructive and robust manner and keeping abreast of the outcomes from Local Plan Examinations in Public across England. We have conducted appropriate research and analysis to identify sites which are suitable and available for housing. I hope you would agree that our work to date demonstrates that we are not simply making our SHMA into our housing “target”.

In addition it is the case that we have consulted KCC on all the sites that have been identified. We have not proposed any site in our proposed site allocations for which there are highways issues or issues that cannot be sufficiently mitigated (in the view of KCC officers) to make them acceptable. I appreciate that work on the complementary Integrated Transport Strategy is not yet complete – and have referred to this above. We are aware of your concerns about the cumulative impact and we share the concern that this should be properly taken into account in the plan making process.

Having said all that it needs to be reiterated how important it is that we make good progress on the Local Plan in part because of the lack of a 5 year housing land supply and the local housing need. It is a fact that development proposals have already come forward for a large number of the sites identified in the May

2014 draft local plan. We have consulted KCC about the planning applications that we have received and involved highways colleagues in pre-application meetings where development proposals which are at a formative stage have been discussed.

Other matters – including water and sewerage infrastructure, the natural environment and Neighbourhood Plans

We have noted the wider concerns that you have expressed concerning water and sewerage infrastructure and the natural environment and how all these elements together impact the lives of residents and businesses of the Maidstone Borough.

It is a fact that in the development of our Local Plan we have engaged with infrastructure providers for water and sewerage. We have and will continue to take their responses into consideration in formulating the Local Plan. We are also mindful of the views of some parish councils, our borough members and KCC's view concerning the lack of adequate provision for the management of water and sewerage in some places now and in the future. Although the advice of the statutory providers of water and sewerage services must take precedence it is important that we can properly and constructively challenge the advice that we are being given especially where it appears to be contradicted by local experience. And so, notwithstanding your lack of a statutory locus on these matters, we are actively collaborating to investigate the concerns that you have.

It is also a fact that we have fulfilled our statutory obligations with respect to engagement with a range of organisations with respect to the natural environment. We are grateful for the continuing valuable advice and support to us as the local planning authority provided through the KCC ecology and archaeological services with respect to both site evaluation (in the allocation process) and wider policy considerations. We have also consulted with a range of statutory consultees including Natural England and the Environment Agency, in addition to the local AONB unit and Kent Wildlife Trust.

We have also noted the opinions you have expressed concerning Neighbourhood Plans. I would simply make three points. Neighbourhood Plans, once adopted, are part of the development plan for the area and must be in conformity with the Local Plan. We are aware of the emerging neighbourhood plans across the borough and the value of dialogue to achieve alignment. We have consulted extensively with parish councils and other community groups in particular concerning housing allocations and, with respect to key settlements, appointed the consultancy Design South East to undertake further engagement on our behalf.

Viability and Deliverability

I have responded to the points concerning to process and timing for production and finalising the Infrastructure Delivery Plan above. I advised you when we met on 8th January 2015 that we are refreshing the viability assessment undertaken prior to our Regulation 18 consultation last May. We have commissioned Peter Brett and Associates to undertake this work. We expect it to be complete by mid-March and, as already promised, we will be happy to share it with you.

Thank you for the statement about future planning agreements and advising us of the internal governance arrangements that KCC will apply to the approval of any S106 or similar agreement. I would be grateful for your clarification as to the impact that you expect this to have on the responsiveness of KCC to our consultation on development proposals and draw your attention to the standards in place for timescales for the determination of planning applications. I would also be grateful for your confirmation that these governance arrangements are in place as part of your consideration of planning applications across the county.

Thank you also for the clear statements concerning a bypass of Leeds and Langley. I have noted with interest that this view has been expressed before the transport modelling has been completed and the consequences that you envisage for the spatial distribution of housing in the borough and potentially the quantum of housing (with all the usual caveats about infrastructure capacity). I hope that we will be able to have a constructive dialogue on these matters going forward.

Employment and Mixed Use Land Allocations and results of the consultation on the draft Economic Development Strategy

We very much welcome KCC's engagement with our draft Economic Development Strategy which will supersede our adopted EDS and will be a key part of our evidence base for employment policies and site allocations in the Local Plan. We have briefed your colleagues (Dave Hughes, Ross Gill and David Smith) and have been told that they will make a formal representation to us. As yet we have not received it. The deadline for responses is 5pm this Friday 23 January. The deadline for publishing the officer report for consideration by O&S is 2 February.

