

1. SITE INFORMATION	
Reference Number	ED-1
Site name/address	West of Barradale Farm, Maidstone Road
Landowner	Pent Ltd
Agent	Howard Courtley, Courtley Consultants
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Approximately 5500 sqm of employment use B1b/c B2 and B8
Site area (ha)	1.9
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Barradale Farm is located approximately 1.5km north of Headcorn Village Centre. It is in the Low Weald Special Landscape Area MBWLP policy ENV34.</p> <p>The proposed site is located immediately to the west (rear of) the existing Barradale Farm complex, it is currently an open field bounded to the west and north by trees and hedgerows.</p> <p>Barradale Farm was formerly an intensive egg production unit and the buildings have now been converted to other uses (9 units). One unit is in use for the sale and repair of agricultural machinery, 4 units are occupied by Barradale Eggs, a Self-storage unit, a garage/workshop for Streamline coaches/taxis, a printing business (Print Big) and Foreman's Emporium.</p> <p>The complex of buildings is very visible from the A274.</p> <p>The site itself is relatively flat. There is extensive concrete hardstanding around the units which extends to the rear. There is an existing pond linked to a ditch located to the rear of the Print and Streamline units.</p> <p>Land to the north of the site rises to a mini ridge which runs east-west. PROW KH580 runs westwards across the ridge from the A274 across to Plumtree Road. The existing buildings and car parking areas are visible from the ridge and from the A274 as it drops down the ridge towards the site</p> <p>Surrounding land use is predominantly agricultural with sporadic residential dwellings. There is a cluster of dwellings in a ribbon development either side of the A274 to the south of its junction with Stonestile Road 100m or so south of the site.</p> <p>There is a further hamlet along Stonestile Road to the SW of the site. This includes a further former egg packing unit now split into four employment units.</p> <p>Also a group of dwellings approximately 250m to the NW of the site, on Plumtree Road.</p>
Current use	Agricultural land and an area of concrete hardstanding

	associated with the existing business estate immediately to the east
Adjacent uses	Predominantly agricultural Residential 100m+ to the E and SE, 250m to SW and 250m to NW. Former egg packing station now in 4 employment units to SW of site on Stonestile Road.
Planning and other designations (e.g. AONB, MGB)	MBWLP: In SLA, ENV34
Planning history	<p>The site has a history of agricultural use, with later changes to employment uses. The most recent applications on the site include, MA/04/1112 'COU egg packing plant (B8 - 1342m2) to B1c (1342)' - granted 2004 (completed 07/08), MA/08/2300 'Demolition of existing farm buildings and erection of B2/B8 building, associated parking and the change of use of existing poultry buildings and associated parking to B2/B8 use (B2 - 2035sqm, B8 - 2035sqm) ' - granted 2004 (completed 09/10). This application indicates that the site currently comprises of 5830sqm of floorspace being used for poultry use.</p> <p>MA/09/1603 - UNITS 1 & 2, BARRADALE FARM, MAIDSTONE ROAD, HEADCORN, ASHFORD, KENT, TN27 9PJ - Change of use to B2 agricultural machinery and equipment service and repair, ancillary rear storage area including front display area for CLAAS agricultural machinery – Full permission granted 2/11/09 – completed 2009/10.</p> <p>MA/09/1831 - UNIT 7 BARRADALE FARM, MAIDSTONE ROAD, HEADCORN, KENT, TN27 9PJ - Change of use of unit 7 to retail for the sale of horse, pet and agricultural feeds and sundries to include replacement of existing loading door with glass door and security shutter – Full permission granted 15/3/10 – completed 2010/11.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>Land to the north of the site rises to a mini ridge which runs east-west. PROW KH580 runs westwards across the ridge from the A274 across to Plumtree Road. The existing buildings and car parking areas are visible from the ridge and very prominent from the A274 as it drops down the ridge towards the site.</p> <p>Site is also visible from Stonestile Road to SW across fields. Development would visually decrease the separation between the complex and development on Stonestile Road.</p> <p>The site is located within the Headcorn Pasturelands area of the Landscape Character Area Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying landscape which forms part of the Low Weald • Reservoirs along the foot of the Greensand Ridge • Drainage ditches running southwards towards the River

	<p>Beult</p> <ul style="list-style-type: none"> • Enclosed pasture • Sparse development with scattered farms and small hamlets • Dominance of mature oaks within pasture and as mature hedgerow trees <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>There are ponds to the front of the main site (by the A274) and adjacent to the site (NE corner which is shown to be retained). There is a stream and a mature hedgerow and tress to the rear which may offer some ecological potential.</p> <p>The site lies just over 1km from the River Beult SSSI which lies to the south/west of Headcorn Village. It is not within 1km from a designated Local Wildlife Site (LWS)</p> <p>3 fields of rough grassland with some patches of bare ground in the northern field and some areas of scrub within the two southern fields. The site has mature hedgerows along the western, NE and Southern boundary of the northern field. The field to the SW of the site has mature hedgerows along the east and western boundaries. There is potential for protected/notable species to be present including reptiles, bats and GCN.</p> <p>Ecology constraint level 2 - Suitable habitats and features for protected/notable species present on or near site. Near to designated site (including international, national, local and BAP habitat) with potential impact pathways. Likely level of significance is lower than (1) due to factors such as location (e.g. in relation to protected species ranges) and the extent of adjacent natural/semi-natural habitats.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Tree Preservation Order (TPO) No. 10 of 1986 protects 2 individual Oak trees adjacent to the site at the southeastern tip. There also appear to be significant trees on the line of field boundaries.</p> <p>Ancient woodlands (from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012') There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are likely to be 'important' hedgerows marking field boundaries.</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: 'Maltmans' in Tattlebury Lane located in excess of 315m east of the site is Grade II listed. Ramhurst Farmhouse Stonestile Road also Grade II listed is approximately 240m south of the site</p> <p>Conservation Areas: None affected. Historic Parks and Gardens: None affected.</p>

	Archaeology: No known implications.
Archaeology (SAM etc.)	The site does not lie within an area of safeguarded archaeological potential Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	KH580 runs across the –east west ridge of land some 370m north of the site. No other PROWs in the vicinity.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A274 Maidstone Road, approximately 0.3 miles north of Headcorn village. • The site has been promoted for B1b, B2c, B2 and B8 employment uses. • This site is considered suitable for the employment uses proposed, subject to constraints. It enjoys a good standard of access to the A274 – which has a good crash record – with adequate visibility splays. It should be noted, however, that HGV traffic would be required to route through Maidstone Town Centre to access the motorway network. • The site is within walking and cycling distance of many of the residential properties and services in Headcorn village, including the railway station, which is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross on weekdays. • Bus Route 12 passes the site, providing an hourly service to Maidstone and Tenterden on weekdays. <p>Direct access (through existing site) from the A274.</p> <p>There is a continuous footpath to Headcorn village on the east side of the A274 running from the Stonestile Road junction southwards. There is no footpath between this junction and the site access. (But probably scope to construct one along the highway verge).</p> <p>The site is served by Arriva Service 12. The nearest 'bus-stops are just to the south of the junction of the A274 with Stonestile Road some 120m from site entrance.</p> <p>M/S to Tenterden hourly (increased frequency to 30mins on school days between 3pm and 5pm) from 07:35....last bus 23:00, Saturdays hourly/two-hourly service (07:44 to 23:05), Sundays hourly service 10:00 to 17:00</p> <p>From Headcorn first bus through Headcorn towards site Mon-Fri 06:45 then hourly/two hourly to 22:30, (Sat 07:40 hourly/two hourly to 22:30) (Sun hourly/two-hourly from 10:50 to 17:50)</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Dwelling associated with farm located adjacent to A274 at front of site. Other dwellings in excess of 100m to south and east
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Presumably available through existing site

Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Headcorn village centre 1.5km to south Bus stops (N and S/bound) approx 100m south of site access
Air quality/noise	Not in AQMA or hotspot
Land contamination	Possible contamination on existing site due to previous uses
Flood Risk (zone/drainage)	<p>The extreme western side of the site falls within Flood Zone 2 with a smaller area in Flood Zone 3.</p> <p>The site is within 100m of a water course which falls within the definition of the Water Framework Directive. Any development proposals would need to assess whether there would be adverse impacts on water quality and put forward appropriate mitigation measures to address identified impacts.</p> <p>EA Comments: Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	<p>Clearly diversification from farming has occurred successfully on this site, but in my view at the expense of visual intrusiveness (signage/parking etc.)</p> <p>Relatively sustainable and close to RSC.</p> <p>Development would be a further intrusive intervention, particularly from the north and the A274.</p> <p>Development may be acceptable if appropriate additional landscaping is introduced on the northern part of the site provide additional screening and to soften the somewhat harsh and suburban from the site as a whole currently has.</p> <p>Structural landscaping to the S/SW of the site is recommended to reinforce the separation between the dwellings/industrial units on Stonestile Road and on the A274 to the south of its junction with Stonestile Road should also be explored.</p>

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Whole site is available it is the landowner who is promoting the site for development.
Availability conclusion	Available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None apparent
Market attractiveness (of proposed uses, site and location)	No vacant units in adjacent buildings
Achievability conclusion	Site is achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>The uses proposed are acceptable as is the level of proposed development.</p> <p>Approximately 5500 sq m of employment use B1b/c B2 and B8</p> <p>The site is relatively sustainable at 1.5km from village centre of Headcorn an RSC. There are footpath links to Headcorn on the A274. The missing section should be provided along the site frontage as part of the development.</p> <p>Hourly bus services in either direction.</p> <p>Site would be an appropriate addition to the existing business units on the site.</p> <p>However, development only acceptable if appropriate additional landscaping to the north of the site and the existing site is secured together with structural landscaping to its S and SW.</p> <p>Development should be sited outside FZ3.</p> <p>ACCEPT</p> <p>Approximate Yield: 5500sqm</p>

1. SITE INFORMATION	
Reference Number	ED-2
Site name/address	Maidstone Market, Detling Industrial Estate
Landowner	Landowner not specified. Client: E J Mackelden & Son (Bobbing) Ltd
Agent	Lambert & Foster LLP
Greenfield/PDL	100 PDL
Proposed uses (sqm)	Storage and Distribution B8 (covered storage within surplus buildings 1200m ²)
Site area (ha)	2.37
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site comprises agricultural livestock market two buildings and extensive external hardstanding area.</p> <p>Tree planting to southern and western boundaries</p> <p>Flat land on dip slope of North Downs ridge.</p> <p>Dwellings in Bimbury Lane clearly visible from site</p>
Current use	Livestock/poultry market and external hardstanding
Adjacent uses	Detling Aerodrome Industrial Estate and farmland. Dwellings 250m to SE (Bimbury Lane)
Planning and other designations (e.g. AONB, MGB)	<p>AONB ENV33</p> <p>North Downs SLA ENV34</p> <p>Strategic Gap ENV31</p> <p>Adj Detling Airfield Industrial Estate policies ED2 (xiii) and ED12</p> <p>Murrain Wood LWS (no51) nearby.</p> <p>Character Area 1 Bredhurst and Stockbury Downs</p>
Planning history	<p>89/0742 - Outline application - relocation of Whitbread Distribution Depot and other class B8 storage and distribution development – refused</p> <p>93/1582 - Change of use from agriculture to a mixed use for the purposes of agriculture and as a boot fair.- refused</p> <p>94/1039 -Use of land for the purposes of a market for the sale by auction of livestock agricultural goods and chattels and non agricultural goods including erection of covered animal sheds sales ring open-livestock pens and single storey office toilet and store building Formation of new vehicular access provision of vehicle parking spaces lorry wash down area perimeter fencing and landscaping - granted</p>
Has site previously been considered in Local Plan Inquiry, if so, record	Yes - Detling Airfield Industrial Estate was considered in the MBWLP Inquiry from pg 423-428, the issues and recommendations are below:

<p>Inspectors recommendation</p>	<p>Issue: The need for greater flexibility in the uses possible at Maidstone Auction Market. Recommendation: 5.171 Do not modify the Plan in response to these objections.</p> <p>Issue: The form and wording of the policy. Recommendation: 5.173 Do not modify the Plan in response to these objections, but see my recommendation in paragraph 5.185.</p> <p>Issues: (a) The addition to the policy area of: (i) land on the eastern edge of the airfield, the objectors' Area 1; and (ii) land on the western edge, the objectors' Area 2. (b) The inclusion of the Auction Market within the policy area. (c) The replacement by this site of the allocation under ED2 at Cobtree Forstal. (d) The need to retain the words "open storage" within the description of acceptable uses. (e) The approach of the policy to comprehensive redevelopment. Recommendations: 5.185 A) Delete ED16 and paragraphs 5.67 – 5.73, and replace them with: "POLICY ED 16 DEVELOPMENT WITHIN DETLING AIRFIELD INDUSTRIAL ESTATE AS DEFINED ON THE PROPOSALS MAP WILL NOT BE PERMITTED UNLESS THE FOLLOWING CRITERIA ARE MET: (1) (new structural landscaping); (2) (retention of open areas); (3) (protection of trees); and (4) (changes to the internal road network)". Add other criteria if necessary as a basis for the Development Brief. B) Justify these requirement in the text and refer to other policies which will be applies, for example ENV36, and the Development Brief. C) Add the site, with the agreed additional development area and use restrictions in ED16, to ED1 as I recommend that it be modified. D) Consider the approach to redevelopment in the light of my comments in paragraph 5.182, and if it is to be retained: E) Add a new policy based on example 4.2.3 on page 67 of CD46 to deal with redevelopment, and add to the text to justify this policy: a justification for the limitation to Class B1 uses; a description of the purposes of the landscaping scheme; examples of possible benefits of the scheme which are sought; information about the highway access; and references to the other main policies which will apply, for example ENV36. F) Make no other modifications in response to these objections.</p>
<p>Landscape/townscape impact – including reference to</p>	<p>Kent Downs AONB unit comments - In the AONB.</p>

<p>Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>Not supported at this scale.</p> <p>The site is located within the Bredhurst & Stockbury Downs area of the Landscape Character Area Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • The majority of the landscape forms part of Kent Downs AONB, while the remainder forms part of the setting to the AONB • Level to gently sloping landform of the North Downs upper plateau • Mixture of arable fields, paddocks, remnant orchards and small to medium blocks of woodland • Mixture of historic and recent buildings within the villages and • farmsteads • Traditional materials include yellow stock and red brick, Kent • peg ties, flint and weatherboarding • Predominantly very narrow lanes, in addition to the engineered roads within Bredhurst and the M2 motorway <p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Restore and improve.</p> <p>The large industrial sheds are particularly noted as detracting from the character of the area. The whole area is designated as part of the Kent Downs AONB.</p> <p>Any additional built development on this site would be potentially visually intrusive and harmful to the current openness of the site with long distance views to the north and the character of the AONB hereabouts.</p> <p>The impact would however be more limited than the wider allocation sought under site ED3 due to the maturing landscaping around the edge of the site.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>The area is bare ground/grassland with two large sheds within the middle. Along the southern and eastern boundary there is a woodland buffer. Some potential within the woodland buffer for protected/notable species to be present including breeding birds.</p> <p>Ecology constraint level 4 - minimal potential for ecological impacts</p> <p>No obvious habitats or features on or near site with potential for protected/notable species.</p>
<p>Trees (inc. TPO, ancient woodland within and adjacent to site)</p>	<p>Tree protection status:</p> <p>Tree Preservation Order (TPO) No. 1 of 1992 protects a group of 10 Silver Birch trees adjacent to the northern boundary of the site. Whilst not currently protected, the block of woodland around the south of the site is very important in amenity terms.</p>

	<p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are no 'important' hedgerows.</p>
Agricultural land quality	The site is adjacent to grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: The remains of Binbury Castle buildings (listed Grade II) are situated beyond the existing industrial estate and their wider setting would not be adversely affected by development of this previously developed land.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: The Scheduled Ancient Monument of Binbury Castle is situated beyond the existing industrial estate but its wider setting would not be adversely affected by development of this land.</p> <p>Binbury Castle SAM is located c450m to NW of site, but on the far side of the industrial estate.</p>
Archaeology (SAM etc.)	Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	KH62 runs across open field c300m to north of site.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A249 Detling Hill, within the Detling Airfield Industrial Estate. • The site has been promoted for B8 employment uses. • The site is considered suitable for only limited B8 employment uses in view of its unsustainable location and the hazardous means of access to the A249. • The provision of roundabout accesses to the County Showground and the Aerodrome Industrial Estate have previously been considered by KCC, in consultation with Kent Police, the Maidstone Joint Transportation Board and the A249 Action Group. • Kent Police strongly objected to the provision of a roundabout at the County Showground on safety grounds. This objection was based on experience of dealing with road traffic accidents and other incidents in the area, and principally concerned the risk of queues forming over the brow of Detling Hill, creating a hazard for northbound traffic. • KCC and Kent Police have also raised concerns regarding the adverse weather conditions that frequently occur at this location (particularly fog) and the poor crash record on this stretch of the A249. • A roundabout at the existing access to the Aerodrome Industrial Estate would serve the main generator of commercial traffic in the area and would reduce the risk of queues forming over the brow of Detling Hill. However, the issues of adverse weather conditions and the A249's poor crash record remain of concern at this location. • The site is poorly served by public transport and there are few residential properties within walking or cycling distance.

	<p>Existing access to Industrial Estate via Bimbury Lane off A249.</p> <p>It is not possible to turn right towards Maidstone onto the A249 however.</p> <p>Served by Buses on route 333/334 pass by Yelsted turning (entrance to estate) and on opposite side of A249. Half hourly from Maidstone 08:45-18:20 Mon-Fri 09:15-18:15 Sat Hourly 09:20-17:20 Sun/B Hol Half hourly from Sittingbourne 07:56- 17:52 Mon-Fri 07:36-16:16 Sat Hourly 08:34-16:34 Sun/B Hol</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Nearest dwellings are on Bimbury Lane c230 to SE of site entrance
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Water/electricity are available
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Remote location. No local services. See above for bus stops
Air quality/noise	Not in AQMA and not in an air quality hotspot
Land contamination	Potential from existing hardstanding area.
Flood Risk (zone/drainage)	<p>Not in Zone 1 or 2 In source protection zone 3 for aquifer</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	Not suitable due to AONB location and resultant harmful impact on character and openness of AONB

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Whole site under one ownership and is being promoted by the landowner.
Availability conclusion	Available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Any necessary improvement to access to the A249 would involve significant cost.
Market attractiveness (of proposed uses, site and location)	Site is part of an existing, well occupied employment location with access onto A249 (subject to the necessary improvements) and thereafter to M2 and M20.
Achievability conclusion	Subject to the highway improvements required, potentially achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	Yes some development on site already
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>Concerns about the impact on the AONB of additional built development and the intensification of the site's use.</p> <p>It is in an unsustainable location, remote from workforce and services</p> <p>REJECT</p> <p>Approximate yield: 0</p>

1. SITE INFORMATION	
Reference Number	ED-3
Site name/address	Detling Airfield Industrial Estate
Landowner	Owner not specified. Client - E J Mackelden & Son (Bobbing) Ltd
Agent	Paul Sharpe Associates LLP
Greenfield/PDL	Greenfield and includes Maidstone Market which is PDL
Proposed uses (sqm)	Light industry (B1c) General industry (B2) Storage and distribution (B8). Sqm not specified.
Site area (ha)	44.7
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	Gently falling to N/NE but predominantly level land on dip slope of North Downs ridge. Large open fields Site is clearly visible from A249 to S/SW CAA navigation beacon on SW boundary of site
Current use	Agriculture
Adjacent uses	Kent Showground c600m to SW, garage and contractors depot and restaurant adjacent A249 c200m to S, one isolated dwelling fronting A249 surrounded by indicated site, existing industrial estate to N and agricultural land.
Planning and other designations (e.g. AONB, MGB)	AONB ENV33 MBWLP: North Downs SLA ENV34; Strategic Gap ENV31; Adj. Detling Airfield Industrial Estate policies ED2 (xiii) and ED12 Local Wildlife Site (Murrain Wood) immediately adjacent to NW corner of site and slightly further to NW (it is split into parcels of woodland).
Planning history	89/0742 - Outline application - relocation of Whitbread Distribution Depot and other class B8 storage and distribution development - refused 93/1582 - Change of use from agriculture to a mixed use for the purposes of agriculture and as a boot fair - refused 94/1039-Use of land for the purposes of a market for the sale by auction of livestock agricultural goods and chattels and non agricultural goods including erection of covered animal sheds sales ring open-livestock pens and single storey office toilet and store building Formation of new vehicular access provision of vehicle parking spaces lorry wash down area perimeter fencing and landscaping - granted
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Yes - Detling Airfield Industrial Estate was considered in the MBWLP Inquiry from pg 423-428, the issues and recommendations are below: Issue: The need for greater flexibility in the uses possible at

	<p>Maidstone Auction Market.</p> <p>Recommendation: 5.171 Do not modify the Plan in response to these objections.</p> <p>Issue: The form and wording of the policy.</p> <p>Recommendation: 5.173 Do not modify the Plan in response to these objections, but see my recommendation in paragraph 5.185.</p> <p>Issues: (a) The addition to the policy area of: (i) land on the eastern edge of the airfield, the objectors' Area 1; and (ii) land on the western edge, the objectors' Area 2. (b) The inclusion of the Auction Market within the policy area. (c) The replacement by this site of the allocation under ED2 at Cobtree Forstal. (d) The need to retain the words "open storage" within the description of acceptable uses. (e) The approach of the policy to comprehensive redevelopment.</p> <p>Recommendation: 5.185 A Delete ED16 and paragraphs 5.67 – 5.73, and replace them with: "POLICY ED 16 DEVELOPMENT WITHIN DETLING AIRFIELD INDUSTRIAL ESTATE AS DEFINED ON THE PROPOSALS MAP WILL NOT BE PERMITTED UNLESS THE FOLLOWING CRITERIA ARE MET: (1) (new structural landscaping); (2) (retention of open areas); (3) (protection of trees); and (4) (changes to the internal road network)". Add other criteria if necessary as a basis for the Development Brief. B Justify these requirement in the text and refer to other policies which will be applies, for example ENV36, and the Development Brief. C Add the site, with the agreed additional development area and use restrictions in ED16, to ED1 as I recommend that it be modified. D Consider the approach to redevelopment in the light of my comments in paragraph 5.182, and if it is to be retained: E Add a new policy based on example 4.2.3 on page 67 of CD46 to deal with redevelopment, and add to the text to justify this policy: a justification for the limitation to Class B1 uses; a description of the purposes of the landscaping scheme; examples of possible benefits of the scheme which are sought; information about the highway access; and references to the other main policies which will apply, for example ENV36. F Make no other modifications in response to these objections.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long</p>	<p>Kent Downs AONB Unit comment - In AONB Not supported at this scale.</p>

<p>distance views); cumulative landscape impact; existing screening</p>	<p>This site is located within the Bredhurst & Stockbury Downs area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • The majority of the landscape forms part of Kent Downs AONB, while the remainder forms part of the setting to the AONB • Level to gently sloping landform of the North Downs upper plateau • Mixture of arable fields, paddocks, remnant orchards and small to medium blocks of woodland • Mixture of historic and recent buildings within the villages and • farmsteads • Traditional materials include yellow stock and red brick, Kent • peg ties, flint and weatherboarding • Predominantly very narrow lanes, in addition to the engineered roads within Bredhurst and the M2 motorway <p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Restore and Improve.</p> <p>The large industrial sheds are particularly noted as detracting from the character of the area. The whole area is designated as part of the Kent Downs AONB.</p> <p>Any development on this site would be visually intrusive and harmful to the current openness of the site with the long distance views to the north and the character of the AONB hereabouts.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>Adjacent to ancient woodland and LWS. The site is a large arable fields with woodland strips along the SE boundary, in the middle of the site, the NE corner and NW corner. In the NE corner there is an area of hard standing and sheds. Some potential for protected/notable species to be within the woodland areas including breeding birds. Consideration will need to be given to the indirect habitat on the adjacent designated sites.</p> <p>Ecology constraint level 4 - minimal potential for ecological impacts</p> <p>No obvious habitats or features on or near site with potential for protected/notable species.</p>
<p>Trees (inc. TPO, ancient woodland within and adjacent to site)</p>	<p>Tree protection status: Refer to my comments for ED2 for that portion of the site. Tree Preservation Order (TPO) No. 1 of 1992 protects 1 individual Horse Chestnut tree and 2 groups comprising a total of 20 Horse Chestnuts to the north of the site. The woodland blocks to the north, north west, along the central field boundary and to the south alongside the A249 all have</p>

	<p>important amenity value and are likely to merit protection if expedient to do so.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) Murrain Wood immediately to the north of the site is designated as Ancient semi natural woodland.</p> <p>Hedgerow status: There appear to be no 'important' hedgerows.</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: The remains of Binbury Castle buildings (listed Grade II) are situated beyond the existing industrial estate and their wider setting would be adversely affected by development of this land.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: The Scheduled Ancient Monument of Binbury Castle is situated beyond the existing industrial estate but its wider setting would be adversely affected by development of this land.</p> <p>This is also the site of the original Detling Airfield which operated during both the First and Second World Wars and should be considered as a non-designated heritage asset. There are a number of pillboxes and other defensive structures around the perimeter of the site associated with the airfield which should also be considered as NDHAs. Development of this site would cause significant harm to these heritage assets.</p> <p>Binbury Castle SAM to north of existing industrial estate</p>
Archaeology (SAM etc.)	<p>Land lies within c.200m of the Scheduled Monument of Binbury Castle, a medieval motte and bailey complex; remains associated with the medieval fortification may survive on site; the site contains at least 2 recorded WWII pillboxes and may contain other military heritage structures and landscape features. Preservation of pillboxes and any other military heritage structures or landscape features would be desirable; setting of Binbury Castle SAM needs to be considered.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p> <p>Some potential possibly but not in safeguarded area</p>
PROW (within or near site)	KH62 adjacent to northern boundary but within existing industrial estate
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main 	<ul style="list-style-type: none"> • Site accessed from the A249 Detling Hill, within the Detling Airfield Industrial Estate. • The site has been promoted for B1c, B2 and B8 employment uses. • The site is considered suitable for only limited B1, B2 and B8 employment uses in view of its unsustainable location

<p>highway network</p> <ul style="list-style-type: none"> • Availability of public transport, cycling, walking 	<p>and the hazardous means of access to the A249.</p> <ul style="list-style-type: none"> • See comments on Site ref ED-2 (above). <p>Planning Officer comments: Existing access to Industrial Estate via Bimbury Lane off A249.</p> <p>It is not possible to turn right towards Maidstone onto the A249 however.</p> <p>Served by Buses on route 333/334 pass by Yelsted turning (entrance to estate) and on opposite side of A249. Half hourly from Maidstone 08:45-18:20 Mon-Fri 09:15-18:15 Sat. Hourly 09:20-17:20 Sun/B Hol. Half hourly from Sittingbourne 07:56- 17:52 Mon-Fri 07:36-16:16 Sat. Hourly 08:34-16:34 Sun/B Hol</p> <p>Proposer has stated that improvements to the A249 would be required to enable access to serve the development</p>
<p>Impacts on residential amenity (including access to open space) or other incompatible uses</p>	<p>Existing dwelling 'Forsters' located immediately adjacent to A249 will be already heavily affected by traffic noise. Proposed site wraps around the dwellings curtilage. No other dwellings affected.</p>
<p>Availability of Utilities infrastructure – e.g. (water/gas/electricity)</p>	<p>Assume that services run along/under the A249 and can be utilised.</p>
<p>Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)</p>	<p>Remote location/no local amenities See above for bus stops</p>
<p>Air quality/noise</p>	<p>Not in AQMA and not in an air quality hotspot</p>
<p>Land contamination</p>	<p>Not likely</p>
<p>Flood Risk (zone/drainage)</p>	<p>Not in Flood Zone 2 or 3 In source protection zone 3 for aquifer</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
<p>Will the sequential test apply to the proposed use?</p>	<p>No</p>
<p>Suitability conclusion</p>	<p>Considerations</p> <ul style="list-style-type: none"> • Unacceptable harm to AONB • Impact from necessary highway works • Unsustainable location remote from available workforce and services. <p>The site is considered unsuitable.</p>

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Yes One single landowner
Availability conclusion	Potentially available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	The necessary improvement to access to the A249 would involve significant cost. To generate the level of money needed to fund the improvement would necessitate a significant amount of development and thus add to the overall harm to openness The changes to the highway itself to form the safe access would be likely to have a significant visual impact on the character of the area
Market attractiveness (of proposed uses, site and location)	Site is adjacent to an existing, well occupied employment location with access onto A249 (subject to the necessary improvements) and thereafter to M2 and M20.
Achievability conclusion	Unlikely

Timing (following assessment – when could the site be delivered?)	
now – 2016	
2017 – 2021	Time needed to deliver the access improvement to the A249.
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>Unacceptable harm to AONB Impact from necessary highway works Unsustainable location remote from available workforce and services.</p> <p>REJECT</p> <p>Approximate yield: 0</p>

1. SITE INFORMATION	
Reference Number	ED-4
Site name/address	West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden
Landowner	Alan Firmin Ltd
Agent	Phil Aelen, DHA Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Light industry (B1c) General industry (B2) Storage and distribution (B8) At 40% site cover the development area could accommodate some 8,000 sq m of commercial floorspace.
Site area (ha)	2.9
Is the site urban, adjacent to urban, rural settlement or rural	Rural - Outside RSC village boundary – adjacent/abuts it. In open countryside no other landscape designations
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site comprises existing and rather overgrown uncultivated agricultural land (one dilapidated barn on part of site) to west of existing employment area (Scarab and Alan Firmin warehouses) and north of the Kent Air Ambulance HQ. Air Ambulance flight-path is across SW corner of proposed site</p> <p>Land is flat with clear views across to the well defined (by trees and hedges) rear boundaries of properties in Pattenden Lane and the industrial estate (no screening).</p> <p>Land to west of site partly football ground and partly arable field</p> <p>Between industrial estate and proposed site is a large reservoir with poplar and willow trees around its edges this is surrounded by raised banks.</p> <p>Site is bounded on its western side by a public footpath KM243</p>
Current use	Unused agricultural land
Adjacent uses	Industrial estate, agriculture and playing field
Planning and other designations (e.g. AONB, MGB)	Adjacent/abuts R18 (iv)m, ED2 (ix) and R18 (vi), ED1(v) and ED6
Planning history	None
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Adjacent to site considered in the Inspectors report.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing	The site is located within the Staplehurst Low Weald area of the Landscape Character Assessment 2012. Key characteristics of this area include:

screening	<ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses • enclosed by thick native hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p> <p>The site is on the edge of the existing industrial area. Field patterns to the west of the site become larger but retain the hedges and trees as mentioned above. These limit views and break up vistas.</p> <p>Possible glimpses from Hunton Road to the north particularly in winter.</p> <p>Site clearly prominent from existing PROW on western boundary.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Potential ecological issues: Reservoir and surroundings/overgrown nature of site/ ditches and hedgerows in NW corner of site</p> <p>It is a grassland field but the Southern section of the site, adjacent to the pond, appears to be no longer managed. The southern section is now rough grassland and there are trees within this section. Greatest potential for protected/notable species to be present within the southern section of the site - including reptiles and GCN.</p> <p>Ecology constraint level 3 - potential for minor ecological impacts</p> <p>Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status:</p> <p>Whilst there is no TPO on the site there appear to be a small number of significant trees on the site boundaries.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>)</p> <p>There are no designated Ancient Woodlands.</p>

	Hedgerow status: The hedgerow to the north of the site may be 'important'.
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	No listed building or TPOs in the immediate vicinity. Nearest conservation area in Marden on other side of the railway.
Archaeology (SAM etc.)	Land contains the remains of Great Pattenden, possible a post medieval or earlier farm complex and/or manorial complex; farm has been demolished but structural remains may survive. Archaeological and historic landscape assessment needed to inform the consideration of this site. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.
PROW (within or near site)	West boundary is KM243
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Pattenden Lane, within the Pattenden Lane Industrial Estate. • The site has been promoted for B1c, B2 and B8 employment uses. • The site is considered suitable for the employment uses proposed. It enjoys good access to the B2079 and A229 and the local highway network has a relatively good crash record. It should be noted, however, that HGV traffic would be required to route through Maidstone Town Centre to access the motorway network. • The site is within walking and cycling distance of Marden village centre and the railway station, which is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross. • Bus Route 26 serves the nearby bus stops on West End, providing a service to Maidstone, Yalding and Goudhurst every two hours on weekdays. <p>Bus stop on Pattenden Lane by ENO warehouse but very infrequent service operated by Nu Venture service 28 (29 Sat) More frequent services 26 and 27 (Nu Venture) that pass the end of Pattenden Lane at its junction with Goudhurst Road(approx 450m to south)</p> <p>Access possible though existing industrial estate to site.</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Nearest residential properties front Pattenden Lane to east of site some 140m+ from site boundary Wickham Orchard Travelling Showmen site some 75m to NE of edge of proposed site.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	These are present in the adjacent industrial estate
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site lies immediately adjacent to defined settlement boundary Marden is a designated RSC Train station within 600m Village centre c1km Convenience store at southern end of Pattenden Lane.
Air quality/noise	Not in AQMA and not in air quality hot spot. Potential noise from Air Ambulance
Land contamination	Possibly in area of existing barn

Flood Risk (zone/drainage)	<p>In flood zone 2. No aquifers</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p> <p>While flood risk is an issue, there is nothing of particular concern which a Flood Risk Assessment can't deal with, particularly as it is an existing commercial site. The main concern would be disposal of surface runoff so as not to exacerbate known problems on Pattenden Lane itself.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	<p>Close relationship to existing employment area. Defensible boundary to west and north.</p> <p>Look at including area to north of existing employment area as this had permission on 19/04/2010 for a B2/B8 building (MA/08/2439) and the reservoir area which is in the same ownership.</p>

3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>Yes owned by promoter.</p> <p>There are no existing uses that will take a significant period to clear.</p>
Availability conclusion	Available

4. ACHIEVABILITY

<p>identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered</p>	<p>May need to take account of flight-path of air ambulance. This would be a design issue primarily.</p>
<p>Market attractiveness (of proposed uses, site and location)</p>	<p>Site is adjacent to an established, well occupied employment area.</p>
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	Yes
2017 – 2021	
2022 – 2026	

2027- 2031

5. CONCLUSIONS

The proposed uses and indicated level of development are acceptable. The site is well related to existing development and will 'square-off' the existing designated area.