In the interests of collaboration it would be beneficial to receive KCC's response to our consultation in advance of our preparation of reports to O&S and Cabinet. Of course we respect your right to make representations to O&S and Cabinet but it would be unfortunate if this is the only way in which your input is made.

I look forward to continuing our positive dialogue over the weeks and months to come.

Yours sincerely

A handwritten signature in black ink that reads "Alison Broom". The signature is written in a cursive style with a large initial 'A'.

Alison Broom
Chief Executive

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Maidstone Borough Council

Planning, Transport and Development Overview & Scrutiny Committee

Tuesday 20 January 2015

Local Plan Employment and Mixed use Land Allocations and Results of the Consultation of the Economic Development Strategy

Report of: Tessa Mallett, Overview & Scrutiny Officer

1. Introduction

- 1.1 On 21 October 2014 the Planning, Transport and Development and the Economic and Commercial Development Overview and Scrutiny Committees held a co-located simultaneous meeting. The meeting was used for both committees to consider the review of the draft Economic Development Strategy and the implications arising from the Qualitative Study of Employment Sites for the approach to employment land in the emerging Local Plan.
- 1.2 The consultation for the draft Economic Development Strategy ends on 23 January 2015. An analysis of the representations made will be available for both committees to review.
- 1.3 The Planning, Transport and Development and the Economic and Commercial Development Overview and Scrutiny Committees will need to meet again to consider any suggested changes to the Economic Development Strategy, as a result of the consultation.
- 1.4 A Spatial Policy report will also be available on Employment and Mixed Use Land Allocations making recommendations for amended and/or new allocations in advance of seeking cabinet approval for consultation.
- 1.5 Because of the inter-relationship between the Economic Development Strategy and the Local Plan's approach to employment sites, it is prudent for these matters to be considered in tandem.
- 1.6 The Committees will make recommendations to the Cabinet for its meeting on 11 February 2015.

2. Recommendation

- 2.1 The Committee are advised to consider the two options detailed in section 3 of this report and decide which option they prefer for the two committees to meet to consider these two documents.

3. Options

- 3.1 **Option 1** – Hold a Joint Working Group Meeting. The Working Group can be made up of all members of the two committees. A date for this meeting, should committee decide on this option, has been pencilled in for 1pm on 10 February 2015. Both committees would need to agree the membership of the Working Group. Immediately after the Working Group meeting the most appropriate committee would need to meet formally to consider the findings of the Working Group and make recommendations to Cabinet for its meeting on 11 February 2014.
- 3.2 **Option 2** – Hold a co-located simultaneous meeting using the same format as the meeting of 21 October 2014 (see **Appendix A**). This meeting would be held on 10 February 2015, the date programmed in for Community, Environment and Housing Overview and Scrutiny Committee who have agreed to swap their meeting date to 17 February 2015 (the planned date for the Planning, Transport and Development Overview and Scrutiny Committee meetings) to assist with this.

4 Reasons for Recommendation

- 4.1 At the co-located simultaneous meeting of the Planning, Transport and Development and the Economic and Commercial Development Overview and Scrutiny Committees on 21 October 2014 the committees reviewed the draft Economic Development Strategy and the Qualitative Study of Employment Sites. At this stage the draft Economic Development Strategy had not gone out to public consultation and the policy report on Employment Land Allocations for the draft Maidstone Borough Local Plan was not available.
- 4.2 Public consultation of the draft Economic Development Strategy ends on 23 January 2015. An analysis of the representations made during the consultation will be available for both committees at the meeting (option 3.1 or 3.2) the committees agree to.
- 4.3 At either the co-located simultaneous meeting or the working group meeting both committees will be able to consider any suggested changes to the draft Economic Development Strategy, as a result of the consultation, and consider changes to the proposed employment and mixed use sites in the draft Maidstone Borough Local Plan and make recommendations to the Cabinet for its meeting on 11 February 2015.

5. Impact on Corporate Objectives

- 5.1 The Strategic Plan sets the Council's key objectives for the medium term and has a range of objectives which support the delivery of the Council'

- 5.2 This Committee will primarily consider reports that deliver against the Council priority: 'For Maidstone to be a decent place to live' and 'for Maidstone to have a growing economy'.

6 Appendices

- 6.1 **Appendix A** - Briefing Note for the Planning, Transport and Development and Economic and Commercial Development Overview and Scrutiny Committees co-located simultaneous meeting - 21 October 2014 – 6:30pm, Town Hall Maidstone

Briefing Note for the Planning, Transport and Development and Economic and Commercial Development Overview and Scrutiny Committees co-located simultaneous meeting

21 October 2014 – 6:30pm, Town Hall Maidstone

It has been agreed with both Chairs and Vice Chairs for each committee that Councillor Springett will chair this meeting.

The running of the meeting will be as follows:

	Lead by	Officers
Opening the meeting	Cllr Springett	
Agenda Items 1-6 for PTD – standard items including apologies, disclosures etc.	Cllr Springett	
Agenda Items 1-6 for ECD – standard items including apologies, disclosures etc.	Cllr Paterson	
Agenda item 7 for both meetings Presentations Question and answer session	Cllr Springett	Sarah Anderton John foster
Short break		
General discussion re recommendations for item 8 for both committees	Cllr Springett	
Short break		
Agenda item 8 – PTD agree recommendations	Cllr Springett	
Agenda item 8 – ECD agree recommendations	Cllr Paterson	
General discussion re recommendations for item 9 for both committees	Cllr Springett	
Short break		
Agenda item 9 – ECD agree recommendations	Cllr Paterson	
Agenda item 9 – PTD agree recommendations	Cllr Springett	

Important notes:

- When voting on the recommendations each committee will do it separately – members are asked to stand up to vote
- There will be a set of minutes for each committee
- Visiting members will be shown on the minutes for both committees as visiting members
- Members of the public are entitled to attend but will not be able to make representation
- Guidance notes on how to develop a Quality Recommendation are overleaf...

Good recommendations should answer these questions:

Who is being asked to do it?	Without this nothing will get done (no one will take ownership)
What needs to be done?	Needs to be clear and specific
How will it be done?	Again, needs to be clear and specific, what is the expected output- for example a report to be written or a meeting to be arranged
Where does it need to be done/go?	If it's a meeting – where is it needed If it's a report – where is it to go, who needs to see it
When does it need to be done?	Crucial to have a timescale – without a deadline it will never get done
Why does it need to be done?	This will help ensure the outcome is relevant and in the right context – if a meeting is being requested it will ensure the correct people are invited to attend

Agenda Item 10

Maidstone Borough Council

Planning, Transport and Development Overview and Scrutiny Committee

Tuesday 20 January 2015

Future Work Programme

While reading the following report you may want to think about:

- What you want to know from the report;
- What questions you would like answered.

Make a note of your questions in the box below.

As you read the report you may think of other questions.

Questions I would like to ask regarding this report:

-
-
-
-
-

Guidance note - Making Quality Overview and Scrutiny Recommendations

Scrutiny recommendations should seek to make a real difference to local people and the services provided. Recommendations that note a change or request further information fail to resolve problems or make changes. The scrutiny team have identified the following criteria for quality recommendations, they:

- affect and make a difference to local people;
- result in a change in policy that improves services;
- identify savings and maintain/improve service quality; or
- objectively identify a solution.

One way of checking the usefulness of recommendations is to evaluate them against the 'six Ws' set out below:

Good recommendations should answer these questions:

Why does it need to be done?	This will help ensure the outcome is relevant and in the right context – if a meeting is being requested it will ensure the correct people are invited to attend
Who is being asked to do it?	Without this nothing will get done (no one will take ownership)
What needs to be done?	Needs to be clear and specific
HoW will it be done?	Again, needs to be clear and specific, what is the expected output- for example a report to be written or a meeting to be arranged
Where does it need to be done/go?	If it's a meeting – where is it needed If it's a report – where is it to go, who needs to see it
When does it need to be done?	Crucial to have a timescale – without a deadline it will never get done

Thinking about these points will help ensure the outcomes of scrutiny are effective and will aid monitoring.

Maidstone Borough Council

**Planning, Transport and Development
Overview and Scrutiny Committee**

Tuesday 20 January 2015

Future Work Programme and SCRAIP Update

Report of: Tessa Mallett, Overview and Scrutiny Officer

1. Introduction

- 1.1 The Committee are asked to consider the future work programme, attached at **Appendix A**, to ensure it is appropriate and covers all issues Members currently wish to consider within the Committee's remit.