Light industry (B1c) General industry (B2) Storage and distribution (B8) At 40% site cover the development area could accommodate some 8,000 sq m

As indicated above consideration should be given to widening the allocation to include the reservoir and the site of permission MA/08/2439

ACCEPT

Approximate Yield: 14,500sqm B2/B8 and associated offices

1. SITE INFORMATION	
Reference Number	ED-5
Site name/address	Hill Farm, Linton Hill, Linton
Landowner	Alan Firmin Ltd
Agent	Phil Aelen, DHA Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Light industry (B1c), General industry (B2), Storage and distribution (B8). At 40% site cover the development area could accommodate some 1,600 sq m of commercial floorspace.
Site area (ha)	0.75
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site located on west side of A229 Linton Hill served off an existing access onto the A229.</p> <p>Land in question is opposite Hill Place and existing business units at Hill Farm.</p> <p>Site is just below the ridge of the scarp slope of the Greensand ridge and rises towards the north.</p> <p>Site is currently occupied by a number of polytunnels that run north-south and some silos/tanks. The land to the east of these (up to the road) is an open grass field.</p> <p>The land is higher than the footpath and carriageway of the A229.</p> <p>The site is bounded by a mature and well maintained hedge to the A229. The southern boundary is open. The western boundary of the land is marked by an existing tree/windbreak.</p> <p>To the north some 95m from the site is the boundary of 'Larchwood Grange' a detached dwelling. The boundary with the site is formed of trees and a hedge although there are gaps in this boundary planting.</p>
Current use	The site is in agricultural use.
Adjacent uses	Business units, agriculture and dwellings
Planning and other designations (e.g. AONB, MGB)	MBWLP: ENV34 SLA Across the road - Linton Park ENV19(iv) – Parks and Gardens of Special Historic Interest.
Planning history	00/0071 – Retrospective application for erection of polytunnels - granted 7/4/200
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No

<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>Located on Greensand Ridge. Within designated SLA (MBWLP policy ENV34)</p> <p>The site is located within the Coxheath Plateau area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Plateau above Greensand Ridge • Orchards and soft fruit production • Broadleaf woodland with sweet chestnut coppice • Extensive recent development at Coxheath • Long distance views across the Medway Valley to the North Downs <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Conserve and Reinforce.</p> <p>The site is also located within Linton - Greensand Ridge_area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Scarp face of the Greensand Ridge • Extensive views across the Low • Weald to the south • Orchards set within small scale field pattern • Historic parkland • Very distinctive and historic built environment • Series of narrow lanes that run against the contours <p>The condition assessment is <i>Very Good</i> and the sensitivity assessment <i>Very High</i>.</p> <p>The Guidelines for this area are to Conserve.</p> <p>Views of the site are restricted due to its location below the crest of the ridge and existing boundary planting and treatment along the A229 and to the west and north. No views are available from the PROWs to south or east. The site would be clearly visible from the access to the A229 and would also clearly be seen as incongruous permanent built development north of the access road</p> <p>Introduction of built development to north side of access road opposite existing business units would be an unfortunate and visually unacceptable extension of development beyond the existing built development on the farmstead.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>The site is intensively used for fruit production. No phase 1 survey undertaken. Apart from boundary trees and hedgerows unlikely to contain habitat of value.</p> <p>There is an area of ancient woodland adjacent to the site. The site is a managed grassland field and Polly tunnels. Limited potential for protected/notable species to be present within the site.</p>

	Ecology constraint level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: There are no TPOs covering the site and the only significant tree/s are adjacent to the entrance to Hill Farm from Linton Hill.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There may be 'important' hedgerows marking field boundaries.</p>
Agricultural land quality	The site is Grade 2 agricultural land.
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: The site lies directly opposite the Grade II listed barn and close to the Grade II listed Hill Place. The barn forms part of a wider collection of farm buildings which are also of character and have been converted to commercial use. Development of this land for industrial and storage uses would be likely to adversely affect the setting of this historic farmstead group.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: The registered historic parkland of Linton Park lies on the other side of Linton Hill, but its setting is unlikely to be affected by development of this land.</p> <p>Archaeology: No known implications.</p> <p>Adjacent to listed buildings – grade II at Hill Place. One barn (Business unit 5) opposite site is also listed Grade II.</p> <p>Linton Conservation Area 320m to the south Linton Park Registered Historic Park Grade II</p>
Archaeology (SAM etc.)	<p>Nothing known on site but land adjacent to Linton Park, English Heritage Grade II* registered park. Setting of Linton Park needs to be assessed and recommend historic parks and gardens survey.</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p> <p>Not safeguarded but as greenfield site can be investigated as required.</p>
PROW (within or near site)	KM134 (A229-Vanity Lane) and also part of the Greensand Way path is located further down the scarp slope some 216m south of the site, which is not visible from the footpath although Hill Place and the farm buildings/existing units are.
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network 	<ul style="list-style-type: none"> • Site accessed from the A229 Linton Hill. The site access junction is suitable for use by HGVs and benefits from good visibility. • Site located directly adjacent to the village of Linton.

<ul style="list-style-type: none"> • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • The site has been promoted for B1c, B2 and B8 employment uses. • The site is considered suitable for the employment uses proposed. It benefits from direct access to the strategic road network, although it should be noted that HGV traffic would be required to route through Maidstone Town Centre to access the motorway network, which would have negative impacts on air quality, amenity and the safety of road users. • The A229 Linton Hill has a good crash record at this location, although the nearby A229/B2163 Heath Road junction has a relatively poor crash record which may require some mitigation. • The site is within walking and cycling distance of the residential areas of Coxheath, Boughton Monchelsea, Linton and parts of Loose. • Bus Route 5 passes the site, providing an hourly service to Maidstone, Staplehurst, Cranbrook and Hawkhurst on weekdays. <p>Direct access off the A229, which has 40mph speed limit. Visibility at access appears good.</p> <p>Continuous footpath links on west side of A229 to bus stops in village by church (c350m to south) and to Linton Crossroads (c340m to north).</p> <p>Site served by Arriva route 5 past the site and through Linton.</p> <p>Linton Crossroads to north additionally served by Arriva routes 89 and 59.</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	<p>Hill Place located c40m south of site behind listed barn. Other dwellings to SW (Hill Farm Cottage c35m and Hill House c75m)</p> <p>Access already used by farm and existing units.</p>
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Yes adjacent development already served.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>Bus stops c340m to north, c350m to south.</p> <p>Linton has a pub but no shops</p> <p>Small shop at existing Shell PFS to north of Linton crossroads (c350m)</p> <p>Nearest shops at Coxheath (1.5km to NW via Linton crossroads and B2163 Heath Road). Continuous footpath to Coxheath village.</p>
Air quality/noise	Not in AQMA or hotspot
Land contamination	Not apparent. There are existing tanks/silos on the site
Flood Risk (zone/drainage)	<p>Not in flood zone and no aquifers.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>

Will the sequential test apply to the proposed use?	No
Suitability conclusion	Unsuitable due to permanent built development being introduced to north side of existing access road and extension of farmstead further up the ridge.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Yes: The land owner of the site owns the surrounding farmland and the existing business units.
Availability conclusion	Land would be available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None apparent
Market attractiveness (of proposed uses, site and location)	Greenfield site with potential for building to be provided to specific user requirements. Access to main road (A229) but would be less suitable for businesses requiring access to the strategic road network. Most likely to be attractive for a smaller scale business.
Achievability conclusion	No reason to suggest development would not be achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

Development could potentially be achieved easily as a greenfield site.

However, the additional built development to the north side of the farm access road would be cause substantive visual harm and could adversely impact on the setting of the adjacent listed barn.

REJECT

Approximate Yield: 0

1. SITE INFORMATION	
Reference Number	ED-6
Site name/address	Waterside Park, Ashford Road
Landowner	Gallagher Properties Ltd
Agent	Jonathan Buckwell, DHA Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	The creation of up to 60,000m ² of employment floorspace in use classes B1, B2 and B8.
Site area (ha)	17.01
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is situated to the south of A20 at the point the A20 connects to J8 of the M20. It is bordered to the north by a tree and shrub-covered bank, which slopes steeply down to the A20, and by a wooden fence and to the west by Old Mill Road, a single track rural lane which connects to Leeds village. The boundary between Old Mill Lane and the site is defined by a tree and shrub covered bank which becomes gradually less pronounced beyond what appears to be a disused gated field access. Approaching the Old Mill Farm complex, as the lane turns south, the western most extent of the site can be seen.</p> <p>To the south the site excludes the collection of farm buildings at Old Mill Farm and the adjacent residential properties called Old Mill House and Old Mill Oast. To the south the site boundary follows the tree lined edge of the River Len which has been dammed to create a mill pond in this location. The extent of the tree belt extends to the east of the site beyond which a further pond lies. Further to the east is the Mercure Hotel.</p> <p>The site excludes an area of land to the north west which is a depot for Biffa Bins. The boundary between the proposal site and the Biffa Bins site is marked by a belt of trees (perpendicular the A20) which can be seen at the crest of the rising ground in views from the A20 heading west. The boundary to the south of the Biffa site (parallel to the A20) comprises a fence.</p> <p>There is a gated agricultural access to the site off the A20 to the east of the A20 roundabout.</p> <p>From the crest of the site which is to the immediate south of the Biffa Bins site, the land falls away quite markedly to the east and to the south. The highest point has a contour height of approximately 65m whilst the lower parts adjacent to the mill ponds to the south are at a height of some 45m, an overall fall across the site of some 20m. The incline of the slope is more pronounced towards the upper reaches of the site.</p> <p>Between the site and the A20 to the north, the land banks down steeply to the road.</p> <p>Similarly the land banks down to Old Mill Lane to the west.</p>

	Close to the Biffa Bins site this bank is substantial. Further along Old Mill Lane the bank becomes less pronounced.
Current use	The site is in agricultural use.
Adjacent uses	To the north is A20 and its intersection with M20. The north west corner of the site abuts the Biffa Bins site which is accessed from Old Mill Lane. To the north west/west of Old Mill Lane is agricultural land. The farm complex of Old Mill Farm is to the south west of the site alongside the 2 residential properties of Old Mill House and Old Mill Oast. Beyond the woodland and mill pond to the south are agricultural fields and to the east, beyond a tree belt, is the Mercure Hotel. North of the site on the northern side of A20 is Old England Cottage (listed).
Planning and other designations (e.g. AONB, MGB)	<p>MBWLP: ENV42 Protected roadside verges no 13 A20, Hollingbourne on the northern edge of the site. No 29 Old Mill Road, Leeds adjacent to the south of the site.</p> <p>ENV34 Special Landscape Area adjacent to the north of the site.</p> <p>ENV39 Local Wildlife Site adjacent to the site on the East and South no 14 River Len Millpond and Carr, Leeds.</p>
Planning history	<p>13/0050 - Scoping opinion sought in respect of an Environmental Statement to be submitted in relation to a proposed development being</p> <ol style="list-style-type: none"> 1: The creation of a new site access road off the existing A20/M20 link roundabout with associated works to the roundabout as required; 2: The re-grading of the site to create a level development platform (with the creation of new bunds and batters as required); 3: The creation of up to 60,000sqm of employment floorspace in use classes B1 (light industrial/research and development/offices), B2 (general industrial) and B8 (storage and warehousing) and; 4: Internal drainage, road layouts, structural landscaping and diversion of the existing public right of way. <p>15/2/13 it was decided that an Environmental Statement is required</p> <p>13/1549: Hybrid planning application (part outline-part detailed) for re-grading of site to form development platforms including the creation of new bunds and batters; the development of a new industrial estate comprising up to 56,000m² of B1 office/light industrial, B2 general industrial and B8 storage and distribution uses; ancillary cafe and crèche facilities; creation of a new access to the A20; new internal access roads; parking, internal drainage, structural landscaping and the diversion of the existing public footpath, with access to be determined and appearance, landscaping, layout and scale reserved for subsequent approval. Detailed permission sought for the erection of a new warehouse building (23,533m²) and associated offices (4,145m²) with access, service yard, parking and landscaping.</p>

Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site falls within the 'Leeds Castle Parklands' character area in the 2012 LCA. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Artificial landform as part of golf course at Leeds Castle • Historic Leeds Castle and surrounding parkland • Pocket of lowland dry acid grassland • Mature parkland trees including oak, horse chestnut and pine • River Len to the south • Severance caused by the M20, HS1 and A20 <p>Characteristics of this area also include:</p> <ul style="list-style-type: none"> • Scattered tree cover in the form of small blocks of mixed woodland, mitigation planting along transport corridors and ribbons of vegetation along the River Len • River Len valley comprising a narrow floodplain with dense tree cover. A Local wildlife site • Irregular, small field pattern • Audibility of M20/HS1/A20 reduces sense of remoteness • Notable amount of commercial development along A20 <p>Condition (moderate)</p> <ul style="list-style-type: none"> • HS1/M20/A20 cause a significant degree of fragmentation to the landscape. Although they are well integrated into the landscape visually, the audibility of the traffic degrades the remote character • Visual detractors include the commercial development along A20 • Ecological value is strong • Tree cover is extensive and well managed • Traditional field boundaries are in good condition although infrastructure routes have severed the original field pattern <p>Sensitivity (high)</p> <ul style="list-style-type: none"> • Overall distinctive and strong sense of place <p>It also falls within the Ashbank Fields sub area. Key characteristics include:</p> <ul style="list-style-type: none"> • Open views across arable field and pasture • Streams and ditches • Lines of riparian woodland along streams • Field boundaries marked by contours and watercourses <p>Condition (very poor) Sensitivity (moderate). Sensitive location as the landscape provides the setting to the Kent Downs to the north.</p> <p><i>Kent Downs AONB Unit</i> (March 2013) - KDAONB comments</p>

	previously submitted (in response to the Strategic Sites' consultation in Autumn 2012). Object to this as an allocation.
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Identified River Len Millpond and Carr Local Wildlife Site (LWS) immediately to the east and south of the site and roadside verge of nature conservation importance to the north.</p> <ul style="list-style-type: none"> • There is the risk of impacts on adjacent LWS arising from the development and expected changes to site hydrology (developer proposes that land drains will be installed at the edges of the site at the bottom of the landscape batters with surface water drained back into the ground via interceptors/sediment tanks to prevent contamination. It is stated this will prevent off site run off). • developer proposes substantial bunds between site and LWS which KCC BO indicates 'The use of such a high bund would go some way to buffering the potential impacts so potentially a reduced width [less than 30m suggested by KCC] could be acceptable'. • Bunds would represent a 'regimented' solution which is a further change to the landscape, against the grain of the prevailing landscape character. <p>KCC Ecology Comments (22/6/12): This site is immediately adjacent to a Local Wildlife Site along its eastern and southern boundaries. The BAP habitat 'reedbed' is present close to the southern boundary. Areas of ancient woodland are present to the west and south-west of the site. [Please note that our advice does not consider the potential for impacts to the AONB.]</p> <p><i>Site Description</i> The site is an arable field with hedgerows to the north and west. There appear to be some uncultivated areas of the field, with rougher grassland in these locations. The eastern and southern boundaries of the site are bordered by wooded areas with ponds and streams.</p> <p><i>Habitat Indicators of Protected Species Presence</i> Using Natural England's Standing Advice for guidance, the following features and habitats that indicate the potential for protected species presence on or near to the site have been identified:</p> <p>Woodland; Hedgerows; Rough grassland; River/stream; Ponds/ditch.</p> <p><i>Summary of identified potential for ecological impacts</i> We have concern that development on this site has the</p>

	<p>potential to result in impacts to the Local Wildlife Site, for example through run-off, light spill or other disturbance from the site. To some extent the level of impact would depend on the type of development for which the site is allocated. The potential for impacts would need to be assessed in detail; however we would expect a minimum of 30m buffer between the designated site and the development.</p> <p>We advise that there would be a need to undertake several ecological surveys at this site, including (but not limited to) botanical, bat and reptile surveys; a preliminary ecological assessment would provide detailed recommendations for specific surveys.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	No TPO trees. The southern and eastern boundaries of the site are demarked by substantial tree belts. There are a number of mature trees along the boundary between the properties Old Mill House and Old Mill Oast and the site.
Agricultural land quality	The site is Grade 2 agricultural land.
Heritage impacts (Listed building, conservation area)	Listed buildings: Old England Cottage (Grade 2) is situated to the north of the A20, opposite the easternmost corner of the site.
Archaeology (SAM etc.)	<p>The land contained the site of a roman coin hoard and there are suggestions that a mill complex on the south west corner may be of Roman origins; the present post medieval mill complex survives and there may be associated structures and historic landscape features extending into the site; the site also lies on 4th Terrace River Gravels which have potential for rare and important palaeolithic remains. Archaeological and historic landscape assessment needed to clarify significance of mill complex.</p> <p>Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible.</p>
PROW (within or near site)	The site is crossed by a public footpath (KH181). The footpath enters the site to the south at a point to the west of Old Mill House (off Old Mill Lane). From here it runs N-S then bears SW – NE at the crest of the site to cross the northern boundary approximately half way along its length. The path then descends down the tree-covered bank to A20.
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Potential for direct access from the A20 Ashford Road / M20 Junction 8 Link Roundabout, which would be preferred by KCC Highways. • The site has been promoted for B1a, B1b, B1c, B2 and B8 employment uses. • The site is considered suitable for the B8 employment uses proposed, in view of its excellent access to the strategic road network; however robust measures would be required to restrict all HGV movements associated with the site to the M20 and A20 only. • In view of its relatively unsustainable rural location, the site is considered suitable for only limited B1 uses. The site is within walking and cycling distance of few residential areas. • The A20 at this location has a relatively good crash record

	<p>and is served by Bus Route 10, which provides an hourly service to Maidstone, Bearsted, Harrietsham, Lenham and Ashford on weekdays.</p> <p>The site has immediate access onto the A20 and thereby onto M20 at Junction 8.</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	3 residential properties in the Old Mill complex to the south of the site and Mecure Hotel to the east.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Developer has confirmed that the site can be served by foul drainage, surface water drainage, water supply, telecoms and electricity.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>Site is approximately 2.1 miles from Bearsted station and 1.1 miles from Hollingbourne station. Bus route 510 passes the site, providing an hourly service to Maidstone, Bearsted, Lenham and Ashford on weekdays.</p> <p>Closest urban centre is Maidstone itself with local services in Bearsted.</p>
Air quality/noise	Not in AQMA or hotspot.
Land contamination	The site is located on the landfill so a Phase I contaminated Land Study will be required up front to ensure the site can be cost effectively developed as this cannot be guaranteed. This may also be an issue for building control in terms of ground stability.
Flood Risk (zone/drainage)	<p>Small parts of the site along the southern and eastern boundaries fall within Flood Zone 3.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p> <p>The site is within 100m of a water course which falls within the definition of the Water Framework Directive. Any development proposals would need to assess whether there would be adverse impacts on water quality and put forward appropriate mitigation measures to address identified impacts.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	<p>Development of the site would be contained in clearly defined boundaries formed by Old Mill Lane and Ashford Rd to the west and north respectively and the watercourses of the LWS to the south and east.</p> <p>The site slopes from north west to south east with an overall fall across the site of some 20m. There would need to be the significant excavation of much of the site to create a level</p>

development platform. The development would be sited in a 'bowl' created in the landscape with the current heights of the north western and south eastern boundaries maintained but then with the land cut away to form a substantial embankment and levelled development platform. The developers indicate that this cut and fill exercise will reduce ground levels in the western part of the site by approximately 12m.

The developers' intention is that the excavated material which they expect to be predominantly sand, would be removed from site and used in development projects elsewhere.

Development in the manner proposed would bring about substantial landscape change as a result of the significant amount of excavation required. The altered landscape form would be particularly visible in close range views from the A20 westbound where the rising ground of the site is currently seen clearly in short range views. A PROW crosses the site and would need to be diverted. Users of this path would experience significant change in the visual aspect from this route as a result. The crest of the site and its upper slopes are also seen in views from the south, from footpaths to the west of Leeds village, so the change in landform would be visible from this direction and, depending on building heights, the upper parts of the units. From this direction, the site is seen as part of the rolling agricultural land in the foreground to the North Downs AONB. Views of the site from the AONB itself are limited.

The proposed access point off the existing A20 roundabout would cut through the bank along the site's northern boundary which is identified as being of nature conservation importance in the MBWLP.

The site is adjacent to a LWS and KCC Biodiversity Officer has indicated that there is some risk of impacts on this wildlife site from run-off, light spill and other disturbance. Further ecological surveys would be required.

The developers propose mitigation measures in the form of bunding along the southern and eastern boundaries and the installation of land drains with surface water drained back into the ground via interceptors/sediment tanks to prevent off site run-off and mitigate risk of contamination of the wildlife site. These measures would necessarily change the existing hydrology of the site from the current pattern of natural run off from the field into the watercourses. There is some concern in landscape terms about the suitability of the proposed protective bunding to the LWS in terms introducing an additional new feature to the existing landscape pattern.

The site is in agricultural use and its development would result in the loss of higher quality (grade 2) agricultural land.

The principal urbanising features in the immediate locality are the Mecure Hotel to the east of the site, the A20/M20 road

	<p>interchange itself and the Biffa Bins site. The site itself has a rural character and it relates to, and forms part of, the pattern of rolling agricultural fields, valleys and streams to the south which is interspersed with scattered dwellings and farms. The site's rural character would be lost through the development.</p> <p>There are records of archaeological finds on the site and the actual archaeological potential of the site would need to be confirmed through additional survey.</p> <p>This site is considered <u>unsuitable</u> for B1/B2/B8 uses proposed.</p>
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3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>Site is under one ownership The potential developer has an option on the whole site</p>
Availability conclusion	Available

4. ACHIEVABILITY

<p>identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered</p>	<p>A significant cost and constraint is the need to undertake very substantial cut-and-fill and removal of material off site to provide a development platform. Site levels are proposed to be reduced by up to 12m.</p> <p>The developers' intention is that the excavated material which they expect to be predominantly sand, would be removed from site and used in development projects elsewhere.</p>
Market attractiveness (of proposed uses, site and location)	Well located site very close to M20 Junction 8. Two potential occupiers of the units have been identified.
Achievability conclusion	Achievable subject to topography and landform being radically altered.

Timing (following assessment – when could the site be delivered?)

now – 2016	Yes One potential named occupier has stated that they need to be on-site by 2017
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

<p>The site is a well-defined site with clear boundaries. It has good access to the Strategic Road Network but poor public transport connections and is somewhat remote from potential workforce.</p>

Development of the site in the manner proposed would bring about substantial landscape change as a result of the significant amount of excavation required.

The altered landscape form would be particularly visible in close range views from the A20 westbound where the rising ground of the site is currently seen clearly in short range views.

A PROW crosses the site and would need to be diverted. Users of this path would experience significant change in the visual aspect from this route as a result.

Potential adverse impact on the adjacent Local Wildlife Site which includes Ancient Woodland and its ecology.

There are more limited views from within the AONB itself. However, the crest of the site and its upper slopes are also seen in views from the south, from footpaths to the west of Leeds village, so the change in landform would be visible from this direction and, depending on building heights, the upper parts of the units. From this direction, the site is seen as part of the rolling agricultural land in the foreground to the North Downs AONB. The change to the form and topography would significantly affect this role.

Development would significantly alter the immediate rural character of the site and the inherent attractiveness that the field has as an area of undeveloped countryside located on a key route into Maidstone.

REJECT

Approximate Yield: 0

1. SITE INFORMATION	
Reference Number	ED-7
Site name/address	Weald Gardens, Maidstone Road
Landowner	Mr Muharrem Can
Agent	N/A
Greenfield/PDL	Greenfield some remnants of previous hardstanding on south side of site.
Proposed uses (sqm)	10,000sqm of Research and development (B1b), Light industry (B1c), General industry (B2) and/or Storage and distribution (B8) floorspace. Approximately 50 Gypsy & Traveller / Travelling Showpeople pitches
Site area (ha)	1.53
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site is open with low hedge to A229 frontage. Currently used as grazing paddocks, split into two. Remains of hardstanding on south part of the site and a substandard access onto A229.</p> <p>Further south Huntsman Stables (opposite Clapper Lane) is currently being cleared from previously unauthorised development .</p> <p>Dwelling 'Fairfields' set behind substantial hedge/fence on other side of road. Other sporadic dwellings in locality.</p> <p>Homeleigh Timber building to north of site closer to hamlet at Cross-at-Hand.</p> <p>The general topography is flat and level land that borders the Beult located some 600m NE of the site.</p>
Current use	Grazing remains of hardstandings
Adjacent uses	Agriculture, isolated dwellings, further to north, Homleigh Timber Supplies depot
Planning and other designations (e.g. AONB, MGB)	None.
Planning history	<p>05/0338 – A retrospective application for the change of use of land from agricultural land to the keeping of horses, plus the erection of a stable block and an outbuilding (feed room and store) and the construction of a dry turn out area for horse riding, the formation of a turning area - refused 13/4/05, appeal dismissed 14/6/05</p> <p>12/1280 – Change of use of land from agriculture to land for the keeping of horses for recreational purposes and the erection of stables, tack room, feed store and formation of a new vehicular access: Refused 18/04/2013: Appeal lodged</p>

	10/09/2013 Site has valid Enforcement Notices from 2005 (x2) and 2009
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is located within the Beult Valley area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying broad shallow valley of the meandering River Beult and Hammer Stream within the Low Weald • Many ponds and watercourses with important ecological interest • Species rich native hedgerow field boundaries with mature oak trees as imposing hedgerow trees and sometimes within fields where boundaries have been removed • Mixed agriculture with large fields supporting arable cultivation and small riverside fields with pasture • Sparsely scattered small woodlands • Historic north-south crossing points with ragstone bridges over the River Beult <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve and Restore.</p> <p>The site is also located within the Staplehurst Low Weald area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses • enclosed by thick native hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI)	Within 600m of SSSI (River Beult)

and local wildlife sites within or adjacent to site)	<p>Grassland field to the West of the road and it has a hedgerow along the northern boundary. The field to the east of the road is a residential property with amenity grassland. There is a pond within the site and a hedgerow along the northern and southern boundary. Some potential for protected/notable species to be present including GCN and roosting bats.</p> <p>Ecology constraint level 3 - potential for minor ecological impacts - Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: There are no TPOs on the site but there is one significant tree which is on the northern site boundary.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There may be an 'important' hedgerow marking the northern field boundary.</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	No listed buildings in the vicinity.
Archaeology (SAM etc.)	Nothing known, Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	None
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A229 Maidstone Road. • The site has been promoted for B1b, B1c, B2 and B8 employment issues. • The site is considered suitable for the B2 and B8 employment uses proposed, in view of its direct access to the primary route network, which has a relatively good crash record. It should be noted, however, that HGV traffic would be required to route through Maidstone Town Centre to access the motorway network. • In view of its relatively unsustainable location, the site is considered suitable for only limited B1 uses. • The site is within walking and cycling distance of few residential properties and pedestrian facilities are poor. • The nearby bus stops on Maidstone Road are served by Bus Route 5, which provides an hourly service to Maidstone, Staplehurst, Cranbrook and Hawkhurst on weekdays. <p>Planning Officer comment: Direct access onto A229</p> <p>New access would be created but with site at a lower level than the highway some more than minor engineering work would be needed to achieve a level and relatively flat and at grade access to A229</p> <p>On bus route (service 5) nearest bus stop Cross at Hand (400m north) and Station Approach Staplehurst (1.6km south). No footpaths and unlit section of A229 in both directions from site.</p>

Impacts on residential amenity (including access to open space) or other incompatible uses	Dwelling opposite which is set back from road behind substantial hedge and fence
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Potentially available
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Some 1.6km from edge of Staplehurst village which is an RSC Staplehurst has GPs, Primary school and other services. No footpath between site and edge of village and road is unlit.
Air quality/noise	Not in an AQMA or hotspot
Land contamination	None known
Flood Risk (zone/drainage)	In flood zone 2 and 3. No aquifers. Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design. This site is within Flood Zone 3 and should only be considered suitable for development if, having undertaken the Sequential Test, not alternatives sites at lower risk
Will the sequential test apply to the proposed use?	No
Suitability conclusion	This site is not suitable. Substantial parts of the site are within flood risk zone 3. This site is highly visible and development would be potentially damaging to openness of this part of the countryside

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Not whole of site would appear to be available as the dwelling opposite will not be developed. (Submitted plans are those that relate to application 12/1280 which included 'Fairfields' as the security for the proposed stables). The site should be assessed solely on that land to the east of the A229.
Availability conclusion	Potentially available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No abnormal constraints apparent
Market attractiveness (of	Greenfield site with potential for building to be provided to

proposed uses, site and location)	specific user requirements. Access to main road (A229) but would be less suitable for businesses requiring access to the strategic road network. Most likely to be attractive for a smaller scale business.
Achievability conclusion	Potentially achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	X
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>Site not suitable for development due to flood risk, harm to the openness of countryside and the isolated nature of site.</p> <p>REJECT</p> <p>Approximate Yield: 0</p>