2. Recommendation

- 2.1 That the Committee considers the future work programme, attached at **Appendix A**, and the update provided in section 7 (below).
- 2.2 That the Committee considers the List of Forthcoming Decisions, relevant to the Committee at **Appendix B**, and discuss whether any of these items require further investigation or monitoring.
- 2.3 That the Committee considers the SCRAIP update at **Appendix C**, and discusses whether any further comment or monitoring is required.
- 2.4 That the Committee considers its continuous professional development needs and recommends possible training or development sessions it would like to undertake.

3 Future Work Programme

- 3.1 At the future work programme workshop on 9 June 2014 members agreed the topics they wanted programmed in for the 2014-15 Municipal Year. The topic suggestions were made by members of the public, Parish Councils, officers and local press.
- 3.2 Throughout the course of the municipal year the Committee is asked to put forward, and review, work programme suggestions.
- 3.3 The Committee's work programme is currently very full. Members are asked to consider the work programme to ensure it remains appropriate, realistic and covers issues Members currently wish to consider within the Committee's remit.

- 3.4 The Committee is reminded that the Constitution states under Overview and Scrutiny Procedure Rules number 9: Agenda items that 'Any Member shall be entitled to give notice to the proper officer that he wishes an item relevant to the functions of the Committee or Sub-Committee to be included on the agenda for the next available meeting of the Committee or Sub-Committee. On receipt of such a request the proper officer will ensure that it is included on the next available agenda, the Member must attend the meeting and speak on the item put forward.'

4 List of Forthcoming Decisions

- 4.1 The List of Forthcoming Decisions (**Appendix B**) is a live document containing all key and non-key decisions.
- 4.2 Due to the nature of the List of Forthcoming Decisions, and to ensure the information provided to the Committee is up to date, a verbal update will be given at the meeting by the Chairman. The Committee can view the live document online at:
<http://meetings.maidstone.gov.uk/mgListPlans.aspx?RPId=443&RD=0>

6. Scrutiny Committee Recommendation Action and Implementation Plan (SCRAIP) Responses

- 6.1 The issue of making, and monitoring, recommendations is an important part of the scrutiny process. SCRAIPs set out recommendations following scrutiny meetings/reviews and information is sought on the plan as to whether recommendations are accepted, the action to be taken and by who.
- 6.2 The SCRAIP update is attached as **Appendix C**.

7 Future Work Programme Update

- 7.1 The findings on the options and mitigation strategies for Junction 8 of the M20 motorway (SCRAIP number PTD.141021.82.1) will now be presented to committee at their meeting of 17 February 2015.

8. Impact on Corporate Objectives

- 8.1 The Strategic Plan sets the Council's key objectives for the medium term and has a range of objectives which support the delivery of the Council's priorities.
- 8.2 The Committee will consider reports that deliver against the following priorities:
- 'For Maidstone to have a growing economy' and 'For Maidstone to be a decent place to live'.

9. Financial Implications

- 9.1 To assist O&S committees in their inquiries, a small budget is available for the purchase of necessary equipment and to cover the costs of training, site visits, meetings in locations other than the Town Hall, witness expenses, specialist advice, books and any other cost that might be legitimately incurred by the committees in the course of their activities.

10. Relevant Documents

- 10.1 Appendix A – Future Work Programme
Appendix B – List of Forthcoming Decisions
Appendix C – SCRAIP update

11. Background Documents

- 11.1 None

Planning, Transport and Development Overview and Scrutiny Committee Work Programme 2014-15**2014****301**