1. SITE INFORMATION	
Reference Number	ED-8
Site name/address	Wickham Field, Pattenden Lane, Marden
Landowner	Mr K and Mrs C Gibbs
Agent	N P Brandreth Lambert & Foster
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Light Industry (B1c) 6 no light industrial starter business units approx 50m ² footprint per unit.
Site area (ha)	0.21
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is located on the west side of Pattenden Lane approximately 100m north of the current extent of the settlement and employment area as defined in the MBWLP 2000. The land is level and flat and comprises a large gap in the streetscene.</p> <p>It is an open field that is managed/mown. There is a 1.8m high hedge to Pattenden Lane that provides a good dense screen. The northern and southern boundaries are secured by close boarded fencing.</p> <p>Views of the agricultural land to further to the west of the site are not possible due to existing conifers on the site and a native tree screen beyond the site boundary to the west.</p> <p>There are dwellings to the north and south and a travelling showmen's site to the SW.</p> <p>The dwelling to the north has no windows facing the site and the dwelling to the south has a doorway and one small ground floor window facing the site across the access.</p>
Current use	Open field
Adjacent uses	Residential to north and south. long established travelling showmen site to SW. Orchard on east side of Pattenden Lane opposite site .
Planning and other designations (e.g. AONB, MGB)	Outside Marden village boundary in the open countryside. Outside R18 (iv) and ED2 (ix) designations.
Planning history	<p>74/0227 - Two pairs of semi-detached houses- Refused 19/9/74, dismissed 11/6/75</p> <p>86/1943 - O/A residential development - Refused 29/5/87.</p> <p>88/0726 - Outline application for residential development.- Refused 16/2/89, dismissed 7/6/89</p> <p>12/2069 - Erection of 6 affordable houses with associated access, parking and amenity space. - Refused 03/04/2013</p>

Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is located within the Staplehurst Low Weald area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses • enclosed by thick native hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p> <p>The site is located close to western boundary of the area. Area considered to be characterised by a low lying very gently undulating topography.</p> <p>'Typically views are intimate and contained by the tall thick hedgerows, orchards and shelterbelts, narrow tree belts and majestic hedgerow oak trees, especially on the flatter ground and where the grazed fields are small. Where there has been amalgamation of fields for arable cultivation views are longer and more open, stretching over large flat irregular fields to woodlands and hedgerows on the horizon and giving a simpler and bolder landscape.'</p> <p>The site is not readily visible in medium or long term views. Although there are glimpses through hedging in the winter possible from Hunton Road just under 300m to the north. Otherwise the site is very prominent from Pattenden Lane. It is a large gap in the existing sporadic development north of the industrial estate on Pattenden Lane. Development would urbanise the site.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Ecology survey submitted on 12/2069 and comments from KCC Biodiversity received. The delegated report concluded as follows:-</p> <p>'The Preliminary Ecological Appraisal report concludes that the site has minimal ecological value. However, there is potential</p>

	<p>for nesting birds and, as confirmed through the Great Crested Newt Survey Report, for great crested newts crossing the site. Corridors along which newts can travel will be provided throughout the duration of the construction works, so avoiding any potential fragmentation and disturbance impacts. The use of a fence to ensure that any newts use the corridors rather than crossing the site is also proposed. Post-development mitigation recommendations are provided, including the provision of a grassed path to ensure that a link between the east and west of the site is retained. The report also recommends the use of newt-friendly gully pots and kerbstones to minimise the potential for newts getting trapped. No objections are raised subject to conditions and on this basis I consider there are no grounds to object on ecology.'</p> <p>Previously provided comment as part of a planning application. Surveys identified that there was a potential for GCN to be present within the site.</p> <p>Ecology constraint level 2 - potential for moderate ecological impacts - Suitable habitats and features for protected/notable species present on or near site. Near to designated site (including international, national, local and BAP habitat) with potential impact pathways. Likely level of significance is lower than (1) due to factors such as location (e.g. in relation to protected species ranges) and the extent of adjacent natural/semi-natural habitats.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: There are no TPOs covering the site. The only trees of any significance are to the west of Wickham Field.</p> <p>Ancient woodlands (from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012') There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are unlikely to be any 'important' hedgerows.</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	None
Archaeology (SAM etc.)	Nothing known although in between two rows of historic cottages, Hall's Cottages, Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	None
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public 	<ul style="list-style-type: none"> • Site accessed from Pattenden Lane, within the Pattenden Lane Industrial Estate. • The site has been promoted for B1c employment uses. • The site is considered suitable for the employment uses proposed. It enjoys good access to the B2079 and A229 and the local highway network has a relatively good crash record. • The site is within walking and cycling distance of Marden

transport, cycling, walking	<p>village centre and the railway station, which is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross.</p> <ul style="list-style-type: none"> • Bus Route 26 serves the nearby bus stops on West End, providing a service to Maidstone, Yalding and Goudhurst every two hours on weekdays. <p>Direct but shared access off Pattenden Lane.</p> <p>Visibility to south obscured by tree and hedge in front garden of house to south</p> <p>Bus stop on Pattenden Lane by ENO warehouse (150m to south of site) but very infrequent service operated by Nu Venture service 28 (29 Sat) More frequent services 26 and 27 (Nu Venture) that pass the end of Pattenden Lane at its junction with Goudhurst Road (approx 450m to south)</p> <p>No footpath link (reason for refusal of recent application)</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Potentially unacceptable impact on residential amenity through increased activity, noise and disturbance in particular associated with the traffic generated by the likely use of 6 light industrial units of 50m ² footprint/unit. Parking on the east side of development is likely to result in the buildings being set a considerable distance back from Pattenden Lane also potentially affecting outlook from the adjacent dwellings.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Assumed to be available due to existing adjoining development
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>Site lies within 100m of currently defined settlement boundary</p> <p>Marden is a designated RSC</p> <p>Train station within 600m</p> <p>Village centre c1km</p> <p>Convenience store at southern end of Pattenden Lane.</p>
Air quality/noise	Not in AQMA or hotspot.
Land contamination	Not known
Flood Risk (zone/drainage)	<p>In flood zone 2. Pattenden Lane immediately outside the site is partially within flood zone 3. No aquifers.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	Not suitable for level of development proposed as a result of an unacceptable impact on residential amenity.

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Site owned by promoters of development Recent application refused for local needs housing
Availability conclusion	Available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None apparent
Market attractiveness (of proposed uses, site and location)	Site could be attractive for small scale business use.
Achievability conclusion	Would be achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	Yes
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>This site would not be suitable for the following reasons:</p> <ul style="list-style-type: none"> • Separation from existing employment area • the potential adverse impact on the amenities of the adjacent residents from the activity and traffic likely to be associated with the proposed use. • development would also look visually incongruous being slotted in between housing <p>REJECT</p> <p>Approximate Yield: 0</p>

1. SITE INFORMATION	
Reference Number	ED-9
Site name/address	Eclipse Park, Sittingbourne Road
Landowner	Gallagher Properties Ltd
Agent	Phil Aelen, DHA Planning
Greenfield/PDL	PDL
Proposed uses (sqm)	Mixed use development - Any appropriate employment-generating uses.
Site area (ha)	5.4
Is the site urban, adjacent to urban, rural settlement or rural	Just inside urban area
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is located on the north side of the A249 Bearsted Road immediately to the north of the Hilton Hotel and NE of the 'Chiltern Hundreds' PH.</p> <p>The site extends to approximately 5.37ha in area. It is currently occupied by four office buildings and a 'park and ride' car park and has four other plots cleared and ready for development thee with detailed consent one with outline. Permission also exists in the NW corner of the Park for the erection of a hotel.</p> <p>The site is bounded to the east by a section of the A249, that provides a connecting link from Bearsted Road to junction 7 of the M20 Motorway and beyond to Detling and Sittingbourne. To the north lies the M20 motorway (at a lower level than the site) and to the west Old Sittingbourne Road, Shaw Close and Heath Wood. To the south is the Hilton Hotel and Bearsted Road with the Vinters Park estate beyond. To the east of the A249 link, lie Notcutts Garden Centre and the Newnham Court complex. Opposite the site on the south side of Bearsted Road is woodland that is part of the Vinters Valley Nature Reserve.</p> <p>To the east of the Hilton Hotel is a completed access road to Eclipse Park that currently only allows ingress into Eclipse Park from Bearsted Road but not egress. However, highway improvement works are currently taking place in Bearsted Road that would provide a signalised junction that would allow right turns into Eclipse Park from Bearsted Road and egress in both directions from Eclipse Park onto Bearsted Road.</p> <p>Levels within the site rise northwards towards the motorway and its junction 7. The A249 is set at a progressively higher level than the site, the further north from the roundabout on Bearsted Road that one moves.</p> <p>The site lies within the defined urban area of Maidstone and forms part of a designated employment site allocated under policy ED1 of the Maidstone Borough-wide Local Plan 2000. The site is also subject to the provisions of Policy T17 of the</p>

	Borough-wide Local Plan that allocated part of the wider employment designation as a 'Park & Ride' site, which is now in place, to the north and north west of the 'Towergate' office building.
Current use	Business park (4 office buildings occupied) and a 'park and ride' car park
Adjacent uses	Hilton Hotel Residential (Shaw Close and on south side of Bearsted Road) M20 motorway to north Notcutts/Newnham Court on east side of A249/M20 junction 7 link road.
Planning and other designations (e.g. AONB, MGB)	In ED1 (i), T17(ii), adj. to T2 Adjacent to Strategic Gap ENV31, SLA ENV34, AONB and ancient woodland to the north of M20. Also close to Local Wildlife Site no 30 to the NE. ALLI (Vinters Valley) to the South
Planning history	<p>The Park and Ride section of this site was established through planning consent in the late 1990's. The eastern section of the site and adjoining land has been subject to a number of planning consents in relation to employment development over the past 30 years, and the adjoining site is now become a well established business park. The three most recent applications on the site are as follows:</p> <p>09/1784 '<i>Outline permission for erection of a hotel</i>' - to the west of the site - granted (and replacement for the Park and ride car parks spaces that would be lost). (11/0227 approved and 12/0022(UNDETERMINED due to Highways Agency Direction) vary conditions)</p> <p>09/0017 - '<i>change of use to provide extension and remodelling of existing park and ride car park site</i>' - covering the central section of the site, including some of the land for the proposed hotel- approved consent. (Temporary permission until 31 March 2012)</p> <p>13/0389 - Application for a new permission to replace an extant planning permission MA/10/0389 in order to extend the time limit for implementation of the outline planning permission for B1 and B2 development to include the renewal of the extant reserved matters approvals for plots 6, 7 & 8 (01/0249/05, 01/0249/06 and 01/0249/07 respectively): APPROVED 22/04/2013</p> <p>12/2314 - Erection of Class A1 retail development (with ancillary cafe) and associated servicing, car parking, landscaping and access arrangements. (Plot 4) APPROVED</p> <p>10/0389 - (Renewal of original outline planning permission) - expires 3 years from the date of approval of the last of the reserved matters to be approved: APPROVED</p> <p>01/0249/05 - (Plot 6 - reserved matters) (life extended by 13/0389)</p>

	<p>01/0249/06 - (Plot 7 - reserved matters) (life extended by 13/0389)</p> <p>01/0249/07 - (Plot 8 - reserved matters) (life extended by 13/0389)</p> <p>11/0227 - (Hotel - outline) - reserved matters to be submitted by 5th April 2014 and development implemented within 3 years of approval of the last of the reserved matters to be approved.</p> <p>11/0242 - (Plot 4 - outline) - reserved matters to be submitted by 5th April 2014 and development implemented within 3 years of approval of the last of the reserved matters to be approved.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Yes</p> <p>ENV32 - Protection of a Strategic Gap Land adjoining The Stakis Hotel Issue Exclusion of the site from the Strategic Gap. Recommendation: 3.197 Delete this site from the Strategic Gap.</p> <p>ENV37 - Special Landscape Areas (SLA) The North Downs: Land adjoining the Stakis Hotel Issue The exclusion of this site from the SLA. Recommendation: 3.372 Exclude this site from the SLA.</p> <p>ED1 - Aims and Objectives (Economic Development) Land Adjacent to the Stakis Hotel Issue: 5.30 In Chapter 3 I recommend that the site should be deleted from both the Strategic Gap (DENV0490) and the North Downs SLA (DENV0491). Against this background, and with my conclusions on need and the agreement at the inquiry on other matters, the only outstanding issue to my mind is the effect of the proposal on the character and appearance of the area. Recommendations: 5.35 A Insert new policy and modify the Proposals Map accordingly: "POLICY ED? DEVELOPMENT WITHIN USE CLASS B2 WILL BE PERMITTED ON LAND ADJOINING THE STAKIS HOTEL, OLD SITTINGBOURNE ROAD AS DEFINED ON THE PROPOSALS MAP PROVIDED: (1) (the uses and their control through a planning obligation); (2) (landscaping scheme); (3) (replacement park and ride)." B Set out in the reasoned justification: the uses, the reasons for their limitation and the means of controlling them; the purpose of the landscaping scheme; and any requirements for replacing the park and ride</p>

	<p>facility. C Include the site within the boundary of the urban area.</p> <p>ED1 - Aims and Objectives (Economic Development) Land Adjacent to the Stakis Hotel Issue The development of the site for Class A3 use within the employment allocation covered by objection DED0122. Recommendations: 5.37 Include the site within the urban area and the area covered by the new policy recommended in paragraph 5.35 but make no other modifications in response to this objection.</p> <p>T17(ii) - Park and Ride (Sittingbourne Road) Issue (a) the extent to which pedestrian linkages ought to be established between park-and-ride sites and nearby generators of passenger traffic. Recommendations: 6.111 No modification to the Plan in response to these objections.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>Kent Downs AONB Unit: Mitigation is required to reduce impact on views from AONB.</p> <p>The site is located within the <u>Thurnham Vale</u> area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • The landscape either forms part of, or the setting to, the Kent • Downs AONB • Gently undulating North Downs scarp foot severed by the M20 • and HS1 • Large blocks of woodland and belts of trees, including ancient woodland • Large arable, irregularly shaped fields • Ponds in association with Hollingbourne Village and Bearsted Golf Club • Villages, farmsteads and spring line settlements between the chalk and Gault Clay • Conservation Areas featuring strong use of local materials • Narrow, winding lanes, including the ancient Pilgrim’s Way which is defined by high native hedgerows <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Conserve and Improve.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>Established site with consent LWS (SNCI) no 30 to the NE</p> <p>The southern section of the site is currently being considered as part of a planning application which we have provided</p>

	<p>detailed comments for. The northern section of the site is a mixture of managed grassland, hard standing and buildings. There is a woodland and rough grassland buffer along the northern boundary of the site and a hedgerow along the eastern boundary. It is these areas which has the greatest potential to contain protected/notable species.</p> <p>Ecology constraint level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Tree Preservation Order (TPO) No. 32 of 2008 protects a group of trees to the north of the site. Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone Borough August 2012.</i>)</p> <p>There are no designated Ancient Woodlands. Hedgerow status: There are no 'important' hedgerows. Comments: Maturing structural planting on boundaries will be important to retain.</p>
Agricultural land quality	<p>N/A Site is no longer in agricultural use and has been cleared and prepared for development or has in fact been developed.</p>
Heritage impacts (Listed building, conservation area)	None
Archaeology (SAM etc.)	Iron Age, Romano-British and Medieval remains known in the general area, Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	Yes KB9 runs between existing buildings and western boundary of Hilton Hotel across to Old Sittingbourne Road.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A229 Sittingbourne Road. • The site has been promoted for all employment uses. • The site is considered suitable for the employment use proposed, subject to constraints. It enjoys direct access to the A249 and M20 Junction 7; however the motorway junction has a relatively poor crash record and the area suffers from severe peak time congestion, which would require mitigation. • Any redevelopment of the site would have to provide for the improvement of the Park and Ride facility. • The site is within walking and cycling distance of residential areas in northern and eastern Maidstone. • Bus Routes 333 and 334 pass the site, providing a combined half-hourly frequency to Maidstone town centre, Sittingbourne, Faversham (333) and Sheerness (334) on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	Existing development fronts Old Sittingbourne Road and the houses in Shaw Close as well as those on the south side of Bearsted Road.
Availability of Utilities	Available

infrastructure – e.g. (water/gas/electricity)	
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Within Urban Area and housing close by P&R links to Town Centre (tickets can be purchased from the Town Centre to Eclipse Park to allow workers to travel to the site in addition to services 333 and 334) Cycle routes also available
Air quality/noise	In AQMA and M20 hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.
Land contamination	Potentially on the part of the site in use for the park and ride car park.
Flood Risk (zone/drainage)	Not in flood zone. Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Allocated employment site in MBWLP 2000. Sequential test required for retail. Existing consents for office.
Suitability conclusion	Suitable as evidenced by the permissions that have been granted and are extant on the site.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Yes in one ownership Park and Ride site on a lease from landowner
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No abnormal costs. Most of the site is ready and prepared for development
Market attractiveness (of proposed uses, site and location)	Site has been marketed for office uses. Consent
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	X
2017 – 2021	
2022 – 2026	
2027- 2031	

6. CONCLUSIONS

Site already in use as an allocated employment site and is the subject of existing consents.

ACCEPT (but do not allocate as already consented)

1. SITE INFORMATION	
Reference Number	ED-10
Site name/address	Island Site, Junction 6 M20, Chatham Road
Landowner	Phil Aelen, DHA Planning
Agent	Gallagher Properties Ltd
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Offices (B1a), Research and development (B1b), Light industry (B1c), General industry (B2), Storage and distribution (B8), Mixed use development Employment provision to include offices, motor trade, industrial and storage/distribution uses in accordance with the representations dated October 2011 submitted to the Council on the draft Core Strategy DPD. (Up to 4000m ² of mixed employment floorspace)
Site area (ha)	1.3
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site amounts to some 1.9ha in area and is located in countryside outside the defined urban area of Maidstone within the North Downs Special Landscape Area and the Maidstone-Medway Strategic Gap.</p> <p>It is located in the northwest quadrant of the land surrounding junction 6 of the M20 motorway. It is accessed directly from and located to the west side of the northbound connecting road that runs between the 'Running Horse Roundabout' on the south side of the M20 and the 'Cobtree Roundabout' on the north side of the M20. The site is bounded to the south by the M20 Motorway itself and to the north-west and north by the coast-bound exit slip road from the motorway at junction 6 that connects with 'Cobtree Roundabout.'</p> <p>The site is currently largely open and its southern side is higher than the motorway carriageway. On the northern side close to the slip road, site levels fall towards the north east relative to the slip road as this rises to meet the roundabout.</p> <p>In the north east corner of the site are the remains of the former lodge building and this is in a derelict state. To the south of the lodge lies an existing pond. Both the lodge and the pond are located in the lowest area of the site some 25m or more lower than the adjacent highways.</p> <p>There is existing native species landscaping along the motorway slip road within highway limits and therefore outside the site. This comprises a mixture of Field maple, Oak, Ash, Birch, Plum, Box Elder, Holm Oak, Pine and Sycamore with Hazel, Dogwood, Guelder Rose, Privet and</p>

	<p>Wayfarer. The plants are between 2m and 12m in height and the area is densely planted. Along the main motorway carriageway within highway limits planting is 2m-4m in height and comprises Oak, Ash, Hawthorn, Dogwood and Sallow. Planting on the A229 slip road is between 6m and 16m adjacent to the south east corner of the site (Ash, Field maple, Hawthorn, Sea buckthorn).</p> <p>Within the site, the area around the lodge is fairly overgrown and there are number of weeping willow trees in this area and around the existing pond.</p> <p>The site is in essence an 'island' site. It is surrounded on all sides by roads and a significant amount of highway infrastructure. These are prominent features in the landscape and largely define the character of the immediate area surrounding the site.</p> <p>From long distance views from within the AONB and SLA on the scarp slope of the Downs, the site is not visible. It is lost against the existing development in Old Chatham Road and also due to the Cobtree Roundabout being elevated above the site. The existing highway infrastructure in the area also provides a visual barrier.</p> <p>The site is visible from Forstal Road and from the footbridge by Old Chatham Road. Glimpses of the site are also possible from the coast-bound exit slip road off the M20 through the landscaping on the highway verge as the road rises to meet the Cobtree Roundabout.</p> <p>Views of the site are limited to short distance views. Wider views are curtailed by existing topography, woodland (including within Cobtree Park) and the highway infrastructure and existing development at the foot of Bluebell Hill. The site is not visible from south of the M20. However the site is also seen in the context of the significant highway infrastructure that is present in the area and which surrounds the site on all sides. This is the dominant feature in the landscape and existing character of the area.</p>
Current use	Vacant
Adjacent uses	Highways (A229 and M20) and a golf course to north of the M20 J6 coast-bound off slip-road.
Planning and other designations (e.g. AONB, MGB)	MBWLP: ENV31 – Strategic Gap; ENV34 – Special Landscape Area
Planning history	<p>11/2023 - (erection of B8 building of 3642 sq m) – granted in March 2012.</p> <p>The site has an extensive planning history. It was previously split into two separate ownerships, 'Brooklyn Yard' and the former Gatehouse Lodge. Gatehouse Lodge was formerly part of the Cobtree Estate until severed from a direct connection to Cobtree Park by the M20 junction 6 improvements. Each site had a separate planning history.</p>

Applications relating to Brooklyn Yard (also known as D'Marcos Builders' Merchants/Yard) are as follows:

09/1210 - Erection of new office accommodation (for Clive Emson Land and Property Auctioneers) including new landscaping and car parking provision was approved on 28/07/2010.

06/1102 - Erection of new office accommodation (for Clive Emson Land and Property Auctioneers) including new landscaping and car parking provision was approved on 31/08/2006.

05/2404 - Erection of office accommodation with landscaping and parking was refused on 06/02/2006.

03/0399 - Erection of a B1 industrial unit with associated access alterations and landscaping (Resubmission of MA/02/1210) was approved on 16/05/2003.

03/0873 - Application to renew planning permission 00/0958, to allow a further time period for implementation of outline consent 89/1674 for erection of a building for manufacture of specialised fittings for the building trade was approved on 08/08/2003.

02/1210 - Construction of B1 industrial unit and associated landscaping and carriageway alterations. If no appeal had been lodged permission would have been refused. The appeal was dismissed on 10/01/2003.

01/1159 - Erection of B1 starter units (Resubmission of 01/0619) was withdrawn.

01/0619 - Erection of B1 starter units was refused.

00/0958 - Application to renew planning permission 97/0546 was approved on 12/07/2000.

97/0546 - An application to carry out the development permitted under reference 89/1674 as varied by permission 95/0779N without compliance with condition (01) of 95/0779N. (Permission 89/1674N being an outline application for the erection of a building for manufacture of specialized fittings for the building trade) was approved on 20/06/1997.

97/1468 - Change of use of storage yard and repair depot to transport yard was refused on 08/04/1998.

95/0779 - Application under Section 73 of the Town and Country Planning Act 1990 to carry out the development permitted under 89/1674 without complying with condition (ii) was approved on 07/08/1995.

90/1533 - Erection of Industrial Building at 500sq.m gross single storey. If no appeal had been lodged permission would have been refused - 09/08/1991. The appeal was dismissed

	<p>on 11/09/1991.</p> <p>90/1532 - Erection of Industrial Building of 300 sq.m. gross single store was withdrawn on 28/01/1991.</p> <p>89/1675 - Outline application for a building for the use of the building trade was refused on 07/12/1989, the APPEAL was withdrawn.</p> <p>89/1674 - Outline application for erection of a building for manufacture of specialised fittings for the building trade was approved on 14/12/1990.</p> <p>80/1541 - Vehicle park and associated offices, store, fuel tank and W.C was refused on 20/11/1980.</p> <p>Applications relating to Gatehouse Lodge and associated land are as follows:</p> <p>04/1779 - An application for a certificate of lawfulness for an existing development being the use of the former Gatehouse as a single family dwelling was approved on 12/11/2004.</p> <p>03/2427 - An application for a certificate of lawfulness for an existing development being the use of the former Gatehouse as a single family dwelling was refused on 11/02/2004.</p> <p>96/1121 - Outline application for erection of replacement dwelling with all matters except means of access reserved for subsequent approval was withdrawn on 09/07/1997.</p> <p>82/0462 - Erection of stables was approved on 28/05/1982.</p> <p>74/0496 - Use of land as leisure/recreation area was approved on 08/09/1977.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Yes - New Policy – Land at Junction 6 of the M20</p> <p>Objection: Issue The need to allocate this land for use as a breakdown recovery depot.</p> <p>Recommendation: 5.295 Do not modify the Plan in response to this objection.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>The Kent Downs AONB unit raised no objections.</p> <p>The site is located within the Sandling Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Chestnut coppice and mixed woodland blocks • Parkland landscape • Industrial estate • Recent linear development along Chatham Road • Mill ponds and weir along Boarley Road • M20 and major highway Infrastructure

	<p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Low</i>.</p> <p>The Guidelines for this area are to Improve.</p> <p>The site is also located within the Sandling Woodland & Heath detailed area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Major road infrastructure • Mostly modern housing • Pockets of vernacular style buildings • Vegetation clumps and topography limit views • Coppice woodland • Mill ponds <p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Low</i>.</p> <p>The Guidelines for this area are to Improve.</p> <p>The site is in essence an 'island' site. It is surrounded on all sides by roads and a significant amount of highway infrastructure. These are prominent features in the landscape and largely define the character of the immediate area surrounding the site.</p> <p>From long distance views from within the AONB and SLA on the scarp slope of the Downs, the site is not visible. It is lost against the existing development in Old Chatham Road and also due to the Cobtree Roundabout being elevated above the site. The existing highway infrastructure in the area also provides a visual barrier.</p> <p>The site is visible from Forstal Road and from the footbridge by Old Chatham Road. Glimpses of the site are also possible from the coast-bound exit slip road off the M20 through the landscaping on the highway verge as the road rises to meet the Cobtree Roundabout.</p> <p>Views of the site are limited to short distance views. Wider views are curtailed by existing topography, woodland (including within Cobtree Park) and the highway infrastructure and existing development at the foot of Bluebell Hill. The site is not visible from south of the M20. However the site is also seen in the context of the significant highway infrastructure that is present in the area and which surrounds the site on all sides. This is the dominant feature in the landscape and existing character of the area.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>KCC Ecology provided detailed comments as part of a planning application. GCN were recorded within the site but the mitigation works are currently on-going.</p> <p>Ecology constraint level 3 – Due to mitigation currently being</p>

	<p>carried out (Great Crested Newts have been translocated to a receptor site at Allington Castle)</p> <p>Site has now been stripped/prepared for development.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	No TPOs or ancient woodland.
Agricultural land quality	The site is Grade 2 and 3 agricultural land.
Heritage impacts (Listed building, conservation area)	None
Archaeology (SAM etc.)	<p>The site lies adjacent to presumed alignment of Roman road with Romano-British burials recorded to the south and east; post medieval buildings survive on site but further agricultural buildings of heritage interest may survive below ground; site lies adjacent to locally listed parkland of Cobtree Manor Park. Historic parks and gardens survey may be useful to clarify setting issues for Cobtree Manor Park.</p> <p>Scale 3: Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	None
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A229 Chatham Road. • The site has been promoted for B1a, B1b, B1c, B2 and B8 employment uses. • The site is considered suitable for the employment uses proposed. It enjoys direct access to the A229 and M20 Junction 6 via Cobtree Roundabout, which has a relatively good crash record. • Although few residential areas are within walking or cycling distance, the nearby Forstal Road is served by Bus Route 155, which provides eight journeys a day to Maidstone Town Centre, Aylesford, Rochester and Chatham.
Impacts on residential amenity (including access to open space) or other incompatible uses	No impact: Nearest properties lie NE of the A229 and the Cobtree Roundabout
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Presumably available given previous buildings on the site
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site is located close to the northern edge of the urban area of Maidstone. Nearest bus stops at Running Horse roundabout but poor access for pedestrians to site.
Air quality/noise	The site is in an urban AQMA and M20 hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.
Land contamination	Potentially but no condition attached to 11/2023. (However as part of the application, significant land lowering was proposed)

Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	Suitable for development depending on the extent of development and traffic flows generated. There is an extant B8 permission on the site previous B1 permissions as well. Site clearly suitable for development.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The site is available and has a willing landowner. The site is currently being marketed.
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Site is clear and ready for development. The lowering of land levels to provide the development platform the approved scheme may take time to achieve. Such clearance may also result in and-fill tax payments
Market attractiveness (of proposed uses, site and location)	Site has had a number of permissions in the past despite this, and the location next to the A229 and M20 J6 development has not yet come on-stream.
Achievability conclusion	Development is achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	Yes
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

<p>Development is achievable in my view as evidenced by the previous permissions.</p> <p>Site could accommodate up to 4000m² of mixed employment floorspace</p> <p>Significant buildings (In terms of mass and height) would need the land levels to be lowered (as approved under application MA/11/2023) to reduce as much as possible the impact from the AONB to the north.</p> <p>The extant office building was a low building overall</p>

ACCEPT (but do not allocate as already consented)

1. SITE INFORMATION	
Reference Number	ED-11
Site name/address	South of Claygate, Pattenden Lane Marden
Landowner	Claygate Distribution
Agent	David Harvey, DHA Planning
Greenfield/PDL	Partly PDL Partly Greenfield
Proposed uses (sqm)	B1 (a ,b & c), B2 and B8 6,800m2
Site area (ha)	Whole site: 4.33ha (inc vacant parcel of 1.4ha)
Is the site urban, adjacent to urban, rural settlement or rural	Rural - Adjacent to RSC settlement and designated employment area
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site is located on east side of Pattenden Lane and comprises a rectangular shaped piece of land immediately to the east of the current extent of the designated Pattenden Lane Employment Area.</p> <p>The site abuts the existing settlement boundary on its western and southern sides although, the railway station lies outside the settlement boundary.</p> <p>Two-thirds (approx.) of the site is now developed and is occupied by Claygate Distribution whose premises comprise two buildings (one of which is nearing completion). The company distributes bathroom products and bathroom accessories.</p> <p>The remaining land to the south is an open field and this runs down to the Ashford-Tonbridge railway line and backs onto Marden Station which occupies higher ground than the site.</p> <p>PROW KM242 runs up the eastern side of the site from the churchyard towards Underlyn Lane and is fenced in on both sides. To the east of this is agricultural land with pollarded windbreak trees adjacent to the fence along the footpath.</p> <p>There are views across to Church Farm in the distance.</p> <p>The existing site and buildings are visible from the footbridge on KM242 over the railway line and from the station platforms and station footbridge.</p>
Current use	Storage and distribution warehouse and offices and open field used for occasional grazing
Adjacent uses	Industrial estate (to west) agricultural land (to east) railway line (to south) single residential property to north
Planning and other designations (e.g. AONB, MGB)	<p>MBWLP: R18 (iv) Car showrooms and ED2(ix) Pattenden Lane, Marden abuts the site to the west.</p> <p>T7 - Railway Land Safeguarding to the South.</p>
Planning history	11/1138 - Erection of 2,716sqm warehouse building

	<p>and associated landscaping works was approved. 06/0570/01 Approval of reserved matters being design and external appearance pursuant to outline approval 06/0570 for the erection of warehouse with ancillary offices and assembly facilities, parking, internal roads and landscaping - submission of details received on 9 October 2007 pursuant to condition 2 (part) of 06/0570/01 being roof cladding was approved. 06/0570 - Outline application for the erection of a warehouse with ancillary offices and assembly facilities, parking, internal roads and landscaping, with siting, means of access and landscaping to be considered at this stage and all other matters reserved for future consideration was approved.</p> <p>05/1244 - Screening opinion sought in respect of an environmental impact assessment to be submitted in relation to a proposed warehouse and manufacturing facility an environmental statement is not required.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is located within the Staplehurst Low Weald Character Area area of the Landscape Character Assessment 2012.</p> <p>The site is located close to western boundary of the area. Area considered to be characterised by a low lying very gently undulating topography.</p> <p>'Typically views are intimate and contained by the tall thick hedgerows, orchards and shelterbelts, narrow tree belts and majestic hedgerow oak trees, especially on the flatter ground and where the grazed fields are small. Where there has been amalgamation of fields for arable cultivation views are longer and more open, stretching over large flat irregular fields to woodlands and hedgerows on the horizon and giving a simpler and bolder landscape.'</p> <p>In the case of the proposed site there are no long distance views from the south due to the railway and the existing village, or to the north and west due to the existing development on Pattenden Lane.</p> <p>From the E/NE the development in Pattenden Lane site is visible from Maidstone Road across Church Farm and in the area of the Cemetery on Maidstone Road. The views are mainly of the roofs of the industrial premises. The existing Claygate buildings are visible but do not breach the skyline of the trees further west of the site. The form of the buildings is also broken up by trees/hedges on the intervening land west of Maidstone Road. The roofs do glisten in the sun.</p> <p>In short distance views from the public footpath/railway station, the site is very visible but again is seen against the</p>

	<p>existing backdrop of the industrial estate. Landscaping has taken place around the site and further planting has been secured as part of the most recent development.</p> <p>I do not consider that the site would cause harm to the character or appearance of the area.</p> <p>Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses • enclosed by thick native hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Mitigation and enhancement has taken place during construction of existing and new building under construction</p> <p>The site consists of a factory building, hard standing, a managed grassland field. The site contains an area of ancient woodland with a pond to the west of the site and there is a strip of rough grassland/scrub at the south of the site. It is these areas which have the greatest potential to be suitable for protected/notable species including reptile, breeding birds and roosting bats.</p> <p>Ecology constraint level 3 - potential for minor ecological impacts - Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	N/A
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	Conservation Areas : On south side of Marden Station and railway line.
Archaeology (SAM etc.)	<p>There is no known archaeology.</p> <p>Scale 4 – Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	Footpath KM242 runs along eastern site boundary

<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Pattenden Lane, within the Pattenden Lane Industrial Estate. • The site has been promoted for B1a, B1b, B1c, B2 and B8 employment uses. • The site is considered suitable for the employment uses proposed. It enjoys good access to the B2079 and A229 and the local highway network has a relatively good crash record. It should be noted, however, that HGV traffic would be required to route through Maidstone Town Centre to access the motorway network. • The site is within walking and cycling distance of Marden village centre and the railway station, which is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross. • Bus Route 26 serves the nearby bus stops on West End, providing a service to Maidstone, Yalding and Goudhurst every two hours on weekdays. <p>Access is off Pattenden Lane via the existing access to the existing and new Claygate buildings</p> <p>The site has been developed in such a way that vehicular access is achievable down the west side of the site to the land at the back even with the two existing buildings.</p> <p>Bus stop on Pattenden Lane but very infrequent service operated by Nu Venture service 28 (29 Sat) More frequent services 26 and 27 (Nu Venture) that pass the end of Pattenden Lane at its junction with Goudhurst Road (approx 450m to south).</p>
<p>Impacts on residential amenity (including access to open space) or other incompatible uses</p>	<p>No properties directly affected. The properties in Haffenden Close are some 122m from the extreme SE corner of the site beyond the railway station. There are a cluster of dwellings to the SW of the railway station. The railway is more likely to be a source of disturbance. It is on an embankment at this point. 'Olivers' to the north of the existing Claygate building is adjacent to the existing car park serving the original 'new' Claygate building.</p>
<p>Availability of Utilities infrastructure – e.g. (water/gas/electricity)</p>	<p>The recently constructed buildings are serviced. These services could be extended to cover the 'vacant' part of the site if developed</p>
<p>Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)</p>	<p>Close to designated RSC</p> <p>Existing firm has a locally based workforce which was one of the reasons why they obtained consent to rationalise their activity in 2006 and stay on the one site in Marden (previously based on three sites in Pattenden Lane)</p> <p>Station close to site although access has to be via Pattenden Lane as there is no direct access from footpath to station (for safety and security reasons presumably)</p> <p>Similarly village centre has to be accessed via Pattenden Lane and Church Green/High Street.</p> <p>Convenience store at junction of Pattenden Lane/Church</p>

	Green/Goudhurst Road
Air quality/noise	Not in AQMA and not in hotspot
Land contamination	Not likely
Flood Risk (zone/drainage)	Proposed site not in Zone 2 or 3 but access to site from Pattenden Lane is in Zone 2 Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes-for offices
Suitability conclusion	Eminently suitable. 1: To 'regularise' in policy terms the existing development that has taken place since 2000 2: The site is well related to existing surrounding development and has defensible boundaries (PROW to east, existing industrial estate to west and railway to south)

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Site is available and under one ownership Two thirds of the area has already been developed.
Availability conclusion	Site is available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	There is a public sewer that crosses the site E-W. This has been diverted to enable the additional building to be constructed. There is no reason to suggest that this cannot be diverted again if necessary or in fact any development being designed not to encroach into the easement for the sewer.
Market attractiveness (of proposed uses, site and location)	Site could deliver new bespoke commercial premises within an established, successful industrial area.
Achievability conclusion	Development is achievable as has been demonstrated by the two existing buildings. The public sewer has not posed an insurmountable problem.

Timing (following assessment – when could the site be delivered?)

now – 2016	X
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

Site is suitable for designation as an employment site for the 'B' Class uses suggested. Primarily for the following reasons:-

1. To 'regularise' in policy terms the existing development that has taken place since 2000.
2. The site is well related to existing surrounding development and has defensible boundaries (PROW to east, existing industrial estate to west and railway to south).

Additional vacant parcel = 1.4ha

ACCEPT

Approximate Yield: 6,800sqm B2/B8 and associated offices

1. SITE INFORMATION	
Reference Number	ED-12
Site name/address	Woodcut Farm, Ashford Road, Hollingbourne
Landowner	Mr N Leggat and Mr C Leggat
Agent	David Jarman Hobbs Parker
Greenfield/PDL	Greenfield
Proposed uses (sqm)	B1 (a, b & c) and B8 Innovation Centre 16,800 m ² Employment Village 7,000 m ² Distribution and Warehousing 25,500 m ²
Site area (ha)	28ha (11ha for development of which 2.5ha strategic landscaping)
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites and previous call for strategic employment sites around M20 J8

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the NE and A20 to the SW. The site is agricultural land, divided into fields by hedgerows which predominately run in a N/S direction. The site is also bisected N/S by a watercourse which eventually runs into the River Len to the south of A20. The land is undulating, the ground rising up from either side of a tributary of the River Len which bisects the site. The ground rises to a high point of approximately 70m in the field to the north west of Woodcut Farm. To the east of the stream the land rises gently towards the site's eastern boundary.</p> <p>To the south the site abuts a number of dispersed properties which front onto A20 (Ashford Rd). To the SE the site is bounded by Musket Lane. The boundary to the M20 is denoted by the embankment up to M20. To the NW lies Chrismill Lane and a substantial tree belt which fronts onto this Lane. The site boundary then follows the hedge belt which adjoins Chrismill Lane approximately half way down its length and links to the complex of buildings at Woodcut Farm and turns south to A20, running along the eastern boundary of the fields which front onto the Woodcut farm access (PROW KH641)</p>
Current use	The majority of the site is in agricultural use. The site also includes some of the buildings of Woodcut Farm.
Adjacent uses	The site is bounded to the NE by M20 and beyond this the Maidstone motorway services site and open agricultural land and wooded areas. To the NW, north of A20, is further agricultural land, interspersed with woodland copses. Between the western extremity of the site and A20 to the south lie a number of scattered detached residential properties set in substantial grounds and part of Woodcut

	<p>Farm complex itself. Further to the east, the site surrounds on 3 sides 'Chestnuts' where there is a car wash, and the group of properties at White Heath, including the mortuary building of the Hollingbourne Union Workhouse, which themselves face A20.</p> <p>On the south side of A20, facing the site is the Pine Lodge Touring caravan park and, to the east of this an area of open agricultural fields. To the east of the site is the A20/M20 interchange itself.</p>
Planning and other designations (e.g. AONB, MGB)	North Downs SLA ENV34
Planning history	<p>91/0908 – outline application for the erection of buildings for a multiscreen cinema, tennis centre, function suite/disco, ten pin bowling, restaurant etc for Maidstone FC was refused on 12th November 1991.</p> <p>07/2092 – outline application for rail road freight interchange. Was refused on 2nd February 2009. The appeal was dismissed on 5th August 2010.</p> <p>13/1076 – request for an EIA Scoping Opinion. Decision – an environmental statement is required 2nd August 2013</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>Tree protection status: Tree Preservation Order (TPO) No.19 of 2007 protects individual trees on the site. TPO No.17 of 2007 also protects woodlands, groups of trees & 1 individual tree within the site.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There is potentially an 'important' hedgerow running NE from White Heath.</p> <p>The site is located within the Leeds Castle Parklands area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Scattered tree cover in the form of small blocks of mixed woodland, mitigation planting along transport corridors and ribbons of vegetation along the River Len • River Len valley comprising a narrow floodplain with dense tree cover. A Local wildlife site • Irregular, small field pattern • Audibility of M20/HS1/A20 reduces sense of remoteness • Notable amount of commercial development along A20

The condition assessment is *Moderate* and the sensitivity assessment *High*.

The site is also located within the White Heath Farmlands sub-area of the Landscape Character Assessment 2012. Key characteristics of this area include:

- Major infrastructure
- Vegetation belts along the head of the Len Valley
- Urban influences including car dealership
- Modern development

The condition assessment is *Poor* and the sensitivity assessment *Moderate*.

The landscape provides the setting of the AONB to the north. Actions include 'improve the rural setting of the AONB through avoiding further urban edge influences'

The Kent Downs AONB Unit object to this as an allocation because of the setting of the AONB.

KIG Inquiry: At the inquiry, MBC's landscape analysis gave emphasis to the appeal site's topography, drainage pattern and views to, and relationship with, the scarp slope to the north, its open fields and pattern of vegetation. The appeal site contributes to the broader landscape character of the area and has a strongly rural, undeveloped character. MBC conclude it is highly sensitive to development of the scale and nature proposed which would irrevocably harm the setting of the AONB (appeal decision paras 7.103-7.116). The Inspector largely agrees (para 18.31) noting that the appeal site acts as a buffer between the built up area of Bearsted and the M20/HS1. He notes that the undulating topography of the site would be lost through site levelling, destroying its relationship with the landform of the AONB (para 18.32).

The inspector found the views from the slope of the Downs over the rolling countryside to the south to be "an integral part its (the AONB's) character and attractiveness" (para 18.38) noting that this part of the AONB is very popular with visitors (para 18.44). "Overall I conclude that the appearance and scale of the development would be alien and out of character with the countryside and the existing built form of neighbouring settlements. It would cause substantial harm to the setting of the AONB" (para 18.45)

Lighting: the Inspector found that lighting would impact on the rural character of the AONB's setting at night as 'the area is almost entirely dark' (para 18.49). Whilst, this is not quite the case here as adjacent areas at the A20 roundabout and the section of M20 around the junction are lit, the impact of lighting should be mitigated.

The site is located within the Leeds Castle Parkland area of the Landscape Character Assessment 2012. Key characteristics of this area include:

	<ul style="list-style-type: none"> • Artificial landform as part of golf course at Leeds Castle • Historic Leeds Castle and surrounding parkland • Pocket of lowland dry acid grassland • Mature parkland trees including oak, horse chestnut and pine • River Len to the south • Severance caused by the M20, HS1 and A20 <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve and Restore.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>There are no statutory or non-statutory sites of nature conservation importance within the site.</p> <p>A Local Wildlife Site, also designated as ancient woodland lies 130m from the site on the far side of the M20, HS1, Maidstone-Ashford railway-line and the MSA. There are small ancient woodland pockets and a Local Wildlife site present within 600m of the south of the site south of the touring caravan park.</p> <p>The site comprises three arable fields with hedgerows and woodland pockets along most of the boundaries. A drain/ditch runs along the boundary of the site with the M20 and crosses the site between two of the fields. There are ponds in close proximity (less than 30m) to the western end of the site.</p> <p>Habitat Indicators of Protected Species Presence Using Natural England's Standing Advice for guidance, the following features and habitats that indicate the potential for protected species presence on or near to the site have been identified: Ponds; Woodland; Hedgerows.</p> <p>Summary of identified potential for ecological impacts: The potential for impacts to the identified designated sites is considered at this stage to be minimal, although this would need to be considered in greater detail as the type of development for which the site is allocated would be a key factor.</p> <p>The presence of and potential for impacts to protected species would need to be assessed at application stage for the site, and surveys may be needed for dormice, breeding birds, great crested newts and bats; a preliminary ecological assessment would provide detailed recommendations for specific surveys.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>TPO 19 of 2007 along the alignment of Musket Lane comprising T1 – oak, T2 – oak, T3 – oak, T4 – scots pine.</p> <p>TPO 17 of 2007 (trees to the east of Crismill Lane) W1 – woodlands consisting of Hawthorn, Hornbeam, Turkey Oak, English Oak, Common Ash, Field Maple, Hazel and Sycamore, G1 – group of trees consisting of 15 oaks (sited north of Woodland Farm complex), individual tree (sited north of</p>

	Woodcut Farm complex) T1 – English oak
Agricultural land quality	Grade 2 or 3 agricultural land. The land appears to fall on the boundary of a broad Agricultural Land Classification division where quality, free draining loamy soils meet loams and clays with poorer drainage.
Heritage impacts (Listed building, conservation area)	Listed Building at Woodcut Fm Grade II
Archaeology (SAM etc.)	There are known Romano-British remains on the site an high potential for prehistoric and further Roman remains; similar archaeology is known in the general area and there is are Bronze Age barrow and Anglos-Saxon burial sites nearby; This is part of the former KIG sites and some archaeological assessment, including geophysical surveying was undertaken, but we considered the work undertaken was not sufficient to clarify significance, nature and extent of archaeological assets here. Targeted archaeological fieldwork may be needed to inform further consideration of this site. Scale 2 - Pre-determination assessment should be carried out to clarify whether development of any part of the site is possible. KIG Inquiry: The Inspector concludes that no remains of national importance were found and those found were not of significance to merit on site preservation (para 18.122).
PROW (within or near site)	KH641 runs along the western edge of the site and is the access road to Woodcut Farm. KH131 Crismill Road along the north western boundary of the site.
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Potential for direct access off the A20 Ashford Road. • The site has been promoted for B1a, B1b, B1c and B8 employment uses. • The site is considered suitable for the B8 employment uses proposed, in view of its excellent access to the strategic road network; however robust measures would be required to restrict all HGV movements associated with the site to the M20 and A20 only. • In view of its relatively unsustainable rural location, the site is considered suitable for only limited B1 uses. The site is within walking and cycling distance of few residential areas. • The A20 at this location has a relatively good crash record and is served by Bus Route 10, which provides an hourly service to Maidstone, Bearsted, Harrietsham, Lenham and Ashford on weekdays. Direct access off A20 close to M20 Junction 8
Impacts on residential amenity (including access to open space) or other incompatible uses	There are residential properties fronting the A20 which the site abuts as well as properties along the access to Woodcut Farm. There is a caravan site to the south of the A20 facing the site.

	Development could have an impact on the amenity of these properties. The scale of the impact would be dependant on the siting of development, the exact nature of the uses and the hours of operation.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Developer has confirmed that the site can be served by electricity, gas, water and telecoms. There is a High-Pressure long distance gas main that runs through the site that will need to be safeguarded.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site is approximately 1.7 miles from Bearsted station and 1.5 miles from Hollingbourne station. Bus route 510 passes the site, providing an hourly service to Maidstone, Bearsted, Lenham and Ashford on weekdays. Closest urban centre is Maidstone itself with local services in Bearsted
Air quality/noise	MBC Environmental Health comments (March 2013) – The site is within the air quality management area but not particularly close to the hotspot. This site will require emission reduction type assessments which pull together transport information and are primarily concerned with the impact of the development will have on local transport which will have a potentially negative impact on an area already known to have poor air quality (ie the hotspots). Again this can normally be dealt with via condition but up front details make things easier.
Land contamination	MBC Environmental Health (2012): There are 3 former quarry sites to the south and east of this site. Whilst probably infilled with nothing untoward, nevertheless a contamination assessment of the site should still be undertaken.
Flood Risk (zone/drainage)	The site falls within flood zone 1. A tributary of the Len crosses the site N to S. EA Comments: Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes for offices (B1)
Suitability conclusion	Development of this site would be contained within the defined boundaries provided by M20 to the north west and the A20 to the south west. To the east the site follows the alignment of Musket Lane whilst the west the boundary follows the Crismill Road and the field boundaries to the east of the Woodcut Farm access. The site is gently undulating. From the watercourse which crosses the site, the land rises to the east towards Muskett Lane and north westwards to a high point in the field above Woodcut Farm. The topography of the site reflects the site's relationship with the Kent Downs AONB to the north, a continuation of the undulations in the Downs' scarp slope.

Partial views across the site are achieved from A20 (both directions) and from Old Mill Road. Views are partially obscured by the belts of trees in the vicinity of the properties at Chestnuts and White Heath which front onto A20. In these views development would be seen against the close backdrop of the Kent Downs. The site can also be seen from M20 itself, in particular the more elevated field behind Woodcut Farm when travelling towards Maidstone. Distant views are achieved from the AONB itself.

The PROW along the access road to Woodcut Farm gives immediate views of the of the 2 eastern most fields. Currently this PROW does not connect to the wider footpath network. A break in the tree/hedge line in Crismill Road (a PROW) enables a view eastwards over the westernmost field above Woodcut Farm.

Distant views of the site are also achieved from the PROWs to the west of Leeds village.

Woodcut Farmhouse is a Grade 2 listed building. It occupies a ridge-top site from which it has expansive views over the site eastwards. Development could potentially affect this setting.

Development would significantly alter the immediate rural character of the site and the inherent attractiveness that these fields have as an area of undeveloped countryside located on key routes into, and past, Maidstone. The LCA sub-area analysis does identify that there are some existing urbanising influences in this locality. This includes the A20/M20 road infrastructure itself as well as the existing residential properties which front onto A20 and the former filling station which is now used as a car wash.

The site is in agricultural use and its development would result in the loss of higher quality land (grade 2/3). Trees along Musket Lane and to the east of Crismill Lane are subject to TPOs and must be preserved.

The sites development would significantly alter the immediate rural character of the site and the inherent attractiveness that these fields have as an area of undeveloped countryside located on key routes into, and past, Maidstone.

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Whole site is potentially available and under one ownership. A specialist developer is involved in the proposed scheme.
Availability conclusion	Available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No significant abnormal costs immediately apparent except need to safeguard the existing High-pressure gas main that runs through the site.
Market attractiveness (of proposed uses, site and location)	Good location Close to Strategic Road Network and M20 junction 8
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	X
2017 – 2021	X
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>B1 (a, b & c) and B8 Innovation Centre 16,800 m², Employment Village 7,000 m², Distribution and Warehousing 25,500 m². 28ha (11ha for development of which 2.5ha strategic landscaping)</p> <p>Site has good access to Strategic Road Network via M20 junction 8. Links by more sustainable modes are limited and the site is not well located for centres of population (and hence workforce).</p> <p>The site is visible from vantage points along the North Downs Way National Trail and the scarp slope of the North Downs ridge and thus from the Kent Downs AONB. Development would adversely impact on the setting of the AONB as part of its foreground.</p> <p>Whilst the Landscape Character Assessment sub-area analysis does identify that there are some existing urbanising influences in this locality (this includes the A20/M20 road infrastructure itself as well as the existing residential properties which front onto A20 and the former filling station which is now used as a car wash), development of the site would significantly alter the immediate rural character of the site and the inherent attractiveness that these fields have as an area of undeveloped countryside located on key routes into, and past, Maidstone.</p> <p>Development could potentially impact on the setting of the listed Woodcut Farmhouse. Development of the site would involve loss of grade 2/3 agricultural land.</p>

In view of these significant impacts, the site is rejected.

REJECT

Approximate Yield: 0

1, SITE INFORMATION	
Reference Number	ED-13
Site name/address	Haynes, Ashford Road Maidstone
Landowner	Client is Location 3 Properties Ltd
Agent	Alastair Thornton Simply planning
Greenfield/PDL	PDL
Proposed uses (sqm)	A1 retail 35,000sqft
Site area (ha)	1.4ha
Is the site urban, adjacent to urban, rural settlement or rural	In the Urban Area close to the Town Centre
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site, occupied by Haynes and its associated businesses, is a triangular parcel of land bounded by Ashford Road/Andrew Broughton Way to the south, the Maidstone-Ashford railway line to the north east and to the east by the rear premises of the properties which front the eastern side of Albion Place.</p> <p>The site submitted in this Call for Sites (not by the current landowner) covers only part of the site. It excludes the car sales buildings at the western end of the site and also the front half of the commercial workshop buildings which are sited in a block running north-south across the middle of the site. To the east, and within the submitted site area, are the further commercial buildings which front Ashford Road and those which are sited along the north east boundary of the site, adjacent to the railway line. Also within the site area is the area of car parking/car storage in the northern corner of the site, to the rear of the Albion Place properties. The buildings on site are predominantly of 2 storey height.</p> <p>Cars and vans are displayed along the whole of the site frontage to Ashford Road and Andrew Broughton Way.</p> <p>There is a belt of mature trees along the north eastern boundary between the site and the railway line. Trees also extend from the northernmost part of the site along the north west boundary (to the rear of Albion Place) for a stretch of some 40 metres.</p> <p>Vehicular access into the site is off A20/A249 gyratory (Andrew Broughton Way). This access is within the wider Haynes site but outside the area submitted in the Call for Sites. There is a further vehicular access point towards the east of the site onto Ashford Road which is within the submitted site area.</p> <p>Businesses understood to be operating from the wider site are Ford car sales and servicing as well as Transit van, Iveco trucks, Kent Diesel Centre and Haynes Agricultural businesses.</p> <p>The ground levels rise across the site from the Ashford</p>

	Road/Andrew Broughton Way frontage to the rear (north) of the site. Overall, levels rise by approximately 8 metres.
Current use	Vehicle sales and servicing.
Adjacent uses	Office uses in Albion Place and opposite the site on the land within the gyratory. On the south side of Ashford Road is a Texaco petrol station and residential properties. On the northern side of the railway line is an electricity substation and a housing scheme (Cutbush & Corrall Court).
Planning and other designations (e.g. AONB, MGB)	None.
Planning history	Relevant history, excluding advertising consents. 06/1189- Single storey extension to existing offices was approved with conditions on 14/08/2006. 01/1689- Alterations to commercial vehicle workshop was approved with conditions on 21/11/2001. 78/1959 - Underground oil storage tank and pump house was approved on 19/2/1979. 78/0182 - Modernisation and rationalisation of existing buildings with some extensions and new works was approved with conditions on 10/05/1978.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Yes – see pg 535 of the Local Plan Inspector’s Report. Haynes + Caffyns Garage Site 7.90 Objection DR0114 requests the allocation of a site to the east of the town centre for either Class A1 retail warehousing or Class A3 (Food and Drink) or Class D2 (Assembly and Leisure) uses. The site runs to about 17 000 sq m and is bounded on two sides by the Maidstone to Ashford railway and by the A20 Ashford Road (locally part of a one-way traffic management scheme). Despite its apparent suitability for such uses, it is locationally remote and detached from the bulk of the town centre. Rather like the Barracks Site [A] it is awkward of access on foot and ease of vehicle entry and exit might pose severe problems and hence reduce the prospect of linked trips. The fact that the intervening area is allocated for Policy ED12 employment use and much is within a designated conservation area, suggests that an extension eastwards of the central shopping area is improbable. The objection is accordingly not supported and the use allocations are not recommended.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	This is an existing developed site, centrally located within the town. The buildings on site comprise industrial workshop buildings of utilitarian design and, on the western part of the site, a 2 storey car showroom building (outside the submitted site area). The site is situated on the A20, one of the key strategic routes into the town centre, and at the interchange of A20 and A249 (Sittingbourne Road). The site is prominent in views from both car users and pedestrians using these routes. The existing buildings do not have any particular architectural

	<p>merit and in overall terms have a neutral impact on the quality of the townscape in this part of the town. Redevelopment could significantly upgrade the quality of this prominent 'gateway' site with the creation of a strong roadside frontage. Development heights towards the rear of the site would need to be restricted to take account of the rising land levels.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>An area of hard standing and buildings. Limited potential to contain protected/notable species</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	TPO 30 of 1973 beyond the site on the western side of the access road to the rear of Albion Place.
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: No listed buildings or their settings would be affected by development of this site. However, Nos 21-23 Ashford Road, which lies behind the frontage showroom is an attractive early 19th Century house which should be considered as a non-designated heritage asset.</p> <p>Conservation Areas: The site lies close to the Ashford Road Conservation Area but development of it is unlikely to affect the setting of the conservation area.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: An Iron Age cremation burial was found within the site in 1963, so there may be the potential for further archaeological deposits on the site.</p>
Archaeology (SAM etc.)	<p>Land contains the site of some Romano-British burials and further Roman remains may survive on site; site of post medieval Lenfield House and gardens.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p> <p>Yes: Partially in area of archaeological potential</p>
PROW (within or near site)	Pavements along the frontage of the site.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A20 Ashford Road. • The site has been promoted for A1 employment uses. • The site is considered suitable for the employment uses proposed. It benefits from direct access to the strategic road network, although the crash record at this location is relatively poor and may require mitigation. The site is located within the Maidstone Air Quality Management Area and at a congested intersection; however A1 employment uses are unlikely to generate significant additional traffic movements during peak periods. • The site is within walking and cycling distance of many residential areas and the town centre. Maidstone East and West train stations are within walking distance of the site, as is Maidstone Bus Station.

Impacts on residential amenity (including access to open space) or other incompatible uses	The nearest residential properties are on the northern side of the railway line and on south side of the A20/A249 gyratory. In view of the distance to these latter properties, the amenity impacts of the site's redevelopment would be limited. Building heights at the higher, northern part of the site should be controlled to limit overlooking/overbearing of the properties on the north of the railway line.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	This is an urban site in existing commercial use. Connections should be existing or, in any event, achievable.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is in good proximity to the services and facilities of the town centre and to the wider resident population of the town. The site is approximately 500m walk to the bus station.
Air quality/noise	In AQMA close to railway. The site is within the air quality management area but not particularly close to the hotspot. This site will require emission reduction type assessments which pull together transport information and are primarily concerned with the impact of the development will have on local transport which will have a potentially negative impact on an area already known to have poor air quality (ie the hotspots). Again this can normally be dealt with via condition but up front details make things easier.
Land contamination	Probably: Extensive hardstandings and the site has been in vehicle related uses for many years
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes.
Suitability conclusion	The proposal submitted in the Call for Sites is for retail use (35,000sqft) on the rear (northern) and western portions of the wider Haynes site. The whole site is more than 300m from the primary shopping area and as such is regarded as an out of centre site. In these circumstances, evidence is required in the form of sequential sites' and impact assessments before the acceptability of retail use on this site of the scale proposed could be confirmed. Relevant to this consideration is the Maidstone East site which is a known, sequentially preferable site. In the absence such assessment, the suitability of retail use on the site cannot be confirmed. Alternative uses for which the submitted and/or the wider site would be <u>suitable</u> would include a mix of residential and offices (A2/B1) with the opportunity for an element of leisure

	<p>uses (such as a hotel, gym), recognising that leisure and office uses are also subject to a sequential approach.</p> <p>The site is considered suitable for higher density development. Building heights should be controlled to 2/3 storeys at the rear of the site. A scheme for the site should achieve a strong, distinctive frontage to Ashford Road/Andrew Broughton Way and focus the commercial uses at the front of the site, achieving active frontages where possible. 3/4 storey buildings would be appropriate here, particularly in the western part of the site closest to the town centre. Measures should be taken to mitigate the impacts of the railway line on residential uses, including through enhanced landscaping along the boundary with the railway line.</p>
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3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>The Call for Sites submission was not submitted by, or on behalf of, the site's current owner. It is however known that the site has been marketed for sale by its current owners.</p>
<p>Availability conclusion</p>	<p>Available</p>

4. ACHIEVABILITY

<p>identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered</p>	<p>Existing well-established car and commercial vehicle sales and servicing operation occupies most of the site. These facilities will need to be relocated or rationalised on-site for development to proceed.</p>
<p>Market attractiveness (of proposed uses, site and location)</p>	<p>The site is already in commercial use.</p>
<p>Achievability conclusion</p>	<p>Achievable subject to rationalisation or relocation of existing businesses on the site</p>

Timing (following assessment – when could the site be delivered?)

<p>now – 2016</p>	<p>X – subject to the rationalisation/relocation of existing businesses</p>
<p>2017 – 2021</p>	
<p>2022 – 2026</p>	
<p>2027- 2031</p>	

5. CONCLUSIONS

Proposed A1 retail use 35,000sqft. (3,250sqm approx.)

This urban site is appropriate for redevelopment. With regards to retail redevelopment, the whole site is more than 300m from the primary shopping area and as such is regarded as an out of centre site. In these circumstances, evidence is required in the form of sequential sites' and impact assessments. Relevant to this consideration is the Maidstone East site

which is a known, sequentially preferable site. In the absence of such assessment, the site is not considered suitable for retail use.

REJECT FOR RETAIL

The submitted site and/or the wider site would be appropriate for residential use or a mixed use development comprising residential and offices (A2/B1) and/or an element of leisure uses (such as a hotel, gym).

ACCEPT FOR RESIDENTIAL.