Meeting Date	Report Deadline	Agenda Items	Details and desired outcome	Report Author and Witnesses
9 June		Election of Chair and Vice Chair Forward Work Planning Draft results of Local Plan public consultation		
24 June		<ul style="list-style-type: none"> Update on the state of play with the ITS 		Peter Rosevear and Tim Read from KCC possibly attending
22 July		<ul style="list-style-type: none"> Transport review – Cycling witnesses to be invited 		
29 July		<ul style="list-style-type: none"> Workshop with ECD OSC @5:15pm to feed in ideas for the Economic Development Strategy in relation to the Local Plan 		
19 August	6 August	<ul style="list-style-type: none"> Validation and summary of representations from the consultation on local plan Review of strategic housing market assessment 		Rob Jarman Sarah Anderton
16 September	3 September	<ul style="list-style-type: none"> Cabinet Member priorities for 2014-15 Design South East report on the Local Plan consultation events (before the multi-stakeholder workshop) Community Infrastructure Levy – preliminary draft charging schedule Verbal update on Infrastructure Delivery Plan SCRAIP response to 22/7 – 31b to f 		Cllr D Burton Sue Whiteside Darren Bridgett Darren Bridgett
30 September	17 September	<ul style="list-style-type: none"> Transport in Maidstone – alternatives to using a car – BUS SERVICES <i>Green and Blue Infrastructure Strategy – including the Open Space Standards action plan</i> 		Matthew Arnold, Arriva Mike Fitzgerald, EMBG Norman Kemp, NuVenutre Rob Jarman/Sue Whiteside
September		<ul style="list-style-type: none"> Multi-stakeholder meeting 	Date/time to be arranged	Rob Jarman
21 October	8 October	<ul style="list-style-type: none"> Implications arising from a review of the Economic Development Strategy, Qualitative Study on Employment Sites and key employment issues arising from local plan representations Joint meeting with ECD OSC 		Sarah Anderton

Meeting Date	Report deadline	Agenda Items	Details and desired outcome	Report Author and Witnesses
18 November	5 November	<ul style="list-style-type: none"> Transport in Maidstone – alternatives to using a car – RAIL SERVICES <ul style="list-style-type: none"> Draft Walking and Cycling Report Draft Bus Services Report 		
16 December	2 December	<ul style="list-style-type: none"> Maidstone Borough Local Plan representations - Development Management Policies Results of Qualitative Landscape Study – progress update Results of Qualitative Agricultural Land Classification – progress update 		Rob Jarman
2015				
20 January	7 January 2015	<ul style="list-style-type: none"> Local plan site allocations (new and deleted) for further public consultation (regulation 18) including Gypsy and Traveller site allocation Revisit inclusion of Invicta Barracks in Local Plan Update on Infrastructure Delivery Plan (verbal – TAM to do covering report) 		Rob Jarman Darren Bridgett Rob Jarman Deanne Cunningham
17 February	4 February	<ul style="list-style-type: none"> Update on Park and Ride review Findings on the options and mitigation strategies for J8 (SCRAIP PTD.141021.82.1) 		Working Group Cabinet Member
17 March	4 March	<ul style="list-style-type: none"> Draft report on review of Transport in Maidstone – alternatives to using a car - All three parts (walking and cycling, buses and rail) 		Working Group
21 April	8 April	<ul style="list-style-type: none"> Infrastructure Delivery Plan for Local Plan¹ 		Rob Jarman

Keep open for discussion possibly adding to FWP				
<ul style="list-style-type: none"> Update on the paperless pilot with parishes for planning support (see minutes of 15/4/14) – referred to SLCS OSC Office space – ensuring prime office space doesn't get converted to residential developments Mobile phone services – eradicate dead zones in the town. Motorways and main trunk roads Improving the Borough's sewerage provision and infrastructure (relations with Southern Water) Planning permissions – recommending Planning Committee review the impact of contentious developments Revisit the discussion on the removal of the Invicta Barracks from the Local Plan 				

¹ Probably not needed if verbal updates given at Aug and Jan meetings

List of Forthcoming Decisions



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LIST OF FORTHCOMING DECISIONS

Democratic Services Team
E: democraticservices@maidstone.gov.uk

Publication Date: 5 January 2015

INTRODUCTION

This document sets out the decisions to be taken by the Executive and various Committees of Maidstone Borough Council on a rolling basis. This document will be published as updated with new decisions required to be made.

KEY DECISIONS

A key decision is an executive decision which is likely to:

- Result in the Maidstone Borough Council incurring expenditure or making savings which is equal to the value of £250,000 or more; or
- Have significant effect on communities living or working in an area comprising one or more wards in Maidstone.

At Maidstone Borough Council, decisions which we regard as "Key Decisions" because they are likely to have a "significant" effect either in financial terms or on the community include:

- (1) Decisions about expenditure or savings which equal or are more than £250,000.
- (2) Budget reports.
- (3) Policy framework reports.
- (4) Adoption of new policies plans, strategies or changes to established policies, plans or strategies.
- (5) Approval of portfolio plans.
- (6) Decisions that involve significant service developments, significant service reductions, or significant changes in the way that services are delivered, whether Borough-wide or in a particular locality.
- (7) Changes in fees and charges.
- (8) Proposals relating to changes in staff structure affecting more than one section.