Approximate Yield: 250 dwellings

1. SITE INFORMATION	
Reference Number	ED-14
Site name/address	Lenham Quarry Sandway Road Lenham
Landowner	Robert Samuel
Agent	Phil Aelen, DHA Planning
Greenfield/PDL	Former Quarry
Proposed uses (sqm)	B1(c) and B8 and a fishing lake with eco houses
Site area (ha)	8ha approx
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site was once a single quarry but has been split in two by the HS1 railway line. This has acoustic fencing along both sides as it traverses the site.</p> <p>The northern section is accessed from a recently constructed access road off Sandway Road (probably built to enable access once HS1 was complete) which tapers-out as the quarry area is reached.</p> <p>The quarry floor is occupied by a pond/ wetland area and regenerating scrub/unmanaged grass. The cliff faces are sandy with numerous holes in the faces.</p> <p>No adjoining properties are visible from the quarry floor due to the height of the quarry face and separation distances.</p> <p>The southern section of the site to the south of HS1 is again at a lower level than surrounding land. There are two gated access points to this part of the quarry at its eastern and western ends (the eastern one close to the junction of Old Ham Lane and Sandway Road being the original main access to the entire quarry).</p> <p>The majority of the eastern section of the southern half is occupied by a large pond. The surroundings to the pond comprise the former quarry face which is regenerating and a former working area that appears to have once housed a weighbridge etc. The remainder is un-maintained grassland. The site rises to the west. There is a hedgerow and trees along the southern boundary fronting Sandway Road.</p> <p>Surrounding land other than HS1 and the remaining quarry area to its south is predominantly agricultural. Although there are sporadic dwellings on the south side of Sandway Road and at the junction of Old Ham Lane and Sandway Road to the SE of the quarry site. In the SE quadrant of this junction lies a contractors yard and depot run by Morrisons (contractors for Southern Gas Networks).</p>
Current use	Abandoned former sand quarry

Adjacent uses	Agriculture and sporadic residential development one commercial yard.
Planning and other designations (e.g. AONB, MGB)	None
Planning history	<p>03/0197 - RMC Aggregates, Chilston Sandpit, Sandway Road, LENHAM - A consultation with Maidstone Borough Council by Kent County Council for further details to address Union Railways concern re: excavation adjacent to CTRL was granted on 11/2/03.</p> <p>01/0159 - Chilston Sandpit, Sandway Road, LENHAM - A consultation with Maidstone Borough Council by Kent County Council for the variation of condition 02 of permission MA/93/0660 to use Sandway Road to serve the northern part of the sand pit; variation of condition 8 to allow the revised phasing of the works; and condition 20 to allow the revised works of restoration to the site – Raise No Objections on 5/3/01.</p> <p>00/1990 - Chilston Sandpit, Sandway Road, LENHAM - A consultation with Maidstone Borough Council by Kent County Council for non compliance with condition 2 of notice of determination of conditions MA/93/0660 relating to permission TPI638 to allow use of new access to Sandway Road - Raise No Objections on 15/12/00.</p> <p>00/1989 - Land Adj Sandway Road & Chilston Sand Pit, LENHAM - A consultation with Maidstone Borough Council by Kent County Council for the erection of office, messroom and toilet, weighbridge, store, fuel tank, related facilities and area of hardstanding to service existing sand pit.</p> <p>99/5902 - CTRL, within Maidstone Borough - The routes by which anything is to be transported on a highway by large goods vehicles in connection with the construction of the CTRL between Pilgrims Way and Lenham Heath was granted on 26/3/99</p> <p>99/5402 - Harrietsham Cut and Cover Tunnel, Harrietsham, Kent - Maidstone Package 4 - Plans and Specifications Harrietsham Cut and Cover Tunnel - Amendments to details approved on 9th October 1998. – pre-registration</p> <p>99/5600 - All site accesses within the Maidstone Borough - Details of the formation and layout of temporary highway accesses for works associated with construction of the Channel Tunnel Rail Link. – pre-registration</p> <p>98/5401 - Works extend eastwards between the, A20 Ashford Road Bridge and to the, west of Old Ham Lane, Sandway. Maidstone Package 4 - Construction Arrangements</p> <p>Tunnel portals and retaining wall structures west and east of the tunnel at Harrietsham; three new road bridges at Fairbourne Lane, Runham Lane, Sandway Road; a rail bridge at the A20 Ashford Road and a pedestrian underpass at</p>

	<p>Chegworth and an agricultural underpass at Bell Farm for access. Also, the location of an auto-transformer, earthworks, provision of highway accesses, noise barriers; the location and specification of culverts and the location of permanent fencing. The diversion of utility apparatus; realignment of local highways and public rights of way; and any proposed underpinning was granted on 9/10/98.</p> <p>98/5400 - Works extend eastwards between the, A20 Ashford Road Bridge and to the, west of Old Ham Lane, Sandway. Maidstone Package 4 - Plans and Specifications. Tunnel portals and retaining wall structures west and east of the tunnel at Harrietsham; three new road bridges at Fairbourne Lane, Runham Lane, Sandway Road; a railway bridge at the A20 Ashford Road and a pedestrian underpass at Chegworth and an agricultural underpass at Bell Farm for access. Also, the location of an auto-transformer, earthworks, provision of highway accesses, noise barriers; the location and specification of culverts and the location of permanent fencing was granted on 29/1/99</p> <p>93/0660 – 'Chilston Sandpit' Sandway Road LENHAM - Determination of conditions for Interim Development Order (IDO) permission TP1638 was granted on 29/7/93</p> <p>91/1801 - Chilston Sandpit LENHAM - Interim development order permission ref: TP1638 dated 28 February 1948 was withdrawn.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>Possible impact on views out from the Kent Downs AONB.</p> <p>The site is located within the Harrietsham Vale area of the Landscape Character Assessment 2012. The site lies at eastern end of this character area. It has been bisected by HS1. Long distance views into the site are limited except where roadways now cross over HS1 and provide views into the quarry</p> <p>Development except at the western end of the southern end of the site (which is higher and visible from the raised Sandway Road at this point) would largely be hidden from view and have limited visual impact.</p> <p>Northern access road is wide and out of character generally with its surroundings (over-engineered).</p> <p>Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Poor acidic soils • Pocket of lowland dry acid grassland • Sand extraction • Severance caused by HS1 and the M20 • Artificial landform and ponds resulting from

	<p>infrastructure</p> <ul style="list-style-type: none"> • mitigation • Spring which forms the source of the River Len, running in a • westward direction • Loss of traditional hedgerow boundaries • Equestrian grazing with temporary electric fencing <p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Restore and Improve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Former quarry now regenerating. Clear ecological potential here on the quarry floor/ponds and the sandy cliff faces.</p> <p>Field south of the railway has been recorded as Neutral Grassland within the 2012 Kent Habitat Survey - there will be a need to assess the botanical interest of the site. There is a large water body to the south west of the site and areas of rough grassland/scrub around the pond and to the NW tip of the field. The northern field contains areas of rough grassland, scrub, mature trees and areas of managed grassland. The mosaic of different habitats across the site has potential for protected/notable species to be present including reptiles and GCN</p> <p>Ecology Constraint Level 2 - potential for moderate ecological impacts.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	None
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: The Grade II listed Keepers farmhouse lies a little to the north of this site. Given that the site has been excavated to a lower level than the listed building and its current nature as a quarry, development is unlikely to have any serious impact on the setting of the listed building.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: Mesolithic, Neolithic and Bronze Age features were found nearby in advance of the construction of the CTRL. As this site has been quarried it is highly likely that any archaeology has been destroyed.</p>
Archaeology (SAM etc.)	<p>Prehistoric and Roman remains were located during CTRL works but site seems to have been fully disturbed now by CTRL and quarrying works.</p> <p>Scale 5 - No known archaeological potential on the site or part of it.</p>
PROW (within or near site)	KH414B crosses at the western end of the northern access road. Appears to have been diverted as part of the HS1 works
Access/Highways <ul style="list-style-type: none"> • Site access 	<p>Kent Highways:</p> <ul style="list-style-type: none"> • Potential for access from Sandway Road and/or Ham

<ul style="list-style-type: none"> • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Lane.</p> <ul style="list-style-type: none"> • The site has been promoted for B1c and B8 employment uses. • The site is considered suitable for limited B1 uses only. It has relatively poor access to the strategic road network, with all of the routes to the A20 being single carriageway with poor forward visibility for at least part of their length. They do however have a relatively good crash record. Therefore developments generating high traffic volumes would not be suitable without significant investment in the local road network. • The site is within walking and cycling distance of few residential properties and there are no regular bus routes within close proximity. <p>Direct access off Sandway Road in three places two of which are suitable to take vehicles at the moment, one is a field-gate access.</p> <p>Nearest public transport at Harrietsham (1.65km to west (as crow flies)) and Lenham (1km to north east (as crow flies))</p> <p>A20 some 1.3km to north and 1.65km to west as crow flies</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Dwellings to south may be affected due to their proximity depending on final use. The northern site would not have any direct impact.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Presumably water and electricity as there are dwellings adjacent to the site
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Lenham some 1km to the north. Harrietsham some 1.6km to the west. Both have schools and GP surgeries.
Air quality/noise	<p>Not in AQMA or hotspot.</p> <p>Noise from HS1 which bisects the site</p>
Land contamination	<p>The site is located on the landfill so a Phase I contaminated Land Study will be required up front to ensure the site can be cost effectively developed as this cannot be guaranteed. This may also be an issue for building control in terms of ground stability.</p> <p>Potentially on former machinery areas unless cleaned-up when HS1 was built</p>
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.

	The site is within 100m of a water course which falls within the definition of the Water Framework Directive. Any development proposals would need to assess whether there would be adverse impacts on water quality and put forward appropriate mitigation measures to address identified impacts.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	The site is clearly regenerating and could provide significant ecological habitat.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The whole site is under the ownership of the promoter. There is no current developer interest.
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None apparent
Market attractiveness (of proposed uses, site and location)	
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

<p>Site is bisected by HS1</p> <p>The site is in a remote location, not close to labour supply and no public transport connections. Additionally, the site is clearly regenerating and could provide significant ecological habitat.</p> <p>REJECT</p> <p>Approximate Yield: 0</p>

1. SITE INFORMATION	
Reference Number	ED-15
Site name/address	Newnham Park Bearsted Road
Landowner	HARVESTORE SYSTEMS (HOLDINGS) LTD
Agent	Jonathan Buckwell, DHA Planning
Greenfield/PDL	Part PDL/Greenfield
Proposed uses (sqm)	Medical campus retail B1 (a & b) mixed use development
Site area (ha)	25.5
Is the site urban, adjacent to urban, rural settlement or rural	In countryside immediately to north of Urban Area
Site origin (e.g. Call for Sites)	Call for sites/Strategic sites submissions

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is located to the north of the urban area, to the east of A249 and to the south east of J7 of M20. The site is bounded by Horish wood to the north and Popes Wood to the east which is ancient woodland and a designated Local Wildlife Site. To the south is Bearsted Road. Newnham Court Shopping Village dominates the western part of the site and the Kent Institute of Medicine and Surgery (KIMS) is under construction (at April 2013) on the northern perimeter of the site together with a new access road.</p> <p>The topography of the site is gently undulating, sloping down from the north west and from the south east perimeters into a shallow valley of a stream that runs north-south through the site. Newnham Park is partially developed and the remainder of the site is arable fields.</p>
Current use	Submitted site plan includes land which has planning permission for the Kent Institute for Medicine and Surgery (KIMS), and the existing Newnham Court Shopping Village which includes a garden centre, ancillary retail units, cafes, a veterinary surgery, a childcare nursery and some small business uses. Land beyond these areas comprises open arable fields.
Adjacent uses	To the west of the identified site lies the A249 and beyond that the business development of Eclipse Park which includes the Hilton Hotel. To the south the site borders Bearsted Road, beyond which are Vinters Park Crematorium, Vinters Park Local Nature Reserve and the Grove Green housing estate. To the east and north, the site adjoins the ancient woodland areas of Pope's Wood and Horish Wood. The M20 transects the latter woodland. To the north west of the site is Junction 7 of the M20.
Planning and other designations (e.g. AONB, MGB)	MBWLP: North Downs SLA ENV34 Maidstone Medway Strategic Gap ENV31 The site adjoins a SNCI (now known as local wildlife sites) (policy ENV39(30)).
Planning history	The built up section of the site 'Newnham Court Shopping Village', has an extensive planning history. The shopping

	<p>village also includes a garden centre and a veterinary surgery.</p> <p>Newnham court shopping village (selected):</p> <p>13/0300 - Request for a screening opinion as to whether the proposed comprehensive redevelopment of the Newnham Court Shopping Village with only the existing pub and oast buildings retained is development requiring Environmental Impact Assessment. - Environmental Statement is Required 22/3/13</p> <p>13/1931 - Demolition of existing buildings and redevelopment of site to provide new retail development comprising food store (A1), general A1 retail units, A3 cafes/restaurants and A3 conversion of existing oasthouse with associated highway works, closing up of existing site access, formation of new access via New Cut Roundabout and Newnham Park spine road, associated earthworks, parking and landscaping. Decision awaited.</p> <p>KIMS/Medical campus:</p> <p>07/0382 (amended under 09/0973) - 'Tertiary Medical Centre comprising a complex of eight buildings ranging from two to four storeys, car parking, landscaping, access road and associated highways improvements'. This will provide for a range of eight buildings totalling some 16,386sqm plus access roads and car parks on 2.5ha of the site. This is at an advanced state of construction.</p> <p>13/0218 - Scoping opinion sought in respect of an Environmental Statement to be submitted in relation to a proposed development being:- 1: Up to 135,000sqm of additional floorspace for medical campus uses 2: On and off-site highway infrastructure works 3: Landscaping including possible additional woodland planting</p> <p>13/1163: outline application for a medical campus of up to 98,000sqm. APPROVED subject to the completion of s106 agreement and other delegated matters.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Yes - Notcutts Site: Suggested Retailing Allocation and Development Guidelines.</p> <p>Objection DR0115 relates to the Notcutts Site. The objection seeks to have the site, currently in use as a very large garden centre, allocated for retail and other leisure purposes. The Inspector did not support the objection (paragraphs 7.169 and 7.170 of the Inspectors report). Inspector's Recommendation: Do not modify the Plan.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative</p>	<p>Tree protection status: Tree Preservation Order (TPO) No. 13 of 2011 protects Horish Wood to the north of the site, 2 individuals, 1 group and 2 additional small areas of woodland and TPO No. 1 of 2001 protects individual trees along the existing access into</p>

<p>landscape impact; existing screening</p>	<p>Newnham Court.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>)</p> <p>Horish Wood to the north of the site is designated mainly as ancient semi-natural woodland with 3 small areas designated as plantation on ancient woodland.</p> <p>The northern part of Pope's Wood to the northeast of the site is also designated as ancient semi-natural woodland.</p> <p>Hedgerow status:</p> <p>There appear to be no 'important' hedgerows.</p> <p>Pope's Wood is currently being managed by a coppicing regime. Worthy of TPO but currently not expedient. Members requested protection of young/semi mature native trees (mainly Cherry, Field Maple & Hawthorn ssp.) along eastern boundary of Newnham Court. In future potentially worthy of protection but currently not expedient. Existing KIMS approval includes wide landscape belt adjacent to Bearsted Rd and includes selective thinning/reduction of Poplars adj. to watercourse and replanting with native ssp. to allow more light.</p> <p>The site is located within the Weaving Fringes landscape character area of the Landscape Character Assessment 2012. where condition is moderate overall and sensitivity is low because of varied land uses and urban fringe influences.</p> <p>The Guidelines for this area are to Improve and Reinforce. the more distinctive and characteristic elements, e.g. ancient woodland, streams, traditional buildings and open landscape at Newnham Court Farm, which strengthen the setting of the Kent Downs AONB; and avoid significant encroachment of the urban edge where it would detract from the open foreground to the Kent Downs AONB.</p> <p>AONB: The site lies immediately adjacent to the Kent Downs AONB, the boundary of which runs alongside the M20 to the north. Site lies within the immediate setting of the AONB designation where particular attention needs to be paid to protecting and conserving the distinctive character of the landscape.</p> <p>Landscape: (A Landscape and Visual Assessment of the site forms part of the submission material (in the 2012 call for Sites), and the MBC Landscape Officer accepts the general principles of the report). Site is reasonably well screened by mature woodland to the north and east, mature trees and other vegetation along Bearsted Road to the south, and sparser planting on the western boundary. Long and medium distance views into the site from the North Downs; limited views from Gidds Pond Cottages and properties located to the south east of the site (including Grove Green conservation area); and views from local roads. North east slope of the site highly visible.</p> <p>Mitigation is required to reduce impact on views from AONB.</p>
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	<p>Not all of the sites should be developed.</p> <p>The site is also located within the Thurnham Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • The landscape either forms part of, or the setting to, the Kent Downs AONB • Gently undulating North Downs scarp foot severed by the M20 and HS1 • Large blocks of woodland and belts of trees, including ancient woodland • Large arable, irregularly shaped fields • Ponds in association with Hollingbourne Village and Bearsted Golf Club • Villages, farmsteads and spring line settlements between the chalk and Gault Clay • Conservation Areas featuring strong use of local materials • Narrow, winding lanes, including the ancient Pilgrim's Way which is defined by high native hedgerows <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Conserve and Improve.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>The County Ecologist submitted initial advice (2012) based on a broad consideration of site proposals, and concluded that there are constraints to development particularly to the use of the site along the boundaries with the Local Wildlife Site/ancient woodland where a landscape buffer would be required. There is also potential for indirect impacts to the Vinters Park Local Nature Reserve if the stream and corridor is affected by proposals. Most of the site is of limited ecological value, the areas of interest primarily focused at the edges of the site and along the stream. However, much of the site lies within the Kent Biodiversity Partnership's Mid Kent Greensand and Gault Biodiversity Opportunity Area, which means that the area has been identified as offering the best opportunities for habitat enhancement, restoration or creation. This does not present a planning constraint, but it offers opportunities to develop targeted habitat mitigation and enhancements as part of the site's development. Development would need to have regard to a full ecological survey, to be approved by the Borough Council.</p> <p>There are no SSSIs within the site but the site lies within 2km of the Wouldham to Detling Escarpment SSSI to the north west. This SSSI also forms part of the North Downs Woodlands Special Area of Conservation (SAC).</p> <p>There are no Local Nature Reserves within the site but Vinters</p>

	<p>Valley Park LNR lies immediately to the south on the other side of Bearsted road (which forms the southernmost boundary to the site).</p> <p>Habitat Indicators of Protected Species: using Natural England’s Standing Advice for guidance, features and habitats that indicate the potential for protected species presence on or near to the site include woodland, ponds and grassland.</p> <p>The submission material includes an update of surveys underway for the site, but the presence of and potential for impacts to protected species would need to be assessed at application stage for the site, and surveys may be needed for flora, breeding birds, reptiles and bats. A preliminary ecological assessment would provide detailed recommendations for specific surveys.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>TPO 1 of 2002: T1 Horse Chestnut, T2 Holly, T3 Holly and G1 (4 Sycamore) located to west of existing access road into shopping village.</p> <p>TPO 13 of 2011: T1 Pine in centre of existing shopping village; T2 Oak to at junction between Horish Wood and Pope’s Wood. W1 (Horish Wood) consisting of mainly Ash, Oak, Hornbeam, Hazel, Field Maple, Silver Birch, Hawthorn, Yew, Holly, Pine, cherry, Polar, Will, Hemlock, Beech, Sweet Chestnut and Sycamore. W2 consisting mainly of Sweet Chestnut, Ash, Oak, Holly and Beech located between Gidds Pond Farm and Bearsted Road. W3 consisting mainly of Pine, Oak, Silver Birch, Sweet chestnut, Cedar and Rowan located between Veterinary Clinic and Newnham Court. G1 consisting of 90 Poplar located along east bank of the small stream which runs to the west of Gidds Pond Farm.</p>
Agricultural land quality	The land appears to wholly fall within Grade 2 (at 1:250,000 scale).
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: Both Newnham Court Inn (the former farmhouse, Grade II) and the unlisted oast building lie within the site and should be retained in any scheme. I have strong concerns that any further development on currently open parts of this site will severely adversely affect the setting of these heritage assets by the removal of the remaining rural context.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: The site has produced evidence of Iron Age occupation. Also within the site lies the silted up site of Gidd’s Pond which appears to be a man made feature damming the stream emerging from Horish Wood (the stream course itself also appears to be engineered). It is not clear whether this was an industrial site or whether it is associated with the landscaping of Vinters Park in the early 19th Century as a controlling feature for the stream which flows through</p>

	the park via a series of cataracts.
Archaeology (SAM etc.)	<p>An area of archaeological potential comprising a post medieval mine is identified in the vicinity of the veterinary clinic (located to the rear of the shopping village).</p> <p>Sites contains Iron Age occupation site and later medieval remains towards the Bearsted Road; Newnham Court Farm was a post medieval farm complex.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	None within the site.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Kent Highways:</p> <ul style="list-style-type: none"> • Site accessed from Bearsted Road. • The site has been promoted for A1, B1a and B1b employment uses. • The site is considered suitable for the employment uses proposed, subject to constraints. It enjoys good access to the A249 and M20 Junction 7; however the motorway junction has a relatively poor crash record and the area suffers from severe peak time congestion, which would require mitigation. • The site is within walking and cycling distance of residential areas in northern and eastern Maidstone. • Bus Routes 333 and 334 pass the site, providing a combined half-hourly frequency to Maidstone town centre, Sittingbourne, Faversham (333) and Sheerness (334) on weekdays. <p>Direct access off Bearsted Road close to M20 junction 7</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Particular attention will be required to the potential for development to unduly impact on the terrace properties immediately to the south of the site which front onto the northern side of Bearsted Road.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Services available.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site is situated at the northern fringes of Maidstone with its attendant services and resident population.
Air quality/noise	<p>In AQMA and M20 hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.</p> <p>Close to M20 and residential properties</p>

Land contamination	Possible
Flood Risk (zone/drainage)	<p>Groundwater protection: The bulk of the site lies within SPZ3 but the extreme northeast corner falls within both SPZ2 and SPZ1.</p> <p>Aquifer: The south west half of the site lies within a Principal Aquifer area (bedrock).</p> <p>Flood Risk: the site is not located within zones 2, 3a or 3b.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
Will the sequential test apply to the proposed use?	Yes – for retail and B1.
Suitability conclusion	<p>Medical campus acceptable provided measures are included to mitigate the impact of development on the landscape (including setting of AONB), ancient woodland/LWS, ecology and the stream. Function of strategic gap would not be compromised given site's containment. Essential to plan for a quality development of restricted heights, in a parkland setting, with structural and internal landscaping, and using the site's topography to best advantage. Incorporation of the rectangular field to the south east of the site into the scheme would provide opportunities for planting and long term protection from development.</p> <p>Replacement of existing retail facilities, and very limited additional floorspace, acceptable. A sequential test would be required, as well as retail impact assessments for comparison and convenience goods to establish impact on the town centre.</p> <p>On and off-site highway and public transport improvements essential for the development of the site.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Whole site apart from existing KIMS development is under one ownership although there are a number of existing businesses on the western 'Nottcuts' part of the site.
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal	There are a number of existing businesses on the western
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costs or other constraints to development which would prevent or delay this site being delivered	'Nottcuts' part of the site. These would need to be accommodated on the site during redevelopment
Market attractiveness (of proposed uses, site and location)	Good access to Strategic Road Network M20 junction 7. Planning applications for the medical campus and the retail/garden centre redevelopment are an indicator of market interest.
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>The site is suitable for a medical campus as presented in the outline application (13/1163).</p> <p>Replacement of existing retail facilities, and very limited additional floorspace, acceptable. A sequential test would be required, as well as retail impact assessments for comparison and convenience goods to establish impact on the town centre.</p> <p>ACCEPT</p> <p>Approximate Yield: 100,000sqm medical and associated uses, 15,000sqm replacement/additional retail</p>

1. SITE INFORMATION	
Reference Number	ED2-16
Site name/address	Rough Shave Wood, The Street, Ulcombe.
Landowner	William Tassell
Agent	n/a
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Research & development (B1b), general industry (B2), mixed use development (facilities for London City Farm Training Days – training room, reinstated Hopper huts)
Site area (ha)	1.8
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	A parcel of woodland situated to the west of The Street, Ulcombe. Site is accessed via a private access road off The Street and thereafter via a footpath track. The land rises from south to north.
Current use	Woodland
Adjacent uses	Agricultural fields
Planning and other designations (e.g. AONB, MGB)	Land abutting the site to the south is within the Special Landscape Area.
Planning history	None.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>Development would result in the loss of a tract of attractive woodland and would be prominent in views from the public footpath which runs along the southern boundary of the site. Development would appear isolated in the landscape as the site is removed from the village.</p> <p>The site is located within the Ulcombe Mixed Farmlands area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Undulating landscape with wide views • Scattered orchards and mixed woodland blocks • Isolated oak trees within pasture and mature oak hedgerow trees • Limited arable land • Field ponds • Linear settlements and strong local vernacular. <p>The condition assessment is <i>Very Good</i> and the sensitivity assessment <i>Very High</i>.</p>

	The Guidelines for this area are to Conserve.
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>This site has been designated as ancient woodland. The site is woodland with a small area of rough grassland in the centre. There is good connectivity to the site. High potential for protected/notable species to be present including bats, reptiles, breeding birds and dormice.</p> <p>Ecological constraint level 1: potential for significant ecological impacts (scale used is from 1 to 4 with 1 applied to sites of the highest ecological significance)</p> <p>[Note: A review of the Natural England records show this site is <u>not</u> designated ancient woodland. It is identified as deciduous woodland, a BAP priority habitat.]</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Whilst there are currently no Tree Preservation Orders (TPOs,) the wooded nature of the site indicates there is potential for an Order to be made should it prove expedient.</p> <p>Ancient woodlands (<i>from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are potentially 'important' hedgerows on the site boundaries.</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	Access to the site runs along the northern boundary of the listed property Street House and Street House Cottage (Grade II listed). If significant improvements were required to this access to serve development, which would be expected, this could adversely impact on the setting of these listed properties.
Archaeology (SAM etc.)	Nothing known. Assessment level 4: Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	Public footpath (KH350) runs along the southern boundary of the site.
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	Kent Highways: <ul style="list-style-type: none"> • Site located adjacent to existing residential properties in Ulcombe. • Site accessed from The Street, which has a good crash record. • The site is considered suitable for limited B1 and B2 class uses in view of its relatively unsustainable location and the restricted nature of the local highway network, which renders it unsuitable for significant HGV-generating uses. It is located distant from the strategic road network and has limited public transport connectivity. A new, purpose-built access to the site from The Street may be required,

	<p>depending on the nature of the proposed development.</p> <ul style="list-style-type: none"> All of the village services within Ulcombe are within walking and cycling distance of the site via continuous footway links and the nearby bus stops on The Street are served by Bus Route 59, which provides two return journeys a day to Maidstone.
Impacts on residential amenity (including access to open space) or other incompatible uses	Current access to the site is past existing residential properties and intensified use of this access would adversely affect the amenity of these properties.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	The landowner does not identify the availability of utilities as a constraint. The site is nonetheless not immediately adjacent to existing development and connections to water services (supply and waste) and electricity could limit the site's developability.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Ulcombe is one of the borough's smaller settlements with limited services. There is a primary school in the village. Nearest GP will be in Sutton Valance (approximately 4 miles) or Headcorn (3.5 miles). The nearest village with a range of local shops would be Headcorn.
Air quality/noise	No known issues
Land contamination	None known.
Flood Risk (zone/drainage)	No.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	This site is removed from existing development and its development would see the loss (or reduction) of attractive woodland which is an identified BAP habitat. Development would require the intensified use of the existing access, which would have adverse impacts on the existing residential properties served by the access. Improvements to this access could have implications for the setting of the listed properties.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The site has been submitted by the landowner and is understood to be available.
Availability conclusion	Available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	The availability of site services is uncertain (although the site owner does not identify this as a constraint).
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Market attractiveness (of proposed uses, site and location)	In view of its rural location, site is most likely to be attractive to a agricultural business or small scale rural enterprise.
Achievability conclusion	Potentially achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	X
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

This site is removed from existing development and its development would see the loss (or reduction) of attractive woodland which is an identified BAP habitat. Development would require the intensified use of the existing access, which would have adverse impacts on the existing residential properties served by the access. Improvements to this access could have implications for the setting of the listed properties.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	ED2 17
Site name/address	Former Syngenta Works Hampstead Lane Yalding
Landowner	St Modwen/Syngenta
Agent	St Modwen
Greenfield/PDL	PDL (large parts of site now cleared) and also greenfield to south
Proposed uses (sqm)	Mixed use development of up to 200 houses (approx. 4.06ha) and some employment space (approx. 2.16ha), open space (4.5ha) playing fields (3.4ha) nature conservation area 13ha
Site area (ha)	About 19ha out of 42ha
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Site previously considered at MBWLP inquiry and allocated in MBWLP 2000 for employment purposes and Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Former industrial agro-chemical works located on S side of Hampstead Lane. Hampstead Lock and canal lie to the north, to the west of the site is the Maidstone West–Paddock Wood railway line. There is a group of dwellings and the River Medway to the south east and agricultural land to the south.</p> <p>The site has been cleared and the land decontaminated with the exception of a three story office block opposite the station. The site is contained by hoardings/fencing.</p> <p>When in use, the site was clearly visible in short and medium distance views from the Medway and from Hampstead Lane and along the railway. Although the railway line (and hedges) and existing trees and hedges in the wider landscape restrict longer distance views.</p> <p>The site currently has a barren open appearance following the decommissioning works.</p> <p>Surrounding uses comprise caravan parks and other river related leisure development such as marinas, a public house some dwellings and the railway station.</p>
Current use	Largely vacant. Industrial buildings (with exception of an office block) have been cleared and site subject to decontamination works.
Adjacent uses	Tourism and leisure residential and railway
Planning and other designations (e.g. AONB, MGB)	ED2 and ED11 ENV35 in MBWLP 2000 Metropolitan Green Belt: All land on west side of railway-line that runs along western boundary of site ALLI to south of site and part of designated ED2/ED11 area in SE corner.
Planning history	06/0964 - Demolition of original 1970's tech. block leaving the 1989 tech. block with cladding to the south elevation to make weather tight the exposed wall after rear building is removed was approved on 11/07/2006.

06/1397 - A consultation with Maidstone Borough Council by Kent County Council for remediation of the decommissioned Syngenta Works leaving the site contoured for future development (future development not part of application) – raised no objections on 12/10/2006.

06/2029 - Scoping opinion sought in respect of an environmental assessment to be submitted in relation to a proposed development being the erection of a maximum of 500 dwellings, up to a maximum of 350,000 square feet of commercial floor space (B1/small scale B8), a small retail convenience store (A1), the provision of a recreation area for formal sports activities to the north of Hampstead Lane, and additional area of informal public open space, (forming the southern boundary of the proposed development) and a dedicated area for a nature reserve:

07/1148 - Outline application for a mixed-use redevelopment comprising: Employment development B1/B8 use (up to a maximum 29,265 sqm.); Residential Development (up to a maximum 350 dwellings); A small retail convenience store (A1) (up to a maximum of 250 sqm.); The provision of a recreation area for formal sports activities (to the north of Hampstead Lane); An additional area of informal open space; A dedicated area for nature conservation; The minor re-grading of an adjoining field (to the west) to alleviate wider flooding concerns. With access to be decided at this stage and all other matters reserved for future consideration was withdrawn on 25/04/2008.

08/2505 - Scoping opinion sought in respect of an environmental assessment to be submitted in relation to a proposed development being the erection of a maximum of 250 dwellings, up to a maximum of 15,000 square metres of commercial floor space (B1/small scale B8), the provision of a recreation area for formal sports activities to the north of Hampstead Lane, and additional area of informal public open space, (forming the southern boundary of the proposed development) and a dedicated area for a nature reserve.

10/2159 - Erection of residential development with both outline and full details comprising: Outline up to 19 no. residential dwellings including means of access with all other matters reserved, the provision of a development platform, open space and landscaping on site 1. Full details for engineering operation including temporary access on site 1A was approved on 02/11/2012.

A Development Brief was prepared and adopted in December 2004 following the announcement that the site was to close. This was subject to public consultation in accordance with requirements at the time.