Each entry identifies, for that "key decision" –

Forthcoming Decisions
February 2015 - May 2015

- the decision maker
 - the date on which the decision is due to be taken
 - the subject matter of the decision and a brief summary
 - the reason it is a key decision
 - to whom representations (about the decision) can be made
-
- whether the decision will be taken in public or private
 - what reports/papers are, or will be, available for public inspection

EXECUTIVE DECISIONS

The Cabinet collectively makes its decisions at a meeting and individual portfolio holders make decisions independently. In addition, Officers can make key decisions and an entry for each of these will be included in this list.

DECISIONS WHICH THE CABINET INTENDS TO MAKE IN PRIVATE

The Cabinet hereby gives notice that it intends to meet in private after its public meeting to consider reports and/or appendices which contain exempt information under Part 1 of Schedule 12A to the Local Government Act 1972 (as amended). The private meeting of the Cabinet is open only to Members of the Cabinet, other Councillors and Council officers.

Reports and/or appendices to decisions which the Cabinet will take at its private meeting are indicated in the list below, with the reasons for the decision being made in private. Any person is able to make representations to the Cabinet if he/she believes the decision should instead be made in the public Cabinet meeting. If you want to make such representations, please email committeeservices@maidstone.gov.uk. You will then be sent a response in reply to your representations. Both your representations and the Executive's response will be published on the Council's website at least 5 working days before the Cabinet meeting.

ACCESS TO CABINET REPORTS


Reports to be considered at the Cabinet's public meeting will be available on the Council's website (www.maidstone.gov.uk) a minimum of 5 working days before the meeting.

Forthcoming Decisions
February 2015 - May 2015

HOW CAN I CONTRIBUTE TO THE DECISION-MAKING PROCESS?

The Council actively encourages people to express their views on decisions it plans to make. This can be done by writing directly to the appropriate Officer or Cabinet Member (details of whom are shown in the list below).

Alternatively, the Cabinet are contactable via our website (www.maidstone.gov.uk) where you can submit a question to the Leader of the Council. There is also the opportunity to invite the Leader of the Council to speak at a function you may be organising.

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)
Cabinet  Due Date: Wednesday 14 Jan 2015	Maidstone Borough Local Plan - Development Management Policies Proposed amendments to the development management policies in the local plan following regulation 18 public consultation in Spring 2014.	KEY Reason: Policies, Plans, Strategies	Rob Jarman, Head of Planning and Development Robjarman@maidstone.gov.uk	Public	Maidstone Borough Local Plan - Development Management Policies

Forthcoming Decisions February 2015 - May 2015

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private <i>(if Private the reason why)</i>	Documents to be submitted (<i>other relevant documents may be submitted</i>)
Cabinet Due Date: Wednesday 28 Jan 2015 <div style="writing-mode: vertical-rl; transform: rotate(180deg);">307</div>	Maidstone Borough Local Plan - new and amended site allocations This report will recommend changes to the housing, employment and mixed use site allocation policies resulting from the consultation on the Reg 18 version of the Local Plan. It will also recommend new site allocations, particularly as a result of the latest Call for Sites.	KEY Reason: Policies, Plans, Strategies	Rob Jarman, Head of Planning and Development Robjarman@maidsto ne.gov.uk	Public	Maidstone Borough Local Plan - new and amended site allocations

Forthcoming Decisions

February 2015 - May 2015

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private <i>(if Private the reason why)</i>	Documents to be submitted (<i>other relevant documents may be submitted</i>)
Cabinet Due Date: Wednesday 11 Feb 2015 <div style="writing-mode: vertical-rl; transform: rotate(180deg);">308</div>	Review of Regulation 18 Consultation responses to proposed housing allocations, assessment of 2014 call for sites, changes to existing proposed housing allocations and proposed new housing allocations Review of Regulation 18 Consultation responses to proposed housing allocations, assessment of 2014 call for sites submissions, changes to existing proposed housing allocations and proposed new housing allocations	KEY Reason: Policies, Plans, Strategies	Rob Jarman, Head of Planning and Development Robjarman@maidstone.gov.uk	Public	Review of Regulation 18 Consultation responses to proposed housing allocations, assessment of 2014 call for sites, changes to existing proposed housing allocations and proposed new housing allocations