The brief championed continued employment use on the site taking into account its constraints but noted that in the event that this was not possible residential development might be

	<p>appropriate on the small area N of Hampstead Lane. (Eventually application 10/2159 was submitted and approved on this area).</p> <p>Traffic considerations in the brief</p> <p><i>Access and Transport Issues:</i> The site is situated at some distance from any A class road, with recommended routes approaching the site from the west, via A228. These routes avoid the Twyford and Yalding bridges, both Scheduled Ancient Monuments, on the access routes from the east and south. It would not be desirable for these bridges to form part of the principal means of access to the site, and in particular for them to be extensively used by lorries. The presence of the canal adjacent to the eastern boundary restricts access into the southern area of the site to a small section of Hampstead lane only.</p> <p>The level of traffic generation from the site shortly before closure was significantly below the potential, given the quantum of uses on the site. A preliminary traffic analysis has been carried out which demonstrates that redevelopment of the site would lead to an increase in vehicle movements in and around the site. To accommodate the likely volume of traffic generated off-site highway improvements are likely to be necessary, in particular the provision of a right-turning lane within existing highway limits at the junction of Maidstone Road (A228) with Hampstead Lane.</p> <p>Improvements to public transport should be sought and if a mixed use development was proposed the following was stated.</p> <p>Based on the evidence collected and projections of the preliminary traffic analysis it is suggested that the local highway network, with minor improvements as suggested earlier, could support housing and a minimum of 13,000sq.m. of B1 floorspace and 22,000 sq.m. of B2 floorspace. The actual number of dwellings that can be developed at this site will be governed by policy, considerations of design, massing and impact on the surrounding countryside, social facilities and existing residents and other uses. In order to maintain the status of the site as a major employment site it will be expected that not less than 35,000sq.m of employment floorspace will be provided, whether by retention of some existing buildings, new development or a combination of both.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>YES</p> <p>ED15 - Zeneca Works, Yalding</p> <p>Conclusions</p> <p>5.163 From what I heard at the inquiry there does not appear to be a great difference between the parties on the planning merits of this policy, but rather the way they are expressed in the Plan. In particular there is a dispute about the way the site is identified. The objectors want the site to be identified as it is in the adopted Plan, to ensure greater flexibility by considering development within a larger area and over a longer period. The Council, with the proposed further change, want to limit the area identified, and to rely for further development on a reference in the policy to proposals which extend the built curtilage.</p> <p>5.164 From my visits to the area I share the Council’s concern about the constraints to the development of this site: to the south is attractive rural countryside, identified as an ALLI, and there is also a scatter of houses close to the southern boundary. Within the site there is an extensive area of woodland planting which, as it matures, will become increasingly important, both as a screen for the buildings on the site, and a landscape feature in its own right. I have no doubt, however, that the wider site area should be included in the policy, and in my recommendation I set out criteria to protect these vital and site specific features.</p> <p>5.165 It seems to me that this approach is more in line with advice in CD46 about clear, unambiguous policy wording. It</p>

	<p>also ensures the flexibility to deal with changes in the objectors' plans, but continues to apply the most important criteria, protecting the ALLI, residential amenities and the landscaped area within the site. In this way, too, a distinction is maintained between the time-scale and broad policy approach of the Plan, and any development brief which should operate at a more detailed level within it. In its present form, particularly with the further proposed change, I share the objectors' concerns that the development brief, with its now very short life, has replaced the proper role of the Plan.</p> <p>5.166 On the detailed wording of the policy, I share GOSE's concerns and, as in other similar policies, where the criteria are covered by other policies they should not be repeated. In contrast, it is essential to set out the criteria which I recommend since they are specific to this site. Policy references to the development brief and consultations with the Environment Agency are contrary to advice in CD46 and should be limited to the text.</p> <p>5.167 CED0035 is concerned about the loss of flexibility if "normally" is deleted, and proposes an addition to the policy that "other uses will be permitted on their merits". However, this would be ambiguous, and I have no doubt that the necessary flexibility is supplied by the reference to material considerations in Section 54A of the Act. Recommendation C reflects my views in paragraph 5.9 that the contribution of sites such as this should be included in ED1.</p> <p>RECOMMENDATIONS</p> <p>5.168 A Delete ED15, and replace it with: "POLICY ED15 DEVELOPMENT FOR USES WITHIN CLASS B2 AND B8 WILL BE PERMITTED AT THE ZENECA WORKS, HAMPSTEAD LANE, YALDING AS SHOWN ON THE PROPOSALS MAP, IF:</p> <p>(1) THE LANDSCAPED ZONE AT THE SOUTHERN END OF THE SITE IS RETAINED AND NOT HARMED; (2) THE CHARACTER AND APPEARANCE OF THE AREA TO THE SOUTH AND SOUTH-EAST IS NOT HARMED; (3) THE RESIDENTIAL AMENITIES OF PEOPLE LIVING NEARBY ARE NOT HARMED."</p> <p>B Modify the Proposals Map and identify the site as it is in the adopted Local Plan.</p> <p>C Add to ED1 as I recommend that it be modified the areas of existing and new development, and the uses to which they are restricted.</p> <p>D Add to the reasoned justification: a description of the landscaped area; a justification for the criteria; reference to the Environment Agency, and the Council's approach to development in the flood plain; a reference to the development brief; and a reference to the other main policies which will be applied.</p> <p>E Make no other modifications in response to these objections, or in accordance with the proposed changes.</p>
Landscape/townscape impact – including reference to	The site is located within the Nettlestead Green Farmlands

Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>landscape character area (area 37) of the 2012 Landscape Character Assessment. Key characteristics of this area include</p> <ul style="list-style-type: none"> • Reasonably flat and low lying landscape • Native hedgerows of beech and hawthorn • Fruit orchards • Caravan park • Extensive former chemical works • Small field pattern comprising private plots. <p>The condition assessment is <i>poor</i> and the sensitivity assessment is <i>low</i>. The guidelines for this area are to <i>improve</i>.</p> <p>The railway line and trees and hedges along it and existing trees and hedges in the wider landscape restrict longer distance views of the site. Currently hedging and trees along much of Hampstead Lane also restrict views of the site. Close to the railway station the site is more prominent as this is where the majority of the buildings used to be located.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Adj. LWS Site (SW corner) (Hale Street ponds and pastures)</p> <p>River Beult SSI 450m to NE on east bank of Medway The site of the former buildings has been cleared and the site in effect sterilised to remove contaminants (see history above). Other land to S has ecological potential.</p> <p>There is a LWS and ancient woodland within the site. The site is adjacent to the river Medway - consideration needs to be given to the impact any development will have on the river. The North of the site is bare ground with small patches of scrub. There are mature trees along the eastern and western boundary of the site. The south of the site is a mixture of rough grassland fields, woodland, and residential properties. Increased potential of protected/notable species being present within the south of the site including reptiles, breeding birds, bats and flora. GCN have been recorded within this site.</p> <p>Ecology Constraint level 1 – potential for significant impact.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	None
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Conservation Area including Twyford Bridge (Scheduled Ancient Monument) and part of 'The Lees' located some 280m SE of site</p> <p>Parsonage Farmhouse (Grade II) 280m S of site</p> <p>Station House (Grade II) immediately to west of railway line adjacent to western boundary of site.</p>
Archaeology (SAM etc.)	Twyford Bridge (Scheduled Ancient Monument) Area of archaeological potential around bridge but not extending to site boundary.

<p>PROW (within or near site)</p>	<p>KM186 along southern site boundary</p> <p>KM188 along NE corner of site by Hampstead Marina and canal</p>
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Access on to Hampstead Lane and then on to B2015 (Maidstone Road) towards Watlingtonbury and A26 (to north) or East Peckham and A228 (to south).</p> <p>(B2015 is approximately 850m to the west and A228 approx.550m south of the junction of B2015 and Hampstead Lane).</p> <p>Yalding railway station immediately adjacent to site. Nearest bus routes are:</p> <p>Services 6 and 6A that run along the B2015 (850m to the west of the site) (Maidstone to Paddock Wood and T. Wells) Half-hourly Mon to Sat.</p> <p>Services 23 (hourly Mon-Sat Maidstone - Laddingford) and 26 (4-5 journeys per day Mon-Sat Maidstone to Goudhurst via Marden) run into Yalding village from Lees Road at its junction with Hampstead Lane some 550m to the SE of the site.</p> <ul style="list-style-type: none"> • Site accessed from Hampstead Lane. • In light of its extant use, the site is considered suitable for B class uses, subject to constraints. It enjoys good access to the A228 primary route via the B2162 and B2015 Maidstone Road, which have a relatively good crash record; however forward visibility is poor in places and the road is narrow. Consequently, the site is not considered useful for uses involving the generation of significant volumes of HGV traffic. • There are few residential properties within walking or cycling distance of the site; however the nearby Lees Road is served by Bus Routes 23, which provides hourly services to Maidstone, East Farleigh, West Farleigh and Laddingford, and 26, which provides up to 5 journeys a day to Maidstone, Hunton, Marden and Goudhurst on weekdays. The site is also located adjacent to Yalding Station, which is served by hourly train services to Tonbridge, Paddock Wood, Maidstone West and Strood on weekdays. <p>KHS have some concerns about the scale of residential development proposed on this site. It is located some distance away from Yalding village centre and the route out to the A228 suffers from restricted carriageway widths and poor forward visibility. The crash record of the B2162 Hampstead Lane is relatively poor, particularly at its junction with the B2015 Maidstone Road, which would benefit from the addition of a right turning lane. Although the site is located adjacent to Yalding Railway Station, train services are fairly infrequent, as are local bus services. Network Rail should be consulted regarding the potential for increased vehicular movements across the Hampstead Lane level crossing.</p>

	In summary, this is considered to be a relatively unsustainable site for residential development and would prefer to see it allocated for B1 and B2 uses only.
Impacts on residential amenity (including access to open space) or other incompatible uses	Dwellings on west side of railway line fronting Hampstead Lane Parsonage Farm and cluster of dwellings to SW of Anchor Inn to south of site.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Assumed to be available as industrial premises previously existed on site.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site is relatively isolated. East Peckham, Watringbury and of course Yalding are closest settlements. Established rail link to Maidstone and Paddock Wood/Tonbridge. Services in Yalding Watringbury and East Peckham include primary schools shops (limited) and doctors surgeries.
Air quality/noise	Air Quality hot spot in T&M Borough at Watringbury crossroads (B2015 and A26) Noise could be appropriately mitigated in new development Railway noise was not a great concern in relation to application MA/10/2159
Land contamination	Has largely been dealt with see planning history. There may be a need to identify and remediate any residual contamination
Flood Risk (zone/drainage)	Site largely within Flood Zone 3 but entirely within Flood Zone 2 EA have no objection for re-development for business use. A significant part of the site is at high risk to flooding so the FRA must demonstrate measures will be incorporated to reduce local flood risk. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding. Update (residential): The main concern with this site from a residential use perspective is egress and access, a matter for the council. A significant part of the site is at high risk to flooding so the FRA must demonstrate measures to address egress and access and measures to reduce local flood risk. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	Site is clearly partly PDL. Issues regarding its sustainability relative to existing settlements exist. However a development brief was prepared and consulted on and adopted in the past (albeit nearly 10 years ago) and in

	part advocated mixed use development with a minimum of 350000m ² of employment floorspace. As a result of flood constraints the level of development proposed has come down (see EIA scoping opinion requests).
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3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Yes. Outline permission exists for residential on small parcel to N of Hampstead Lane for up to 19 units. MA/10/2159 approved 02/11/2012
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Flood risk is a significant issue which is why previous applications for the entire site have been withdrawn or EIA scoping opinions not followed-up by applications. It is understood that the owner/developer are still working with the Environment Agency to overcome the flooding issues. The largest uncertain/abnormal cost has now largely been removed as a result of the demolition of the premises and the subsequent remediation works.
Market attractiveness (of proposed uses, site and location)	Development of this site has been significantly delayed. Nonetheless the site has and continues to be promoted for development. The site is quite well connected to the strategic road network via A228 and Junction 4 of M20 making it potentially attractive for employment uses.
Achievability conclusion	Achievable if flooding issues can be addressed.

Timing (following assessment – when could the site be delivered?)

now – 2016	
2017 – 2021	X (recognising that flood issues need to be resolved).
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

The development of this brownfield site would be appropriate for mixed use with a significant element of employment together with the public open space and nature reserves previously proposed.

The precise scale and location of development will depend on how flood constraints are addressed.

ACCEPT

Approximate Yield: 200 dwellings and 8,600sqm B1/B2.

1. SITE INFORMATION	
Reference Number	ED2 18
Site name/address	Westfield Sole Road Boxley
Landowner	Unknown
Agent	n/a
Greenfield/PDL	Greenfield
Proposed uses (sqm)	n/a
Site area (ha)	Approx 0.82
Is the site urban, adjacent to urban, rural settlement or rural	Adjacent to urban area but in Area of Local Landscape Importance
Site origin (e.g. Call for Sites)	Site previously considered at MBWLP Inquiry.

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	Open overgrown land sited between existing woodland designated as ancient woodland. Sparse hedge to highway to south some large gaps. Woodland to east north and west Relatively flat land
Current use	Open field
Adjacent uses	Industrial estate to NW. Housing to north on N side of Gleaming Wood Drive sporadic housing and open land to S beyond M2 motorway
Planning and other designations (e.g. AONB, MGB)	Capstone Darland and Lidsing ALLI ENV35 MBWLP 2000
Planning history	MA/84/1562 - Outline application for erection of one dwelling was refused on 24/01/1985. MA/85/1036 - Construction of Medway Towns Southern Peripheral Road Stage 4 (A link to North Dane Way and the dualling of Sharsted Way) was approved on 15/11/1985
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Yes for housing purposes Inspector recommend deletion of proposed policies allocating the site for housing. .
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	The site falls within the Bredhurst & Stockbury Downs landscape character area in the 2012 LCA. The key characteristics of this area are: <ul style="list-style-type: none"> • The majority of the landscape forms part of the Kent Downs AONB while the remainder forms part of the setting of the AONB • Level to gently sloping landform of the North Downs upper plateau • Mixture of arable fields, paddocks, remnant orchards and small to medium blocks of woodland • Mixture of historic and recent buildings within the village and farmsteads • Traditional materials include yellow stock and red brick, Kent peg tiles, flint and weather boarding • Predominantly very narrow lanes in addition to engineered roads within Bredhurst and M2 motorway.

	<p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>moderate</i>.</p> <p>The Guidelines for this area are to Restore & Improve.</p> <p>Views restricted to short distance due to existing woodland along Westfield Sole Road.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Adjacent to Ancient woodland (2012 inventory).</p> <p>Site is rough overgrown grassland. Will be of some ecological potential</p> <p>The site has a number of areas of Ancient Woodland adjacent to the site. The site is a rough grassland field with areas of scrub. The site has good connectivity to the surrounding area. There is potential for protected/notable species to be present including reptiles, bats and breeding birds.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Adjacent to Ancient Woodland</p> <p>TPO 42 of 2002 on woodland around industrial estate to NW</p> <p>Tree protection status:</p> <p>Tree Preservation Order (TPO) No. 41 of 2002 protects trees on land at Lordswood Industrial Estate to the northwest of the site, covering the edge of Cowbeck Wood. Woodlands surrounding the site, to the east as well as the west, are worthy of protection.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) Middlefield Shaw immediately east of the site is designated as ancient semi-natural woodland, as is (Cowbeck Wood) Frith/Impton Woods to the west.</p> <p>Hedgerow status:</p> <p>There appear to be no 'important' hedgerows.</p>
Agricultural land quality	Grade 3
Heritage impacts (Listed building, conservation area)	None
Archaeology (SAM etc.)	None
PROW (within or near site)	None
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Westfield Sole Road. • The site is considered suitable for very limited B class uses given the restricted nature of Westfield Sole Road and its relatively unsustainable location. • The site enjoys good access to the A229 and M2 Junction 3 via Westfield Sole Road and the A2045 Walderslade Woods, which have a good crash record; however there is no footway present on Westfield Sole Road and the carriageway is not wide enough for two vehicles to pass without encroaching on to the highway verge. • There are few services or public transport links within walking or cycling distance of the site. • It is recommended that the Highways Agency be consulted on this site given the proximity of the M2.

Impacts on residential amenity (including access to open space) or other incompatible uses	None
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Close to existing urban area and other properties are located on Westfield Sole Road. Some utilities are therefore likely to be present
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Close to Lordswood and Walderslade and Medway Urban Area but little or no public transport in vicinity. No footpaths/lighting on Westfield Sole Road.
Air quality/noise	No
Land contamination	Not known
Flood Risk (zone/drainage)	N/A
Will the sequential test apply to the proposed use?	No
Suitability conclusion	This site is not considered suitable for development. Westfield Sole Road is restricted and the site does not have good sustainable links with the urban area and its attendant services and facilities. Development would adversely impact on ancient woodland.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Site has not been submitted by the landowner and is not known to be available.
Availability conclusion	Not available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None apparent
Market attractiveness (of proposed uses, site and location)	Recognising that Westfield Sole Road is restricted, overall the site is quite well connected to the strategic road network via M2 J3 which would contribute to its market attractiveness.
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

Westfield Sole Road is restricted and the site does not have good sustainable links with the urban area and its attendant services and facilities. Development would adversely impact on ancient woodland. The availability of the site for development is unconfirmed.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	ED2-19
Site name/address	Cobtree Forstal, Forstal Road.
Landowner	Cobtree Trust
Agent	none
Greenfield/PDL	Greenfield
Proposed uses (sqm)	B class uses
Site area (ha)	Approximately 8.8ha
Is the site urban, adjacent to urban, rural settlement or rural	Site is close to but not immediate adjacent to the urban boundary (the ED2 allocation at Forstal Road). It is separated from it by the gated access road to the river.
Site origin (e.g. Call for Sites)	Site previously considered at MBWLP Inquiry.

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	Rough grassed fields with tree lines along most of west boundary with industrial estate and north boundary with Forstal Road. Site rises quite significantly from west to east. Lower western part is set down below the M20 with east part rising above. Small woodland area on north boundary and woodland area to the east. Industrial estate to the west, Forstal Road to the north and east with Cobtree Park further north, M20 to the south. Gated access around 90m east of the west boundary although hasn't been used for some time.
Current use	Pasture land.
Adjacent uses	Forstal Road Industrial estate to the west of the site; M20 to the south. To the north lies Forstal Road and beyond that to the north Cobtree Park and Cobtree Golf course.
Planning and other designations (e.g. AONB, MGB)	Falls within Special Landscape Area and Strategic Gap with AONB just under 1km to the northeast.
Planning history	84/1193 – countryside and wildlife education centre was approved with conditions on 28/1/95 89/2169 – erection of single storey day/education centre was approved with conditions on 10/2/90 95/0330 – landscaping and recontouring work in association with M20 improvements was approved with conditions on 28/4/95.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Yes. Proposal was to allocate c10ha of land for 'High Value Manufacturing' which could generate between 25,000m ² and 31,000m ² after allowing for landscaping and other constraints. Local Plan Inspector (LPI) considered that the site should be included in the Strategic Gap (policy ENV31). He considered that the reduction in the width of the gap would be unacceptable. Openness of the site combined with the undeveloped nature of Cobtree Park to the north generates a clear and undeveloped gap between the northern edge of M/S and the major commercial uses at Forstal.

	<p><u>Need</u> MBC proposed to allocate the site due to a PIEDA report on the need for high value manufacturing in which the need for a site visit with good transport links was required. Also a KEDA report which recognised that the Borough was over-reliant on the public service and retail sectors for employment. There is a need for a balanced economy.</p> <p>MBC also argued that the proposed allocation here was part of the process of replacing poor sites with better located and more marketable sites from areas such as Fountain Park, Beaconsfield Road Tovil and Parkwood.</p> <p>The LP inspector supported the principle of the best located sites.</p> <p>But he went on to refer to MK1 in the then Structure Plan that the release of fresh land for economic development in the Maidstone Malling area would not normally be permitted.</p> <p>LPI referred (para 5.43) to land supply and was concerned by the figures submitted but he did conclude (para 5.46) that the allocation of the site could be achieved in principle within SP policy in force at the time.</p> <p><u>Can proposed limitation on uses be achieved?</u> LPI concluded that he did not reject the idea that it would be achievable through its powers as landowner and s106 obligations and subject to skill training.</p> <p><u>Impact on SLA (paras 5.50 and 5.51)</u> Para 5.51 LPI considered that development would materially harm the rural character and appearance of the area and the particular landscape importance of the SLA. This could not be overcome by landscaping on the site due to the wholly different character this would result in.</p> <p><u>Effect on Strategic Gap</u> See above</p> <p><u>Conclusion</u> Overall conclusion harm to Strategic Gap and SLA outweighs any general benefit of meeting a need for better sites for manufacturing uses or the specific benefit in this case of site ownership by MBC.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p><u>Forstal Road:</u></p> <p>From the west on approach, development would have a fairly high impact but there is a relatively good tree line along the west boundary to break views, and it would form an extension of the existing industrial estate. Further landscaping could help reduce impact.</p> <p>From the east on approach, the established tree line along the north boundary of the site and topography mean that the impact would be low. A concern would be that visibility splays for an access here would probably mean the loss of the tree line, which would open up views. From the bridge over the M20 to the east a small part of the lower (west) part of the site is visible but views would be in the context of the M20 itself.</p> <p><u>Footpaths to the south & footbridge over M20:</u></p>

Higher (east) part of the site is visible at some points on footpaths (KB39 & KB40) but these are only for short sections of the paths. The whole site is highly visible from the footbridge over M20 to the southwest but views would be in the context of the M20 with the industrial estate just in view to the west. Some medium distance views from footpath to the south but seen in the context of part of the industrial estate.

M20:

Highly visible from the M20 travelling east, whereas the existing industrial estate is relatively well hidden. North Downs are visible in the distance so some impact upon the setting. Will be difficult to screen from here as the motorway is higher than the site for a large section. This is the worst local impact. Travelling west, development on lower part of site would have the main impact.

Boxley Hill:

Views of the site are relatively limited from this direction, although with development upon it would be more noticeable. Glimpsed views through to the application site from some locations along the footpath along Boxley Warren. However, due to the distance, it would be that this would be seen against the context of existing industrial/commercial development.

Pilgrim's Way/Rochester Road:

Views of the site are clearer in part along this stretch of road, although again, due to the distance from the site, and the fact that the backdrop would be the M20 motorway, and the site would be adjacent to existing commercial buildings, it could be argued that it would not appear as completely incongruous. There is a good level of tree planting and hedgerows that restrict the views from the Pilgrim's Way along much of its length, and also within the fields that are located between the site and this highway.

Boarley Lane:

Views from Boarley Lane are severely restricted. No clear views of the site were seen from this highway.

The site is located within the Sandling Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:

- Chestnut coppice and mixed woodland blocks
- Parkland landscape
- Industrial estate
- Recent linear development along Chatham Road
- Mill ponds and weir along Boarley Road
- M20 and major highway infrastructure

	<p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Low</i>.</p> <p>The Guidelines for this area are to Improve.</p> <p>The site is also located within the more detailed Cobtree Manor Park area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • M20 and major infrastructure • Traditional buildings • Golf course with artificial undulations, ponds and clumps of vegetation • Parkland landscape with clumps, belts, and avenues of trees <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Conserve and Improve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>The centre of the site appears to be a grassland field with a few individual trees. But around the edge of the grassland there are areas of rough grassland, woodland and scrub. The mosaic of habitats increases the potential of protected/notable species being present with in the site. Species include reptiles, GCN, bats and breeding birds.</p> <p>Ecological constraint level 2: potential for moderate ecological impacts (scale used is from 1 to 4 with 1 applied to sites of the highest ecological significance)</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: There are no Tree Preservation Orders (TPOs) protecting trees on the site but there are significant wooded blocks around the edges.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are potentially 'important' hedgerows bounding the site.</p> <p>Comments: N/A</p>
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	None identified.
Archaeology (SAM etc.)	<p>Palaeolithic flints and roman burials were located during quarrying part of which is within the eastern area of site; an early Iron Age ditch was located to the south; evidence of Victorian/early modern quarrying.</p> <p>Assessment scale 3: Significant archaeology could be dealt with through suitable conditions on a planning approval. [scale is from 1 to 5 with 1 signifying the greatest archaeological significance].</p>

PROW (within or near site)	None across the site. Medway Valley Walk along the river.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Forstal Road. • The site is considered suitable for employment uses. It enjoys good access to the A229 and M20 Junction 6 via Forstal Road and Cobtree Roundabout, which have a relatively good crash record in view of the high traffic volumes they carry. Consideration should be given to the effect of the development on local air quality. • Although few residential areas are within walking or cycling distance, the nearby bus stops on Forstal Road are served by Bus Route 155, which provides eight journeys a day to Maidstone Town Centre, Aylesford, Rochester and Chatham.
Impacts on residential amenity (including access to open space) or other incompatible uses	<p>Nearest residential property is Cobtree Manor Lodge which is located on the northern side of Forstal Road facing and elevated above the eastern edge of the site. Residential amenity impacts are considered to be limited.</p> <p>There is no public access to the site itself.</p> <p>Cobtree Manor Park is a public park which faces the site on the north of Forstal Road. The site in its current undeveloped form contributes to the rural setting of the park, particularly in the approach to the park from the east. If development were to proceed it would be important to retain the wooded nature of the northern boundary of the site.</p>
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	There is commercial development immediately to the west of the site indicating that connections to utilities would be achievable.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>The site is generally quite conveniently located relative to the built up areas of both Maidstone and the Medway Gap giving good access to potential labour supply. Eastbound bus stop outside Cobtree Manor Park entrance.</p> <p>Nearest shops are in Aylesford village centre some 1.5km away.</p>
Air quality/noise	Site is outside the Air Quality Management Area (2008)
Land contamination	None known.
Flood Risk (zone/drainage)	<p>A small portion of the south western corner of this site is within Flood zones 2 and 3.</p> <p>Flood Risk: The EA would oppose development on the parts of this site within FZ2 and 3 but have no objection to development of any form within that part which is within FZ1. The parts within FZ2 and 3 do not benefit from any form of flood protection and are at risk from both fluvial and tidal flooding.</p>
Will the sequential test apply to the proposed use?	No (assuming no stand alone office development)

Suitability conclusion	<p>This site is adjacent to existing commercial development, is quite well located relative to centres of population (and hence workforce) and has good connections to the strategic road network via M20 J6 and to M2 via A229. Development here would reduce the extent of open land Maidstone from the Medway Gap but the essential separation of these built up areas would remain. There would also be a loss of rural character, to which Cobtree Park also contributes, and some impact on the setting of the AONB in views from the M20 and development would be seen in some limited views from the AONB itself (Pilgrims Way) although development will be seen in the context of M20 and existing development to the west.</p> <p>On balance, this site could be acceptably developed if due regard was had to views to and from the AONB in the siting and scale of development and to maintain and enhance existing vegetated site boundaries. Development would need to be sited to avoid the area of highest flood risk and further assessment could necessitate specific ecological and archaeological mitigation measures.</p>
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3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>The Cobtree Manor Estate Trust has a 999 year lease on this land. The use of Cobtree Manor Estate land is governed by the detailed objects of the Charity. In summary, these require that the land is maintained as an open space and/or for organised games and other sports. Given these restrictions, the land is not considered to be realistically available as a potential employment site.</p>
Availability conclusion	Not available.

4. ACHIEVABILITY

<p>identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered</p>	<p>This is a greenfield site. No abnormal costs have been identified.</p>
<p>Market attractiveness (of proposed uses, site and location)</p>	<p>As this is a greenfield site, adjacent to existing industrial development and well connected to the strategic road network, it is likely to be commercially attractive.</p>
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	X (if available)
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

This site is considered, on balance, to be suitable for development provided that the siting and scale of development is controlled to limit impacts on the AONB and flood risk and ecological (and potentially archaeology) mitigation measures are put in place. Notwithstanding this, the site is unavailable for development.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	ED2-20
Site name/address	Whatmans, Mil Lane
Landowner	G E Healthcare.
Agent	n/a
Greenfield/PDL	PDL with some tracts of greenfield land.
Proposed uses (sqm)	Not specified
Site area (ha)	Approximately 1.7ha
Is the site urban, adjacent to urban, rural settlement or rural	Urban
Site origin (e.g. Call for Sites)	Previous expression of interest. (see Town Centre Study 2010 paragraph 11.36). Current landowners have subsequently confirmed the site's availability.

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	The site lies to the north west of the town centre on land situated between Royal Engineers Road (A229) and the eastern bank of the River Medway. It comprises a complex of factory buildings occupied by G E Healthcare. The factory buildings are concentrated in the central and south eastern portion of the site. To the north the site are areas of undeveloped greenspace. There is a car parking area in the south east of the site and to the north of this, adjacent to Royal Engineers Road, is a further smaller complex of industrial structures. There are mature trees throughout the site, in particular there are tree belts fronting the river and at the site entrance from James Watman Way. The ground level of site falls away from east to west (towards the river). The eastern part of the site sits below the level of Royal Engineers Road.
Current use	Medical/laboratory paper and equipment manufacture
Adjacent uses	To the south of the site is Maidstone United football stadium and the Kent History and Library Centre along with residential flats and extra care residential units. The site is bounded to the west by the River Medway. To the north are the residential areas of Kerry Hill Way and Lee Heights and Springfield House (Grade II listed) which is used as offices and the former county library site which has outline planning consent for 114 dwellings (09/0862) and is subject to a current renewal application (12/2032). The land to the north east of the site has planning consent for mixed office and residential development.
Planning and other designations (e.g. AONB, MGB)	The adopted Maidstone Borough-wide Local Plan allocates the car parking area in the south eastern corner of the site for housing development (Policies H1 and H15). The north western corner of the site falls within the Area of Local Landscape Importance in the adopted Local Plan (ENV35). [note: this approach of designating landscape areas

	will not be carried forward into the new Local Plan.]
Planning history	<p>(selected)</p> <p>90/1665: erection of system building to form gatehouse and messroom. Approved with conditions. 26 April 1991.</p> <p>92/0099: erection of single storey building. Approved with conditions. 26 May 1992.</p> <p>98/1571: outline application for erection of residential development comprising 33 dwellings. Refused 23 Nov 2000. Appeal withdrawn.</p> <p>Car park: 07/0436: outline application for residential dwellings at a density of 50dph. Granted with conditions 7 June 2007.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	<p>H2 - Housing Land Allocations: Land between Springfield and River Medway</p> <p>Objection DH0552 - Whatman Plc</p> <p>Issue The allocation of the site for housing.</p> <p>Conclusions</p> <p>4.569 I have dealt with this case on the basis of the supplementary information in the letter dated 8 March 1999 from Town Planning Consultants on behalf of the objectors, and the Council's response of 1 April 1999. I have also taken into account the development brief for Springfield (CD48). In Chapter 3 I recommended that the North Medway Green Corridor should be deleted, but this does not alter my view that the area which it covers should be kept open by its designation as an ALLI under ENV38.</p> <p>4.570 Part of this site is shown in CD48 for possible housing, and I note that an outline planning application has been made for 34 houses on the land. This is clearly a sensitive site, within an ALLI and adjoining Springfield, itself a sensitive site with potential for development which is recognised in the development brief. Moreover, there is a range of options for the site and the wider area covered by the brief. In all these circumstances, it seems to me that the future use of the objection site should continue to be determined in the context set by CD48 and the policies in the Plan, rather than by making it subject to a policy in its own right.</p> <p>RECOMMENDATION</p> <p>4.571 Do not modify the Plan in response to this objection.</p>
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>This is a substantial site within the urban area of Maidstone. From public vantage points, views of the site tend to be obscured. This is partially because of the belts of mature trees within the site which screen views through the site and also because of the site sits below the level of Royal Engineers Road so views into it from this direction are limited to glimpses of the factory building roofs. There is also an extensive tree belt along the riverside path which limits views from this direction.</p>

	<p>Overall the extent of tree cover gives the site a parkland character which somewhat disguises the extent of existing development which is on the site.</p> <p>Site not covered by the Landscape Character Assessment 2012.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>KCC Ecology Officer: Over half of the site is buildings, hard standing or amenity grassland. The rest of the area is rough grassland, scrub and woodland. There is a pond in the SW corner of the site and mature trees along the western boundary which is adjacent to the River Medway. As it is adjacent to the river there is good connectivity to the surrounding area. There is potential for protected/notable species to be present including bats (roosting within buildings and trees), reptiles, breeding birds and bats.</p> <p>Ecological constraint level 3: potential for minor ecological impacts. (scale used is from 1 to 4 with 1 applied to sites of the highest ecological significance)</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>MBC Landscape Officer: Tree protection status: There are four Tree Preservation Orders (TPOs) which cover parts of this site: TPO No. 21 of 1997 covers trees to the south, TPO No. 5 of 2003 protects trees to the east, TPO No.11 of 2001 covers trees to the northeast and TPO NO. 5 of 2002 protects trees to the northwest.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are no 'important' hedgerows.</p>
Agricultural land quality	n/a
Heritage impacts (Listed building, conservation area)	<p>MBC Conservation officer:</p> <p>Historic Buildings: This site contains two listed structures – the former rag room at Springfield Mill and the beam from a beam engine. The former is inextricably linked in to the overall complex of Springfield Mill, a mill of great importance in the history of paper making. Preservation of the rag room in isolation would be meaningless and would fail to preserve its significance. Much remains of the 19th Century industrial structures, and all pre-1948 buildings should be considered as curtilage listed. For these reasons widespread redevelopment of this site is inappropriate and strong heritage objections would apply.</p> <p>Conservation Areas: None affected. Historic Parks and Gardens: None affected. Archaeology: No known implications</p>
Archaeology (SAM etc.)	KCC Archaeologist:

	<p>Site of post medieval (and earlier?) mill which supposedly contains an early 19th century beam engine; contains several historic buildings and landscaping specific to industrial use and landscaping associated with Springfield House to the northeast; potential for prehistoric remains due to proximity to the river.</p> <p>Assessment level 2: Early Archaeological desk-based Assessment and Historic Buildings Assessment recommended to inform further decisions on developing this site</p>
PROW (within or near site)	Riverside footpath along the western boundary of the site (KMX3).
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>KCC Highways:</p> <ul style="list-style-type: none"> • Site accessed from James Whatman Way. • The site is considered suitable for the uses proposed. It enjoys direct access to the A229 Royal Engineers Road, which has a relatively poor crash record at the roundabout access to the site, although this should be set in the context of the high peak time traffic flows into central Maidstone. Nevertheless, it may be that capacity and safety improvements will be required at this junction should the development generate a net increase in trips relative to the extant use. Consideration should also be given to the effect of the development on local air quality. There are continuous foot/cycleway links between the site and Maidstone Town Centre. • The site is within walking and cycling distance of Maidstone Town Centre and is served by Bus Route 101, which provides a service to Maidstone Town Centre, Chatham and Gillingham every 10 minutes on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	No formal public access into the site. The site is extensive and in existing commercial use. Impacts on the residential properties to the south (in particular the extra care facility) should be capable of being addressed through the careful siting of new development.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Site is in established use. Utilities connections in place.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is quite centrally located in the town and so has with quite good access to services and facilities and is accessible for the workforce. It is within walking distance of Maidstone East station and has good connections to the strategic road network via A229. The site is also served by bus route 101 which gives a direct connection to the Medway towns.
Air quality/noise	The site is within the Air Quality Management Area. MBC Environmental Health Officer has indicated that measures would be sought through a travel plan for the site to control transport generated emissions.
Land contamination	MBC Environmental Health Officer: a site investigation will be required and a Phase I contamination assessment undertaken.
Flood Risk (zone/drainage)	<p>The western extent of the site falls within FZ2 with an area of a lesser extent in FZ3.</p> <p>Environment Agency:</p>

	<p>Flood risk: No objection for re-development for business use. A small part of the site is within FZ3 and so at high risk to flooding. Re-development should follow the Sequential Approach and seek to remove existing development within FZ3.</p> <p>Source protection zones: SPZ are used to protect abstractions used for public water supply. The site is within SPZ1 source protection zone. Precautions may be required to reduce the risk of the development on the abstraction.</p> <p>River Medway is Water Framework Directive watercourse. The requirements of the Thames River Basin Management Plan (RBMP) should be taken into account. This is because the Plan may include specific recommendations for the relevant water bodies to help them achieve their desired condition by the end of the WFD.</p> <p>Inappropriate development close to or beside rivers may adversely affect the ability of us and our partners, including Planning Authorities, to help deliver all outcomes required in the RBMP.</p> <p>Update (residential) No objection for re-development for business use. A small part of the site is within FZ3 and so at high risk to flooding. Re-development should follow the Sequential Approach and seek to remove existing development within FZ3. We would oppose "more" or "highly vulnerable forms of development within Flood Zone 3.</p>
<p>Will the sequential test apply to the proposed use?</p>	<p>n/a</p>
<p>Suitability conclusion</p>	<p>This site is in the built up area of the town with a significant proportion of previously developed land. Redevelopment of the site is acceptable with the extent of development on this site likely to be constrained by</p> <ul style="list-style-type: none"> • Listed building • Flood zone • TPOs <p>Archaeology and ecology impacts would also require appropriate assessment in connection with any application.</p>

<p>3. AVAILABILITY</p>	
<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>The site is in the process of being vacated and the landowners are currently promoting its sale to developers.</p>
<p>Availability conclusion</p>	<p>Available.</p>

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Removal of existing structures, buildings and underground workings associated with the long standing business operations on this site. Some prospect that localised decontamination may be required.
Market attractiveness (of proposed uses, site and location)	This substantial, brownfield site which is within relatively close proximity of the town centre is considered likely to be attractive to developers.
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>The redevelopment of this partially brownfield site is acceptable with the extent of development needing to take account of the presence of the listed building/structure, flooding and protected trees. Archaeology and ecology impacts would also require appropriate assessment in connection with any application.</p> <p>ACCEPT</p> <p>Approximate Yield: 425 dwellings</p>

1. SITE INFORMATION	
Reference Number	MX-1
Site name/address	South of Headcorn Railway Station
Landowner	Dr. Anwar Ansari
Agent	Mark Dennet, Suburban Studios
Greenfield/PDL	Greenfield (regenerated former railway track-bed)
Proposed uses (sqm)	Houses 4/5 dwellings or Traveller pitches
Site area (ha)	0.85
Is the site urban, adjacent to urban, rural settlement or rural	Rural, adjacent to RSC
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site lies immediately to the south of the Ashford-Tonbridge Railway Line and to the south/south-east of Headcorn Railway Station. A passing-loop/siding forms the northern site boundary.</p> <p>On the north side of the railway line lies bungalows in Orchard Glade.</p> <p>It comprises the area of a long-dismantled railway that used to connect Headcorn and Tenterden to the south. There is evidence of a raised platform section on part of the site (with trees growing through it).</p> <p>The site is otherwise now completely wooded with pathways through it. Either side of the site is open agricultural land in arable use.</p>
Current use	Wooded area (former railway now dismantled)
Adjacent uses	Railway to north. Agriculture to east and west. To SE factory complex
Planning and other designations (e.g. AONB, MGB)	Low Weald SLA Adj. Local Wildlife Site Close to River Beult SSSI
Planning history	None
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	<p>Yes - Paragraphs 5.17, 5.82 and ED1 - Aims and Objectives (Economic Development) Land South of Headcorn Station</p> <p>Issues (a) Whether there is a need for the proposed uses. (b) Whether Headcorn is a location for the proposed uses which would meet the objectives of sustainable development. (c) The effect of the proposed uses on the character and appearance of the area.</p> <p>Recommendations: 5.24 A Do not modify the Plan in response to this objection. B Number SSSIs on the Proposals Map as shown on Appendix 4 of the Plan. C Delete "Beault" from item 6 of Appendix 4 of the Plan and replace it with "Beult".</p>
Landscape/townscape impact	

<p>– including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>Woodland surrounded by open agricultural land close to LWS (River Sherway) and SSSI (River Beult).</p> <p>Bounded to north by railway and associated fencing which impedes views from Headcorn village except from footbridge at Station.</p> <p>Woodland visible as strong landscape feature from A274 to east.</p> <p>The site is located within the Beult Valley area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying broad shallow valley of the meandering River Beult and Hammer Stream within the Low Weald • Many ponds and watercourses with important ecological interest • Species rich native hedgerow field boundaries with mature oak trees as imposing hedgerow trees and sometimes within fields where boundaries have been removed • Mixed agriculture with large fields supporting arable cultivation and small riverside fields with pasture • Sparsely scattered small woodlands • Historic north-south crossing points with ragstone bridges over the River Beult <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve and Restore.</p>
<p>Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)</p>	<p>The whole site is a Local Wildlife Site. This is a woodland strip leading to the river sherway. There is a pond along the NW boundary of the site. There is a potential for protected/notable species to be present including reptiles, GCN, bats.</p> <p>Ecology Constraint Level 1 - potential for significant ecological impacts.</p>
<p>Trees (inc. TPO, ancient woodland within and adjacent to site)</p>	<p>Tree protection status: Tree Preservation Order (TPO) No. 8 of 1980 protects a block of woodland covering most of the site except the northern tip. There are also 4 protected individual trees near the northwest boundary and 1 on the southwest boundary.</p> <p>Ancient woodlands (<i>from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There appear to be no 'important' hedgerows as the area forms a block of woodland.</p>
<p>Agricultural land quality</p>	<p>N/A</p>
<p>Heritage impacts (Listed building, conservation area)</p>	<p>None</p>

Archaeology (SAM etc.)	The site runs along the alignment of the post medieval Kent and East Sussex Railway line; any structural or earthwork remains could be of heritage interest. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	KH602 to east of site (crosses railway to Orchard Glade) Only access is via Headcorn Station and the existing footbridge over the railway line. No PROW indicated though.
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Potential for access from the A274 Biddenden Road. • The site does not have a specified development proposal. • The site is considered suitable for development. It enjoys good access to the A274, although the crash record for the road is relatively poor and may require mitigation. • The site is within walking and cycling distance of Headcorn, although there is no footway on Biddenden Road between the village boundary and the site access. • Headcorn Station is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross on weekdays and bus route 12 passes the site, providing an hourly service to Maidstone and Tenterden on weekdays. • It is recommended that Network Rail be consulted on this site given the proximity of the Ashford to Tonbridge railway line. <p>No road/vehicular access Pedestrian access only from Headcorn Station and footbridge</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Houses on north side of railway (Orchard Glade).
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	None apparent
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Site located close to Headcorn Station and the centre of the village
Air quality/noise	Not in AQMA or hotspot. Railway line and station to north
Land contamination	Possibly as the site is former railway track-bed
Flood Risk (zone/drainage)	In Flood Zone 3 and Flood Zone 2 Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design. A large part is within Flood Zone 3. Development within this site should be restricted to areas within Flood Zone 1. However, the site is completely surrounded by an area of Flood Zone 3 which would make access to the site extremely

	hazardous under flood conditions. This site should only be considered further if, having undertaken the Sequential Test, no safer options are available within areas at lower flood risk. Any planning application would also need to be considered against the Exception Test. In order for this test to be passed , the FRA must demonstrate how safe access from the site can be achieved under flood conditions. As this is unlikely to be achievable, it is unlikely the Exception Test can be passed.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	Not suitable: No access and visual impact of loss of woodland and then resultant development Flood Zones 2 and 3

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Whole site owned by the promoter
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No access to get materials onto site.
Market attractiveness (of proposed uses, site and location)	Limited – no highway access.
Achievability conclusion	Not achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

The site is unsuitable for any form of development as there is no appropriate access, protected woodland covers most of the site and it falls within Flood Zones 2 and 3.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference number	MX-2
Site name/address	The Old Goods Yard, Headcorn Rd, Lenham
Landowner	The Russell family
Agent	Peter Court Associates
Greenfield/PDL	PDL
Site area (ha)	3ha
Proposed yield	Not stated
Is the site urban, adjacent to urban, rural settlement or rural	Adjacent Lenham village boundary.
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	The site is located on the western side of Headcorn Road to the south of Lenham Village. The site is at a lower level to the main road and is currently well screened. This is an existing employment site with residential land adjoining it on the southern side. The area north of Headcorn Road forms part of the AONB.
Current use	The site is currently occupied by a family roofing business.
Adjacent uses	To the north of the site is the Railway line and Lenham Station, to the east is agricultural land, to the west is open countryside and partially a building company which is accessed adjacent to the northern boundary of the site, the residential use is the southern part of the site and also available for allocation and part of the overall scheme.
Planning and other designations (AONB, greenbelt etc)	The site is open countryside.
Planning history	Nothing significant.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Not considered.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p><u>16 - Harrietsham to Lenham Vale</u></p> <p>KEY CHARACTERISTICS</p> <ul style="list-style-type: none"> • Landscape to the north forms part of the Kent Downs AONB • Topography slopes upwards to the north across the foothills and lower slopes of the North Downs • Mosaic of mixed farmland divided by non rectilinear hedgerow boundaries • Pocket of lowland dry acid grassland

	<ul style="list-style-type: none"> • Small field pattern and equestrian grazing north of Harrietsham • Series of drains running south, often defined by ribbons of native vegetation • Blocks of native woodland • Large scale industrial and commercial development <p>Condition Assessment - Moderate Sensitivity Assessment - Very High</p> <p>CONSERVE AND RESTORE</p>
Ecological Impacts (inc. SSI & local wildlife sites within or adjacent to site)	<p><u>KCC Biodiversity Officer advice</u> –</p> <p><i>We advise that most of the allocation sites will require preliminary ecological appraisal and some will require specific protected species surveys to ensure that all relevant material considerations can be addressed in the determination of applications. Ecological assessments will also support the developers in achieving BREEAM Code for Sustainable Homes targets and identify opportunities for ecological enhancements that will support Maidstone BC in meeting the principles of the NPPF.</i></p> <p><i>The site consists of hard standing and sheds to the NW and East, rough grassland to the south and NE and a house with amenity grassland to the SE. There is a small area of woodland and a pond in the SW of the site. All the rough grassland fields and the house and garden are surrounded by mature hedgerows and/or areas of scrub. Good potential for protected species to be present including reptiles, GCN, breeding birds and invertebrates. The site is adjacent to the station so there is good connectivity to the site.”</i></p> <p>Constraints Level 2</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p><u>Landscape comments-</u></p> <p><i>“Whilst there is currently no TPO covering the site there are trees marking boundaries which are significant, particularly to the north, east and west of the site and which may merit protection by a TPO. There are no designated Ancient Woodlands. There may be 'important' hedgerows on the site.”</i></p>
Agricultural land quality	AGRICULTURAL LAND CLASSIFICATION - GRADE 2
Heritage impacts (Listed building, conservation area)	No issues.
Archaeology (SAM etc.)	SCALE 4 - site lies close to post medieval railway bridge.
PROW (within or near site)	None.
Access (Highways)	<ul style="list-style-type: none"> • Site accessed from Headcorn Road.

<ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport/walking/cycling 	<ul style="list-style-type: none"> • The site is considered suitable for housing. It enjoys good access to the A20 via High Street and Faversham Road / Maidstone Road, which have a relatively good crash record, although there is a relatively poor crash record at the A20 / Faversham Road junction which may require mitigation. A continuous footway link to Lenham village centre is provided on Headcorn Road, although there may be scope to extend the footway on the western side of the road to the site access. • All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. • The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays. • It is recommended that Network Rail be consulted on this site given the proximity of the London Victoria to Ashford railway line.
<p>Access to services – distances from bus stop/rail station/shop/GP/school</p>	<p>The site is 982m from the nearest medical hub/GP. The site is 469m from the nearest secondary school. The site is 448m from the nearest primary school. The site is 639m from the nearest post office. The site is 359m from the nearest sports facility. The site is 357m from the nearest play space. The site is 147m from the nearest green space. The site is 357m from the nearest bus stop. The site is 37m from the nearest train station. The site is 736m from the nearest cycle route.</p>
<p>Impacts on existing residential amenity (including access to open space)</p>	<p>Nothing significant.</p>
<p>Availability of utilities infrastructure – e.g. water/gas/electric</p>	<p>Likely as an existing premises.</p>
<p>Air quality/noise</p>	<p>No significant issues.</p>
<p>Land contamination</p>	<p>Not on or within 250m of landfill site.</p>
<p>Flood Risk (zone/drainage)</p>	<p>No significant issues.</p>
<p>Suitability (assessment conclusion)</p>	<p>The site is not considered suitable for the reasons set out in the conclusion.</p>

3. AVAILABILITY	
Is the whole site available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The owner wishes to relocate the family business.
Availability conclusion	The site is available.

4. ACHIEVABILITY	
Identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	This is partially a brownfield site and therefore contamination costs would likely be involved.
Market attractiveness (of proposed uses, site and location)	Market attractiveness is indicated by the site's current use.
Achievability conclusion	In practical terms development could be achieved but not desirable in planning terms.

Timing (following assessment - when could the site be delivered?)	
now - 2016	X
2016 - 2021	
2021 - 2026	
2026 - 2031	

6. CONCLUSIONS
<p>The site relates poorly to the existing pattern of built development in Lenham Village. The site would be separated by the main line railway. Further development/redevelopment of this site would encroach into the countryside into a southerly direction away from the site. The existing site is reasonably well screened and even with careful planning redevelopment would undoubtedly open up views of the site.</p> <p>There would be clear views when approaching from the south and along the PRoW to the east.</p> <p>There are no highway objections raised to the proposed redevelopment of the site – however enhancements would need to be sought for connectivity with the village. Whilst commercial development is proposed as a buffer between the railway line and the residential development this would further detach new dwellings from the village settlement.</p> <p>It is considered that even if there are no barriers in terms of highway, noise, ecology or other technical planning considerations to delivering a development on this site, the poor relationship of the site to the village as set out above renders this site unsuitable for allocation.</p> <p>REJECT</p> <p>Approximate yield: 0</p>

1. SITE INFORMATION	
Reference Number	MX-3
Site name/address	8 Faversham Road Lenham
Landowner	RAMAC Group
Agent	Simon Flisher, Barton Willmore
Greenfield/PDL	PDL
Proposed uses (sqm)	Retail at ground floor 6 flats above
Site area (ha)	0.2
Is the site urban, adjacent to urban, rural settlement or rural	Within RSC Settlement
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site fronts Faversham Road to the north of the Lenham village centre. The site comprises a former retail unit (Lenham Ironmongers) with premises above which have been damaged by fire. Adjoining the retail unit is a 2 storey office building which appear to be unoccupied (formerly used as the local MP's constituency office).</p> <p>Adjoining the frontage office building to the rear is a single storey office accommodation which is partly occupied. To the rear of the retail premises is a further single storey extension, apparently empty, which may have been used in connection with the previous retail use, possibly as a workshop. To the rear there is also an area of hardstanding and a stand alone single storey building occupied by Lenham Dance Studio.</p> <p>To the north west of the site on the same side of Faversham road is Atwater Court, a sheltered residential complex and to the south west the properties fronting Faversham Road comprise a mix of residential and commercial premises. Facing the site on the opposite side of Faversham Road are further residential properties set back in their plots from the road frontage. The rear of the site adjoins the residential properties at Wickham Place and also the rear of the commercial premises which front onto The Square.</p>
Current use	Fire damaged retail, offices and dance studio
Adjacent uses	Residential and commercial (retail/office) uses close to the village centre
Planning and other designations (e.g. AONB, MGB)	<p>The site falls within the Special Landscape Area as defined in the Maidstone Borough wide Local Plan.</p> <p>The retail unit falls within the local centre defined under Policy R10 of the Local Plan.</p>
Planning history	<p>Selected:</p> <p>78/0055 - Lenham Ironmongers, Faversham Road, Lenham - Use of building for purpose of toolmaking was granted on 28/4/1978.</p> <p>81/1405 - 8, Faversham Road, Lenham - Change of use from light industrial to builders workshop and office and erection of covered way was Approved/Granted with Conditions on</p>

	<p>29/10/1981.</p> <p>83/0017 - 8, Faversham Road, Lenham - Alteration to existing workshop/store to form additional office accommodation was Granted on 4/3/1983.</p> <p>01/0287 - 8, Faversham Road, Lenham - Conversion of garage/maintenance building to dance studio was Approved/Granted with Conditions on 22/5/2001.</p> <p>03/0777 - Lenham Dance Studio 8 Faversham Road Lenham - Variation of condition 1 of previous permission, MA/01/0287, to continue use of building/land as a dance studio, was Approved/Granted with Conditions on 29/5/2003.</p> <p>13/1570 - Demolition of existing fire damaged building (class A1 retail use and B1 office use) and the erection of a mixed used development comprising class A1 retail use at ground floor level and 4no. two bedroom apartments at first floor level. To be determined.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>This is an exiting developed site. Redevelopment of the site could improve the townscape of the immediate area through the removal and redevelopment of the existing fire damaged building fronting Faversham Road. There is also the opportunity to make better use of this under-utilised brownfield site with the potential for townscape benefits.</p> <p>The site is located within the East Lenham Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Landscape to north of A20 is situated within the Kent Downs AONB • Series of springs and drains run south towards the Great Stour • Medium to large sized fields of arable and pasture • Field boundaries and roads run against and along the contours • Isolated farmsteads • Railway line cuts through landscape with arched brick underpasses <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>The site is hard standing and buildings. Reduced potential for protected/notable species - some of the buildings may have some potential to contain roosting bats.</p> <p>Ecology Constraint Level 3 - potential for minor ecological impacts - Some suitable habitats and features for</p>

	protected/notable species present on or near site.
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: There are one or two significant trees within the site which are currently protected by virtue of being located in the Conservation area. Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone Borough, August 2012)</i></p> <p>There are no designated Ancient Woodlands. Hedgerow status: There are no 'important' hedgerows.</p>
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: A number of listed buildings lie nearby in Faversham Road and The Square. The buildings currently occupying this site are modern and partially industrial in nature; they make either a neutral or negative contribution to the settings of these historic buildings. Redevelopment would provide the opportunity to secure a more visually pleasing building/ buildings which would enhance the settings of these historic buildings.</p> <p>Conservation Areas: The site lies partly within the Lenham Conservation Area. The buildings currently on the site are of no interest and make either a neutral or negative contribution to the character of the conservation area. Redevelopment would provide the opportunity to enhance the conservation area.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: No specific implications are known, but given the site lies within the medieval core of the village there is potential for some impact on archaeology. Other Comments: From a heritage point of view, redevelopment of this site would be welcome.</p>
Archaeology (SAM etc.)	<p>The site lies within the historic core of the medieval market town of Lenham and only c.20m from the 18th century lock up. This lock up is a Scheduled Monument; there are several listed buildings along the Old Ashford Road and setting of these historic buildings needs to be considered. Early assessment of impact on setting of Lock Up SAM recommended.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p> <p>The site is in an area of archaeological potential</p>
PROW (within or near site)	Site is publicly viewable from Faversham Road.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site situated adjacent to existing residential properties in Lenham and is in existing retail use. • Site accessed from Faversham Road. • The site has been promoted for A1 Retail and Housing uses. • The site is considered suitable for housing and retail development. It enjoys good access to the A20 via Faversham Road, which has a relatively good crash record, although there is a relatively poor crash record at the A20 / Faversham Road junction which may require

	<p>mitigation. A continuous footway link to Lenham village centre is provided on Faversham Road.</p> <ul style="list-style-type: none"> • All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. • The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	There are residential properties immediately adjacent to the site at Atwater Court and Wickham Place as well as the residential properties in close proximity further south and on the opposite side of Faversham Road. Development of the site would need to be planned to avoid overlooking and the blocking of light to these properties as well as undue disturbance from traffic movements, including deliveries.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	The promoter confirms that there are existing services to the site.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is in very close proximity to the existing facilities and services of Lenham centre. Lenham itself benefits from primary and secondary schools, GPs surgery and community centre as well as a railway station. There is a bus stop in The Square for the service between Maidstone and Ashford.
Air quality/noise	Not in AQMA or hotspot
Land contamination	Possibly
Flood Risk (zone/drainage)	<p>In Flood Zone 1</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p>
Will the sequential test apply to the proposed use?	A small part of the site falls within the defined local centre and the majority of it is 'edge of centre' under the terms of the National Planning Policy Framework. A sequential sites assessment would not be required for the retail use proposed.
Suitability conclusion	<p>The site is considered suitable, in principle, for a mix of retail and residential development. The details of any scheme must in particular respond to the proximity of nearby listed buildings and the site's partial location within the conservation area as well as the amenity of nearby residences.</p> <p>Parts of the site are currently, or previously, in office use and this use is also considered appropriate for the site, either wholly or part of a mixed use scheme.</p>

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	The site is in a single ownership and there is current developer interest in the site. It is considered to be available.
Availability conclusion	Available.

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Development is expected to require the demolition of existing buildings. There are existing uses on site (dance studio and offices) which will give the site an existing use value and, if redevelopment were to be achieved, could necessitate alternative provision being made for these occupants, subject to the terms of any leases.
Market attractiveness (of proposed uses, site and location)	Site was previously in commercial use. Site is also well located in the centre of the village with its attendant facilities and should be attractive for future commercial/residential use .
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>The site is considered acceptable, in principle, for a mix of retail and residential development. The details of any scheme must in particular respond to the proximity of nearby listed buildings and the site's partial location within the conservation area as well as the amenity of nearby residences. Parts of the site are currently, or previously, in office use and this use is also considered appropriate for the site, either wholly or part of a mixed use scheme. However because of the size of the site it is not considered appropriate for inclusion as an allocation in the Local Plan and should be dealt with by way of planning application.</p> <p>ACCEPT (but do not allocate. Site too small and subject to an existing planning application)</p>

1. SITE INFORMATION	
Reference Number	MX-4
Site name/address	North of Heath Road Coxheath
Landowner	Mr M J Older
Agent	Christopher Atkinson
Greenfield/PDL	Greenfield
Proposed uses (sqm)	Mixed use (residential B1(a b & c) B2 and B8
Site area (ha)	6.8
Is the site urban, adjacent to urban, rural settlement or rural	Rural - Adjacent to settlement
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site located immediately to the west of the edge of the village envelope of Coxheath. It is on the north side of the B2163 Heath Road. The land falls gently towards the north.</p> <p>Currently, the site is comprised largely of sweet chestnut woodland with heathland plants such as Broom taking hold, along with Sweet Chestnut /Silver Birch trees on previously more open areas. In the centre of the area is an open grassed area beyond a bund feature.</p> <p>The established woodland is not being managed as coppice woodland.</p> <p>From throughout much of the indicated area, the dwellings at Whitebeam Drive/Lynden Road and Wakehurst Close to the east are visible; there is a harsh edge to the village. The majority of this boundary is close-boarded fencing and the houses are on slightly higher land than much of the site. Boundary edge used for dumping of household garden waste in some cases. Approximately half way into the site, to the west, the dwellings at Adbert Drive/Fairhurst Drive are visible. These were built on the site of a former scrap metal yard.</p> <p>The north east corner of the indicated area bounds an existing playing field marked out as football pitches accessed from Lynden Road which is fenced by steel palisade fencing.</p> <p>The whole area is criss-crossed by a network of informal paths running north-south and east-west through the woodland and scrub.</p> <p>PROW KM46 runs along the western side of the site from Heath Road towards Pleasant Valley Lane which is also a PROW (KM44) but which is surfaced and serves a number of dwellings and also grazing land.</p> <p>There is very little evidence on the ground of the development certified to have commenced under the 1999 CLD.</p>
Current use	Open area and woodland used for informal recreation and dog-walking

Adjacent uses	Residential/Public open space (NE corner)
Planning and other designations (e.g. AONB, MGB)	MBWLP:ENV32 Southern Anti-coalescence Belt
Planning history	<p>13/1979 – outline application for up to 55 dwellings – decision awaited.</p> <p>Planning permission was granted in 1972 (MK/3/71/385) for a petrol filling station and showroom with caretaker’s flat on a site fronting Heath Road (see attached drawing 064/02: Site Location Plan). The development was commenced and an application for a lawful development certificate, demonstrating that the permission remained valid, was granted in 1999 (99/0771).</p> <p>96/0233 - Outline application for residential development with all details reserved for subsequent approval except means of access involving new access was refused on 2/5/1996.</p> <p>88/2135 - Discontinuance of scrap yard use and erection of small industrial/warehousing units was refused on 25/4/1989.</p> <p>79/1745 - Residential development with public playing fields and other community facilities was refused on 18/12/1979.</p> <p>75/1182 - Petrol filling station, showrooms and workshops, ancillary offices and managers flat was refused on /4/1976.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	<p>Yes - Issues Whether housing on these sites would: be contrary to the aims of sustainable development and reducing the need to travel set out in PPG13; or (b) harm the character and appearance of the area; and if so (c) whether the need to meet the Structure Plan housing requirements, or any benefits which may arise from the development, override any harm which might be identified.</p> <p>Recommendation: 4.379 Do not modify the Plan in response to these objections.</p>
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>This site has and is continuing to regenerate.</p> <p>It is not apparent that the area is being actively managed as coppiced woodland.</p> <p>The site is not visible in long distance views due to its shielding by the village to the east and the existing woodland to the west, south and north.</p> <p>Development on the site, notwithstanding the CLD that was issued in respect of the 1972 permission, would have a clear visual impact and result in a loss of a significant area of woodland and the regenerating area unless development was framed in the context of the woodland and sought to retain appropriate buffers and connectivity corridors.</p> <p>Outright clearance would be harmful to the setting of the village and result in reduced connectivity with woodland area further west and to the south of Heath Road some of which is</p>

	<p>designated as plantation ancient woodland in the 2012 inventory and designated as a Local Wildlife Site.</p> <p>Development of the site as submitted would also significantly reduce the separation of the village from the hamlet of Dean Street to the west.</p> <p>The site is located within the Coxheath Plateau area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Plateau above Greensand Ridge • Orchards and soft fruit production • Broadleaf woodland with sweet chestnut coppice • Extensive recent development at Coxheath • Long distance views across the Medway Valley to the North Downs <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to <i>Conserve and Reinforce</i>.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Regenerating and established Sweet Chestnut coppice woodland with signs of typical heathland plants establishing on previously open areas.</p> <p>LWS Quarry Wood located some 200m to SDW but connected by existing areas of coppice woodland only severed by roadways.</p> <p>KCC Ecology: The majority of the site has been designated as ancient woodland. Most of the site is wooded - the only exception is there are a few patches of rough grassland in the centre of the site. Even if the site isn't wooded - the ground flora may still contain ancient woodland indicator species. Potential for protected/notable species include bats/reptiles/breeding birds/flora</p> <p>Ecology Constraint Level 1 - potential for significant ecological impacts</p> <p>[Note: notwithstanding the comments above, the 'Revision of the Ancient Woodland Inventory for Maidstone' does not record any ancient woodland on this site]</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Whilst there is currently no TPO covering the site there are significant blocks of woodland of amenity value covering the majority of the site (coppice woodland to the north, woodland/scrub with clearings to the centre of the site and further non-coniferous woodland in the western portion of the site) which are likely to be worthy of protection.</p> <p>Ancient woodlands (from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012')</p> <p>There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are no 'important' hedgerows.</p>

Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	N/A
Archaeology (SAM etc.)	No known archaeology Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	Footpath KM46 runs along western boundary KM44 along northern boundary
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site located adjacent to existing residential properties in Coxheath. • Site accessed from the B2163 Heath Road. • The site has been promoted for B8 use. • The site is considered suitable for only limited B8 uses, as HGV traffic would be required to route through Coxheath village centre and Maidstone Town Centre to access the motorway network. • The site enjoys direct access to the B2163 Heath Road, which has a relatively good crash record, although there is a relatively poor crash record at its junction with the A229 which may require mitigation. A continuous footway link to Coxheath village centre is provided along the southern side of Heath Road, although the extension of the footway on the northern side of the road and the 30mph speed limit to the site access should be considered. • All of the village services within Coxheath are within walking and cycling distance of the site and the nearby bus stops on Heath Road are served by Bus Route 89, which provides a service to Maidstone every 20 minutes on weekdays. <p>Direct access from Heath Road B2163. Pleasant Valley Lane is a narrow lane serving a number of dwellings and grazing paddocks. Not suitable for any additional traffic in my view</p> <p>Site served by Bus route 89. Nearest stops some 100m east of site on Heath Road. Frequent service to Maidstone</p> <p>Continuous footpath (both sides of road) to Coxheath village centre 410m to east</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Any development is likely to impact on the residents of Whitebeam Drive/Lynden Road that back onto the site as they have become used to the wooded/undeveloped area to their west. The area is used as informal open space and is criss-crossed by a network of informal paths
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Water Gas and Electricity run along Heath Road
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Coxheath immediately adjacent to site Maidstone within 20-30 minute bus ride. Frequent service. Two GPs in Coxheath (Stockett Lane and Heath Road both adjacent to village centre Primary school in Stockett Lane Coxheath village centre has a number of shops and services.
Air quality/noise	Not in AQMA or hotspot

Land contamination	Dealt with on adjacent development that took place on scrap yard
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes for B1a offices.
Suitability conclusion	B2 and B8 uses would not be suitable given the closeness to residential uses. Development of this site would also have significant ecological impacts. Development would reduce the separation of the village from the hamlet of Dean Street to the west. The submission proposes that part of the site could be transferred to public ownership to be used as open space. If this area were substantial, and properly safeguarded from future development, this could help to mitigate the concern about settlement coalescence.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	In one ownership Landowner has been trying to get site developed for many years.
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No apparent abnormal constraints or costs
Market attractiveness (of proposed uses, site and location)	This edge of village location is likely to be attractive for residential development and potentially for small scale employment development as part of a mixed use proposal.
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

The site is regenerating and a significant area of coppice woodland would be lost. There would be likely to be significant ecological impact.