Forthcoming Decisions
February 2015 - May 2015

Decision Maker and Date of When Decision is Due to be Made:	Title of Report and Brief Summary:	Key Decision and reason (if applicable):	Contact Officer:	Public or Private (if Private the reason why)	Documents to be submitted (other relevant documents may be submitted)
<p>Cabinet Member for Planning, Transport and Development</p> <p>Due Date: Friday 27 Feb 2015</p> <p>609</p>	<p>VARIATION TO TRAFFIC REGULATION ORDERS</p> <p>To consider the objections received in relation to the formal consultation following the advertising of;</p> <p>The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (variation No 25) Order 2014.</p>		<p>Jeff Kitson jeffkitson@maidstone.gov.uk</p>	Public	VARIATION TO TRAFFIC REGULATION ORDERS

SCRAIP Report for Planning, Transport and Development Overview and Scrutiny Committee - 20 January 2015

SCRAIPS issued at meeting of 3 and 18 November 2014



Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
PTD.141103.92.2	That the Cabinet Member for Community and Leisure Services be recommended to present the final draft of the Parish Charter to the Planning, Transport and Development Overview and Scrutiny Committee at a meeting early in 2015.	Cabinet Member for Community and Leisure Services		The Parish Charter is still in draft format. It should be ready to bring to the relevant OSC by February 2015.	Sarah Robson
PTD.141103.92.3	That the Cabinet Member of Community and Leisure Services be recommended to include in the new Parish Charter: a. Consultation procedures for planning policy, and; b. A mechanism for disbursing Community Infrastructure Levy funds.	Cabinet Member for Community and Leisure Services		The current draft Parish Charter has been forwarded to James Bailey and Rachel Elliot for comment. Consultation procedures have been incorporated into the current draft. However, the document will need to be reviewed by both in terms of CIL funds. This can be actioned in due course.	Sarah Robson
PTD.141103.93.1	That Cabinet be recommended to agree the following paragraph for inclusion in the Neighbourhood Plan decision making framework: 3a Stage - MBC consulted on submission version of the neighbourhood plan (Ref 16)	Cabinet Member for Planning Transport and Development		Agreed – the Cabinet Member supports this recommendation and this matter has been taken on to Cabinet for their approval. (It was noted that this was not to be included as a supplementary stage)	Rachel Elliott; Cheryl Parks; Sue Whiteside

Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
	Decision method - Internal consultation with ward members/adjoining ward members/Cabinet Member Decision take - Cabinet Member Report* to consider MBC comments on submission of draft plan.				
PTD.141103.93.2 311	That Coxheath Parish Council be recommended to: a. Make a request to Locate to put the verbal advice the parish council had received from them regarding their Neighbourhood Plan in writing, and; b. Share the advice given to them in writing by Locate with Maidstone Borough Council's Spatial Policy Team to assist with progressing the parish's Neighbourhood Plan.	Cabinet Member for Planning Transport and Development		The Cabinet Member notes that this recommendation should be directed to Coxheath Parish Council.	Rachel Elliott; Cheryl Parks; Sue Whiteside
PTD.141103.93.3	That the Head of Planning and Development be recommended to recognise Neighbourhood Forums and Residents' Associations and other similar groups, who are developing a Neighbourhood Plan and include them in all communications on planning policy and consultation on planning applications in their areas of the borough.	Cabinet Member for Planning Transport and Development		The Cabinet Member supports the recommendation and acknowledges the legal status of Neighbourhood Forums, and has noted that the Head of Planning and Development and his officers have already commenced dialogue on Planning Policy matters with Forums, Parish Councils, residents groups and other interested parties, and that such meetings will be continued as both the Local Plan and Neighbourhood Plans continue to be developed.	Rachel Elliott; Cheryl Parks; Sue Whiteside
PTD.141118.105.1	The Cabinet Member for Planning Transport and Development be recommended to:	Cabinet Member for Planning		a) The Cabinet Member would welcome Planning Transport and Development Overview and Scrutiny Committees initial steer upon consultation and	Rob Jarman; Cheryl Parks; Sue Whiteside

Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
	a. In consultation with the relevant committee at the time, respond to the Department for Transport's franchise consultation, which was due in 2016; b. To reduce unnecessary car travel within the borough, this response should request improved commuter and off peak services using high speed trains and Thameslink services to reduce the number of rail users travelling across the borough by car to other stations that offer better services than their local station	Transport and Development		before we draft our response (including point b) below already received The Cabinet Member supports this objective	
PTD.141118.105.2 312	The Cabinet Member for Planning Transport and Development be recommended to promote the appointment of a Kent County Councillor for Maidstone and a Maidstone Borough Councillor to the Steering Group for the Medway Valley Line and the Kent Community Rail Partnership to ensure Maidstone Borough's needs are pursued.	Cabinet Member for Planning Transport and Development		The Cabinet Member agrees	Rob Jarman; Cheryl Parks; Sue Whiteside
PTD.141118.105.3	Councillor Chittenden investigate how Maidstone Borough can be represented on the South Eastern Public Transport User Group and report back to the committee at their meeting of 4 February 2015			Update at meeting on 20 January 2015.	Cllr Chittenden/Tessa Mallett
PTD.141118.105.4	The Head of Planning and Development be recommended to ensure Section 106 funding be	Cabinet Member for Planning		We already do –furthermore the earliest possible move to the Community Infrastructure Levy is encouraged.	Rob Jarman; Cheryl Parks; Sue Whiteside

Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
	sought from developers at every opportunity to: Support public transport links to and from new developments linking bus and rail services, and; Ensure the provision is timed in a way to provide services that increase as occupation of developments increase.	Transport and Development			
PTD.141118.105.5 313	The Chairman of the Planning, Transport and Development Overview and Scrutiny Committee be recommended to write to Mr Mike Gibson of South Eastern Rail to: a. Establish how parish councils could access funding for improvements to rural rail stations; b. Request that he take forward his suggestion to approach Network Rail regarding the possibility of expanding rail station car parks at Bearsted and Headcorn and look into the possibility of extending this to other rural rail stations; c. Request that he take forward his suggestion to reduce parking costs at rural rail stations such as Headcorn to discourage rail users from parking in residential areas.	Cabinet Member for Planning Transport and Development		Update at meeting of 20 January 2015.	Cllr Springett/Tessa Mallett
PTD.141118.106.1	That the Cabinet Member for Planning, Transport and Development be recommended to carry out consultation with car users to establish why they drive	Cabinet Member for Planning Transport and Development		The Cabinet Member recommends that the existing data be reviewed.	Cheryl Parks; Sue Whiteside

Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
	into Maidstone town and what would encourage them to use an alternative mode of transport to get into the town.				
PTD.141118.106.2	That the Cabinet Member for Planning, Transport and Development be recommended to survey the users of Maidstone East railway station car park to find out their reason for using it to establish how many users were rail passengers and how many were not.	Cabinet Member for Planning Transport and Development		The Cabinet Member recommends that this is taken forward as part of the wider work on the Parking Strategy.	Cheryl Parks; Sue Whiteside
PTD.141118.106.3	That the Cabinet Member for Community and Leisure Services be recommended, as part of the Parish Charter, to include a section on the powers and opportunities parish councils have in the provision of transport services and capital equipment, such as bus shelters and real time transport information, and funding streams available to them.	Cabinet Member for Community and Leisure Services			John Littlemore; Sarah Robson
PTD.141118.106.4	That the Chairman and Vice Chairman of the Planning, Transport and Development Overview and Scrutiny Committee meet with the relevant officers regarding the possible inclusion of a review of the Park and Ride service and report back to the committee at their meeting of 16 December 2014.	Cabinet Member for Planning Transport and Development		Meeting arranged with HO P&D for 2pm on 16 December 2014.	Tessa Mallett
PTS.141118.105.6	The Cabinet Member for Planning, Transport and Development be	Cabinet Member for		The Cabinet Member recommends that a more suitable approach would be for the Planning	Cheryl Parks; Sue Whiteside

Meeting, Date & Minute	Recommendation	Executive Decision Maker	Action Expected Outcome	Response	Lead Officer
	recommended to ask Kent County Council for an update on the progress with the building of the footbridge replacing the level crossing at the foot of Bower Lane, Maidstone.	Planning Transport and Development		Transport and Development Overview and Scrutiny Committee to arrange to interview KCC officers on this matter. The Cabinet Member will update the committee on any progress he becomes aware of.	