B2 and B8 uses would not be suitable given the closeness to adjacent residential uses

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-5
Site name/address	Woodford Farm Maidstone Road Staplehurst
Landowner	Roy Morgan, Kent Conservatory
Agent	None
Greenfield/PDL	Part Greenfield, part PDL
Proposed uses (sqm)	Option 1 - one commercial unit 350m ² light ind + 1000/1500m ² residential or live work representing 8 to 10 dwellings/offices Option 2 - 6 gypsy pitches Option 3 - live/work + affordable housing + commercial + small community retail potentially 8 to 20 units
Site area (ha)	1.3
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is situated to west of the A229. The site is generally level and comprises the residential property Woodford Farm, its garden (to the north) and the land and buildings to the rear (west). To the rear of the house are a number of single storey timber and blockwork buildings. The building furthest to the west which is sited along the southern site boundary is the business premises of a conservatory business. There is an area of hardstanding in front (north) of the eastern part of this building which is being used for the informal storage of building materials (some of which appears to be waste) along with the parking of a caravan and vehicles. The further north and western parts of this rear part of the site comprises a very rough, grassed field.</p> <p>The access into the site is from A229 and the driveway runs along the southern boundary of the site, immediately adjacent to and past the southern elevation of the farmhouse. The actual southern boundary is marked by a fence line and tree belt which is coniferous at its eastern end and deciduous at its western end. A fence runs along the western boundary. The northern boundary is marked by mature trees and beyond this tree line are the buildings associated with the adjacent commercial garage use. Also to the north, fronting A229, is the property Fleetwood. To the south of the site is a further residential property Little Woodford. On the opposite (eastern) side of A229 is the Homeleigh timber yard.</p>
Current use	The rear (west) of the site is used as the offices for a conservatory business and for informal open storage. The eastern part of the site comprises the residential property and gardens Woodford Farm.
Adjacent uses	Residential properties to the north (Fleetwood) and south

	(Little Woodford). Commercial garage to the north. Facing the site on the opposite side of A229 is a builders merchant.
Planning and other designations (e.g. AONB, MGB)	None
Planning history	<p>12/0043 - An application for a new planning permission to replace extant permission 08/2501 (Demolition of existing office building and associated structures and erection of single office building with associated works including change of use of existing paddock area for car parking and the change of use of land to residential for Woodford Farmhouse) in order to extend the time limit for implementation was approved with conditions.</p> <p>10/0441 - Application for a non-material amendment following a grant of planning permission 08/2501 was refused.</p> <p>10/0348 - Planning application for erection of car body workshop with spray booth and change of use of strip of land within realigned fence from agriculture to land associated with the car body workshop was granted on 17/6/10. This development was not started in 2013 - B2 gain: 180sqm, Area: 0.23ha</p> <p>08/2501 - Demolition of existing office building and associated structures and erection of single office building with associated works including change of use of existing paddock area for car parking and the change of use of land to residential for Woodford Farmhouse was approved with conditions.</p> <p>05/1234 - Outline application for the erection of 2 number detached dwellings with garages with means of access to be considered at this stage and all other matters reserved for future consideration was refused (dismissed at appeal).</p> <p>02/1814 - Modification and assembly of conservatory components with ancillary storage, as described in application 02/1814G/CLD was approved.</p> <p>97/0055 - Variation of condition 04 attached to 93/1712 to allow the stationing of a portable building for a further three years was refused (dismissed at appeal).</p> <p>93/1829 - Outline application for one detached dwelling with garage was refused (dismissed at appeal).</p> <p>93/1712 - Change of use of existing coach house from offices to residential and temporary stationing of a portable building for use as offices was approved with conditions.</p> <p>90/1999 - Construction of replacement office and storage building was approved with conditions.</p> <p>87/1907 - Single storey dwelling was refused (dismissed at appeal)</p> <p>87/1528 - Change of use of coach house from residential to</p>

	<p>office for sole use of owner was approved with conditions.</p> <p>86/0989 - Erection of single storey office was refused (dismissed at appeal).</p> <p>84/1566 - Outline application for detached dwelling was refused (dismissed at appeal).</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is of mixed rural character, comprising the residential buildings to the south east of the site with garden area to the north of the property, small scale business uses to the south west and very rough pasture land to the west/north west.</p> <p>The property Woodford Farm is glimpsed in obscured views from A229. The land to the rear is screened from views from A229 by the frontage residential development and the commercial garage site which also fronts A229 further to the north.</p> <p>Mid range views of the site could be achieved from the footpath (KM289) which runs along the western boundary of the field which lies some 80m to the west of the site. Views of the site from this same footpath would be limited by virtue of the tree belt along the site's southern boundary.</p> <p>The approved application (08/2501, renewed by 12/0043 and not yet implemented) would see development on the rear of the site reconfigured to provide a replacement office building (orientated NE/SW) and staff and commercial vehicle parking. The consented scheme in its entirety (including parking area/service road) would see approximately half of this rear portion of the site developed.</p> <p>The site is located within the Staplehurst Low Weald area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses enclosed by thick native hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden <p>The condition assessment is <i>Good</i> and the sensitivity</p>

	<p>assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Ponds on site (in the garden of Woodford Farm) and nearby. No ecology designations on site or in the immediate vicinity.</p> <p>An ecological scoping survey and great crested newt habitat assessment were submitted with the application MA/08/2501 assessing water bodies within 500m of the application site. This concluded that the application proposal was not likely to disturb great crested newts, their breeding sites or sheltering places.</p> <p>SSSI no 6 River Beault, Low Weald is 0.5km to the NE.</p> <p>Two residential gardens with buildings and a pond. There is mature trees, hedgerows, rough grassland and bare ground. These sites have some potential to contain protected/notable species including reptiles, roosting bats and GCN.</p> <p>Ecology Constraint Level 3 - potential for minor ecological impacts - Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	None on site or nearby.
Agricultural land quality	The site is Grade 3 agricultural land.
Heritage impacts (Listed building, conservation area)	<p>Not in a conservation area and there are no listed buildings on or adjacent to the site.</p> <p>The nearest listed buildings are (i) Whites, Maidstone Road (East side) and (ii) Barn about 10m east of Whites which are located approx 0.25km north of the site.</p>
Archaeology (SAM etc.)	<p>No archaeology known</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	Footpath (KM289) runs to the west of the site, approximately 80m distant from the site's western boundary at its closest point.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Kent Highways</p> <ul style="list-style-type: none"> • Site accessed from the A229 Maidstone Road. • The site has been promoted for A1, B1a and B1c uses. • The site is not considered suitable for additional employment uses. Although the A229 Maidstone Road has a relatively good crash record, visibility splays at the existing site access would appear to be inadequate and access to the site from the north is particularly difficult. • The site is remotely located in relation to Staplehurst village and there are few residential properties within walking and/or cycling distance. • Bus Route 5 passes the site, providing an hourly service to Maidstone, Staplehurst, Cranbrook and Hawkhurst on weekdays.

Impacts on residential amenity (including access to open space) or other incompatible uses	Development of the site could impact on the amenity of Woodford Farm, if this were to be retained in residential use, in particular from traffic accessing the wider site using the existing driveway which passes immediately to the south of the property.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	No known issues connecting to utilities; existing development in the immediate vicinity of the site. The call for sites submission states that there is electricity and gas supply and mains drainage on site.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is part of the scattered development at Cross in Hand along either side of A229. The nearest services (primary school, shops, GP surgery) are in Staplehurst to the south along A229. Staplehurst railway station, at the northern edge of the village, is some 1.3 miles from the site. The walking route to Staplehurst would be along A229 which does not have a dedicated pavement along its length. There are north and south bound bus stops to the north of the site on A229, opposite Cross in Hand cottages. The Number 5 bus service operates between Maidstone and Sandhurst approximately once a hour during the day.
Air quality/noise	Not in air quality area or hotspot
Land contamination	Possible as parts of the site appear to have been used for informal storage.
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Potentially to option 3, depending on the scale of retail proposed.
Suitability conclusion	Permission has been granted to rationalise existing business accommodation into a single building. This would replace existing buildings and provide for approximately 400sqm of B1 floorspace. Further significant development of this site would represent the intensification of development in a rural location. The intensified use of the existing access would impact on the amenity of the property Woodford Farm through an increase in passing traffic. Whilst there is existing scattered development along A229, the site is not adjacent to an existing settlement with essential services and facilities. The nearest centre for such facilities is Staplehurst, some 1.3 miles away, which is accessible by bus but the A229 does not represent a safe, attractive walking route to the village. For this reason it is considered to be an <u>unsuitable</u> location for further residential development including for an affordable housing under an 'exceptions' approach. Whilst the provision of live/work units could potentially reduce the number of vehicle trips generated per dwelling compared

	<p>with conventional housing, this use would not overcome site's limitations with respect to access to services and facilities. The site is considered <u>unsuitable</u> for live/work units.</p> <p>Retail uses should also be directed to established centres to enable linked trips and access by sustainable modes. This site is outside such a centre and as such is considered <u>unsuitable</u> in principle for retail uses.</p> <p>In view of the existing B1 use on the site, the rear portion of the site could potentially accommodate some additional <u>small scale</u> B1 floorspace in association with the existing business provided building heights were restricted to single storey and any resulting increase in vehicle movements was limited to minimise impacts on Woodford Farm.</p>
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3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Yes. Site is being promoted by the landowner.
Availability conclusion	Available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Some site clearance required.
Market attractiveness (of proposed uses, site and location)	Most likely to be attractive for small scale business use.
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

<p>The site is considered unsuitable for residential uses (including live/work) because the site is remote from an existing settlement. Development (including for Gypsy and Travellers) would have an adverse impact on the amenity of the property Woodford Farm due to the increased use of the access running immediately past the property.</p>
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In view of the existing B1 use on the site, the rear portion of the site could potentially accommodate some additional small scale B1 floorspace in association with the existing business provided building heights were restricted to single storey and any resulting increase in vehicle movements was limited to minimise impacts on Woodford Farm.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-6
Site name/address	The Oaks Maidstone Road Sutton Valence
Landowner	Mrs A Austen
Agent	Thomas Ogden of Judith Norris
Greenfield/PDL	Greenfield
Proposed uses (sqm)	50-48 dwellings or 10,000m ² of commercial (A1 or B1(a b c)) or a mixed use to be subject to further discussion
Site area (ha)	1.67
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site comprises a wedge shaped plot of land. To the south of the site, at the 'point' of the wedge, is the detached residential property 'The Oaks' and its associated garden including a pond which is accessed off Maidstone Road (A274). To the north west of the house are some stables. The rest of the site comprises horse paddocks and a schooling ring.</p> <p>The site is virtually level. It lies immediately to the west of Maidstone Road (A274) and there is a hedge along this boundary with a gateway entrance halfway along the length of the boundary. The north and eastern boundaries are also defined by hedges.</p>
Current use	Residential plus horse paddocks.
Adjacent uses	The site is situated in Warmlake, an area of primarily residential properties sited around the crossroads of A274 and Warmlake Road and Chartway Street. To the west of Maidstone Road, opposite the site, is the Warmlake Business Park which comprises a number of converted former agricultural and other buildings accommodating a range of businesses.
Planning and other designations (e.g. AONB, MGB)	None
Planning history	<p>80/0208 - Erection of one bungalow and garage was refused.</p> <p>04/0935 - Erection of a tractor/implement store was withdrawn.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The Warmlake area is characterised by scattered residential properties and a limited amount of commercial development fronting Maidstone Road, Chartway Street and Warmlake Road. The site itself has a rural character, comprising a dwelling with associated domestic scale equestrian use. Views of the site are close range from Maidstone Road. The site itself sits on the high ground on the northern side of the Greensand Ridge.</p> <p>The site is located within the Kingswood Plateau area of the</p>

	<p>Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Extensive tracts of mixed and sweet chestnut coppice woodland • Plateau of Greensand Ridge and dip slope to east • Deep loam to clay soils with extensive deposits of head • Strong sense of enclosure • Extensive recent development <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Conserve and Reinforce.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>A Large grassland field which is surrounded by hegerows. A the southern corner of the site there is farm buildings, hard standing and mature trees. Some potential for protected/notable species to be present - in particular roosting bats within the buildings/trees</p> <p>Ecology Constraint Level 3 - potential for minor ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	No TPOs or ancient woodland
Agricultural land quality	The site is Grade 2 agricultural land
Heritage impacts (Listed building, conservation area)	Grade II Listed Oast at Warmlake Business Estate opposite site
Archaeology (SAM etc.)	<p>Site includes former post medieval farm complex south of Warmlake Farm.</p> <p>Scale of 4: Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	Pavement running along the east side of Maidstone Road (A274)
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from the A274 Maidstone Road. • The site has been promoted for Housing and B1a, B1b, B1c employment uses. • The site is considered suitable for the uses proposed. It enjoys direct access to the A274, although the nearby A274/Warmlake Road junction has a poor crash record which may require mitigation. • Many of the village services within Sutton Valence are within walking and/or cycling distance of the site via the footway link on Maidstone Road and the nearby bus stops on Maidstone Road are served by Bus Route 12, which provides an hourly service to Maidstone, Headcorn and Tenterden on weekdays. <p>Two access points off A274.</p> <p>There is a bus stop on the western side of A274, just to the</p>

	<p>south of the site. This is served by the 59 service between Maidstone and Grafty Green and the 12 between Maidstone and Tenterden via Headcorn.</p> <p>Pavement running along the east side of Maidstone Road (A274).</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	The principal residential property that could be impacted by development would be The Oaks within the site, if this property were to be retained.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	The site is close to other residential and business premises.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The nearest facilities are in Sutton Valence to the south (primary school; GP surgery) approximately 0.7miles away and the closest services of any scale are in Maidstone itself (approximately 5.5miles to Maidstone town centre).
Air quality/noise	Not in an AQMA and not in a hotspot
Land contamination	None known.
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes if retail of a significant scale is proposed.
Suitability conclusion	<p>Development for either commercial or housing would be a significant intensification of development and activity in this countryside location. Recognising that the noise and volume of the traffic along A274 does have a negative impact on the character of the locality, it is nonetheless a rural location and the site reads as part of the wider countryside to the north and east.</p> <p>The site is not directly related to a main established settlement and the occupiers of any development would need to travel to Sutton Valence or further afield to access key services. Although the distance to Sutton Valence is some 0.7 miles, the route along A274 is busy and noisy and unattractive as a walking route.</p>

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Single ownership No existing developer interest Landowner is promoting site for development.
Availability conclusion	AVAILABLE

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None.
Market attractiveness (of proposed uses, site and location)	Most likely to be attractive for small scale business use.
Achievability conclusion	ACHIEVABLE

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>Development for either commercial or housing would be a significant intensification of development and activity in a countryside location.</p> <p>The site is not directly related to a main established settlement and the occupiers of any development would need to travel to Sutton Valence or further afield to access key services. Although the distance to Sutton Valence is some 0.7 miles, the route along A274 is busy and noisy and unattractive as a walking route.</p> <p>REJECT</p> <p>Approximate yield: 0</p>

1. SITE INFORMATION	
Reference Number	MX-7
Site name/address	Duckhurst Farm, Clapper Lane, Staplehurst
Landowner	Mr David Jones
Agent	n/a
Greenfield/PDL	Both
Proposed uses (sqm)	A mix of any of the following: Housing; Retail; Offices; Research & Development; Light industry; General industry; Storage & distribution;
Site area (ha)	[unknown: supplied site plan is incomplete]
Is the site urban, adjacent to urban, rural settlement or rural	Rural
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	Site located on north side of Tonbridge/Ashford railway line and west side of Clapper Lane Site comprises a number of stable buildings used for commercial livery and a large indoor riding school used for training and jumping events.
Current use	Site comprises a number of stable buildings used for commercial livery and a large indoor riding school used for training and jumping events. Mobiles used for staff accommodation on site Converted barn (under separate ownership) to south side of access off Clapper Lane. Former farmhouse now also under separate ownership on north side of access off Clapper Lane. Former oast and barn to west of farmhouse close to livery stables subject to current undetermined application 12/1633 conversion to two dwellings
Adjacent uses	Residential and equestrian
Planning and other designations (e.g. AONB, MGB)	LWS immediately south (appears to be partially in ownership of promoter)
Planning history	06/1590 - Change of use of existing outbuilding to form holiday let unit including associated alterations and ancillary garage accommodation was granted on 9/1/2007. 06/1459 - Installation of a metal chimney flue was granted on 25/9/2006. 05/1184 - An application for the certificate of lawfulness for an existing development being use of land for the parking and storage of commercial vehicles was refused on 16/12/05. 00/1166 - Conversion of stables and workshops to garage and other uses ancillary to the enjoyment of the dwellinghouse was granted on 16/8/00. 00/1038 - Erection of single storey rear extension was granted on 21/8/00.

	<p>00/0973 - Listed building consent for erection of single storey rear extension was granted on 21/8/00.</p> <p>98/1258 - Conversion of barn and stables to a dwelling and garaging was granted on 12/11/98.</p> <p>98/0638 - Conversion and extension of existing barn to provide 3 bedroom dwelling was refused on 8/6/98.</p> <p>97/0760 - Conversion of a traditional three bay Wealden Barn to a single dwelling was granted on 8/8/97.</p> <p>96/1674 - Conversion of a traditional three bay wealden barn to form a single dwelling was refused on 14/5/97.</p> <p>87/1503 - Change of use of barn partly to staff living quarters was granted on 14/12/88.</p> <p>82/1281 - Alterations to barn was granted on 26/11/82.</p> <p>82/1280 - Temporary stationing of mobile home was refused on 26/11/82.</p> <p>79/1124 - Use of land and buildings as Riding School was granted on 31/3/79.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is located within the Staplehurst Low Weald area of the Landscape Character Assessment 2012.</p> <p>Site screened by woodland (LWS) to the south and the railway. Area has a number of uses (sporadic residential development, equestrian facilities, sports ground and gypsy and traveller sites) close by. Incoherent character Field pattern small/intimate with intervening hedges and tree groups No long distance views due to this.</p> <p>Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Low lying gently undulating clay landscape of the Low Weald • Small fields with orchards, pasture, ponds and watercourses enclosed by thick native • hedgerows creating an intimate atmosphere • Dominance of mature oak trees as imposing hedgerow trees and sometimes within fields where hedgerows have been lost • Large scale open fields where hedgerows have been removed for intensive arable cultivation • Sparse scattered small woodlands • Winding roads with wide verges bounded by ditches and mixed native hedgerows • Historic buildings scattered through the landscape and in the historic cores of Staplehurst and Marden

	<p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Ponds & pastures, Wanshurst Green LWS, Staplehurst</p> <p>The southern boundary of the site is a LWS. The site consists of bare ground, 4 grassland fields which are managed, buildings, and a number of ponds. There are hedgerows along the southern boundary and the eastern boundary of the site. Although there is limited suitable habitat within the site for protected/notable species reptiles and GCN have been recorded within the surrounding area so there is a potential that they will be present within the site. Buildings on site may be suitable for roosting bats.</p> <p>Ecology Constraint Level 1 - potential for significant ecological impacts - Suitable habitats and features for protected/notable species present on or near site. Site is on or near to designated area (including international, national, local sites and BAP habitat) with potential impact pathways.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Whilst there is currently no TPO protecting trees in the vicinity of the site there appear to be small blocks of woodland/shaws (particularly around ponds) and individual trees along the line of field boundaries which are significant and likely to merit protection.</p> <p>Ancient woodlands (<i>from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are likely to be 'important' hedgerows marking field boundaries.</p> <p>The site plan is incomplete so I can only make generalised comments on an assumed area. Please refer back to a LO if further details are required.</p> <p>[Ancient semi-natural woodland identified to the south of the site south of the railway line in the 2012 inventory].</p>
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: Duckhurst Farmhouse (Grade II) lies adjacent to the access to this site. The listed barn on the opposite side of the road was demolished some years ago. The converted barn to the south of the access point should be considered as a non-designated heritage asset. These buildings together form a good farmyard group. Despite the large modern buildings to the west now used as an equestrian centre, the group still lies within a rural, agricultural context which contributes to the significance of the heritage assets. This would be destroyed by development of this large site.</p> <p>Conservation Areas: None affected. Historic Parks and Gardens: None affected.</p>

	<p>Archaeology: No known implications.</p> <p>Other Comments: Apart from the heritage objections, this does not appear to be in a sustainable location. The lack of any firm proposals suggests that this is an entirely speculative submission.</p> <p>Duckhurst Farmhouse, to the west of Clapper Lane and fronting it, is Grade II listed.</p> <p>Barn on the east of Clapper Lane, south of the farmhouse, is Grade II listed.</p>
Archaeology (SAM etc.)	<p>Historic farm complex of Duckhurst Farm including two Listed Buildings. Impact on historic buildings needs to be assessed early.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	KM290 footpath runs through the site to the south
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Clapper Lane. • The site has been promoted for Housing, A1, B1a, B1b, B1c, B2 and B8 uses. • The site is considered suitable for a limited quantum of housing, B1 and/or B2 uses only, in view of the restricted nature of Clapper Lane and its relatively unsustainable location. Although it has a good crash record and generally acceptable forward visibility, Clapper Lane is not wide enough for two vehicles to pass without encroaching on to the highway verge and has no footway. • The site is relatively well located to the strategic road network; however there are no services or scheduled bus routes within walking or cycling distance. <p>Access off Clapper Lane past two existing dwellings no longer owned by proposer. He advises that he has retained a parcel of land to allow a new access to be built from Clapper Lane across the field to the north of the former farmhouse.</p> <p>Site approx 1.5km south of junction of Clapper Lane and A229</p> <p>This is not indicated on the plan however.</p> <p>Public transport and buses on A229 at Station Approach 1km+ to east along narrow and unlit lanes with no footpaths</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	Potential impact on the barn and former farmhouse
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Presumably available
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Some 1km outside Staplehurst and its facilities at least 1.5km from village centre probably 2km by road.

Air quality/noise	Not in AQMA or hotspot
Land contamination	Probable due to existing and former uses.
Flood Risk (zone/drainage)	Outside flood zones 2 and 3 Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes for offices, depending on scale.
Suitability conclusion	The site is considered to be in a remote, unsustainable location with no access to public transport and no ready access to labour force. There would be a likely adverse impact on barn and former farmhouse as well as on the on the character of this area of countryside. Significant ecological constraints are also likely.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Whole site under one ownership
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Would mean demolition and clearance of exiting site.
Market attractiveness (of proposed uses, site and location)	Poor location relative to settlement and available labour force. Poor infrastructure connections, no access to public transport.
Achievability conclusion	Constrained

Timing (following assessment – when could the site be delivered?)

now – 2016	
2017 – 2021	x
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

The location is considered unsustainable. Access to the site is poor. No access to public transport. Development would impact greatly
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on residential amenity and the character of the countryside.

Significant ecological constraints and potential impact on existing trees to the south of the site.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-8
Site name/address	Ledian Farm, Leeds
Landowner	Gallagher Properties Ltd
Agent	Matthew Blythin, DHA Planning
Greenfield/PDL	Greenfield and PDL
Proposed uses (sqm)	C2 assisted living and care units.
Site area (ha)	2.9
Is the site urban, adjacent to urban, rural settlement or rural	Rural settlement - Part of site within Leeds village boundary.
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>Site lies on west side of B2163 Upper Street in Leeds Village.</p> <p>Site currently occupied by a number of former agricultural buildings now in a variety of non agricultural business uses and a grade II listed farmhouse. Rear part open field outside current village envelope</p> <p>Land on higher ground than road. Front part of site in Conservation Area. Ragstone wall and hedge to Upper Street</p> <p>Public footpath KH245 runs westwards from Upper Street along site's southern boundary beyond which to south are dwellings in Burgess Hall Drive</p> <p>To west land is in intensive farm use (polytunnels) phone mast to west of site as well.</p>
Current use	Variety of non-agricultural business uses and a grade II listed farmhouse.
Adjacent uses	Residential and agriculture
Planning and other designations (e.g. AONB, MGB)	T18(iii) Highway scheme Leeds Langley Heath by-pass is adjacent to the east of the site.
Planning history	<p>12/1788 - Request for a screening opinion as to whether the proposed Continuing Care Retirement Community (consisting of a village core with 36 care bedrooms, 25 close-care units, 16 linked assisted living units, administration, welfare and communal areas, village square comprising shop, cafe, laundry, hairdressers, and Wellness centre, 56 Assisted living units including conversion of existing oast, access, parking and landscaping) at Ledian Farm Upper Street Leeds is development requiring an Environmental Impact Assessment – Environmental Statement is not required 25/10/12</p> <p>12/2040 - An application for conservation area consent for partial demolition of existing boundary wall to Upper Street to create pedestrian and vehicular access to new Continuing Care Retirement Community development was granted on 28/12/12</p> <p>12/2046 - Hybrid planning application for the redevelopment of</p>

	<p>Ledian Farm to provide a Continuing Care Retirement Community scheme (C2 Use Class):</p> <p>Detailed planning application for the demolition of existing buildings and erection of 16 Assisted Living Units, conversion of Ledian Oast to form 2 Assisted Living Units, erection of Village Centre building comprising 36 Care Bedrooms, 25 Close Care Units, 16 Assisted Living Units, Wellness centre, ancillary shop (open to the public), restaurant, cafe, bar, library, craft room, laundry, kitchen and administration areas, with alteration to existing access and creation of new pedestrian and vehicular accesses to Upper Street, access roads, parking and landscaping.</p> <p>Outline application with access to be determined and all other matters reserved for future consideration for the erection of 38 Assisted Living Units. Resolution to grant consent.</p> <p>12/2047 - Application for listed building consent for partial demolition of existing ragstone boundary wall to Upper Street to provide pedestrian access and re-building and repair where required was granted on 9/1/2013.</p> <p>09/1514 - Outline application for the erection of 64 bed residential care home with 7 close care bungalows, day centre with 6 close care apartments, conversion of Ledian Oast to provide two dwellings and erection of 12 dwellings with access and garaging. With access considered across the site at this stage and appearance, layout and scale to be considered in respect of the 12 dwellings and oast conversion. Landscaping reserved for future consideration across the site – 20/5/2010.</p> <p>04/1591 - External alterations to existing building, comprising of installation of 4 no. roller shutter doors, 4 no. access doors and other alterations was granted on 3/2/2005.</p> <p>85/0609 - Continuation of use of buildings for vehicle repairing, light industrial and ancillary purposes was granted on 26/2/1986.</p> <p>85/0604 - Outline application for single dwelling detached, with garage was granted on 18/6/1985.</p> <p>85/0606 - Replacement of building with temporary single garage for storage and two single storey workshops, extension of garden to Ledian Farmhouse was granted on 5/3/1986.</p> <p>77/1174 - Use of premises for manufacture and repair of timber pallets was withdrawn.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long	<p>Land slopes gently to north as whole Views of North Downs ridge are available</p> <p>Site extends beyond current extent of village envelope to west.</p>

distance views); cumulative landscape impact; existing screening	<p>LVIA submitted with application long to medium views not adversely affected including from North Downs and Burberry Lane to south.</p> <p>Close up:- Development would result in significant change for users of footpath with built development extending westwards onto current field.</p> <p>The site is located within the <u>Langley Heath Undulating Farmlands</u> area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Small scale field pattern for orchard and soft fruit production • Grazed pasture • Species rich native hedgerows • Small mixed woodland blocks • River Len situated in shallow valley to the north • Numerous vernacular style buildings and use of local materials • Pockets of high density, recent development <p>The condition assessment is <i>Very Good</i> and the sensitivity assessment <i>Very High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>The site is mostly managed grassland, hard standing and buildings. There are small patches of rough grassland at the eastern edge of the hard standing and hedgerows around the Northern and eastern boundary of the hard standing. The site is adjacent to a strip of woodland. There is reduced potential for protected/notable species to be present including roosting bats in the buildings and reptiles in the scrub and hedgerows</p> <p>Ecology Constraint Level 3 - potential for minor ecological impacts - Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Whilst there is no TPO currently protecting trees on site, the line of trees on the eastern boundary adjacent to Upper Street are protected by virtue of being located in the Conservation area. There are also potentially some significant hedgerow trees within the northern boundary hedgerow and clearly there are 2 significant blocks of mature non coniferous trees immediately adjacent to the site, south of Tower House.</p> <p>Ancient woodlands (<i>from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: The hedgerow to the north of the site may be 'important'.</p>
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	Historic Buildings: Ledian Farmhouse (Grade II) lies immediately adjacent to the site whilst Yew Tree House (Grade II) is directly opposite on the other side of Upper Street. The

	<p>settings of both of these buildings will be affected. Ledian Oast lies within the proposed site and is an attractive 19th Century building which contributes to the setting of Ledian Farmhouse and should be considered as a non-designated heritage asset and retained in any redevelopment.</p> <p>Conservation Areas: The Leeds (Upper Street) Conservation Area includes Ledian Farmhouse and a narrow strip across the front of the proposed development site. Building within that front strip will necessarily have an impact on the character of the conservation area; development of the rest of the site will affect its setting.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: No known implications.</p> <p>Other Comments: The front part of the site includes the former farmyard of Ledian Farm; with the exception of Ledian Oast, most other buildings are large, modern and industrial in character (and currently put to a variety of commercial uses). These buildings currently detract from the character of the adjacent conservation area and from the setting of nearby listed buildings. As previously developed land and given the opportunity for new development to enhance the setting of the heritage assets, the allocation of this part of the site may be considered appropriate. However, the rear part of the site protrudes into open countryside and its development would weaken the historic linear form of Leeds Village and thus have the potential to adversely affect the setting of the conservation area.</p> <p>Site partially falls within Leeds Conservation Area. Ledian Farmhouse immediately adjacent to the site is Grade II listed. The Old Post office to the north of the site is also Grade II listed. Yew Tree House on the east of Upper Street, opposite the site is Grade II listed.</p>
Archaeology (SAM etc.)	<p>The historic farm complex of Ledian Farm –</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	KH245 footpath along the southern boundary of the site.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site located adjacent to existing residential properties in Leeds. • Site accessed from the B2163 Upper Street. • The site has been promoted for Housing and C2 uses. • The site is considered suitable for the uses proposed. It enjoys direct access to the B2163 Upper Street, which has a relatively good crash record and a continuous footway link to Leeds village centre. • All of the village services within Leeds are within walking and cycling distance of the site and the nearby bus stops on Upper Street are served by Bus Route 13, which provides a service to Maidstone and Hollingbourne every two hours on weekdays. <p>Direct access onto B2163 Kent Highways have not raised any objections to proposals for</p>

	current application. Footpaths outside Bus stops near to site (infrequent bus service)
Impacts on residential amenity (including access to open space) or other incompatible uses	Potential improvement due to removal of existing business units Needs to look carefully at impact on Burgess Hall Drive to south
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	All available
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	In village Will provide some facilities for village (shop etc.) Doctors in Langley Currently no shops in Leeds
Air quality/noise	Not in AQMA or hotspot
Land contamination	Yes due to existing and former uses can be remediated
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	No
Suitability conclusion	<p>Currently a village with few facilities not an RSC The facilities proposed will provide some additional and new facilities/services that will be made available to the residents of the village.</p> <p>The inclusion of the additional land and development beyond the current envelope does allow for the scale of development to enable the community benefits to be delivered.</p> <p>Will see an overall improvement to the appearance of the site and the potential to deliver biodiversity gains.</p> <p>These matters are all being considered as part of the current planning application.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	Site under one ownership Willing developer (application submitted)
Availability conclusion	Available

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Sewer crosses site development could be sited to avoid encroachment onto easement area
Market attractiveness (of proposed uses, site and location)	Development currently being promoted by a developer.
Achievability conclusion	Achievable

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>Proposed development will see an overall improvement to the appearance of the site and the potential to deliver biodiversity gains. Mitigation of visual impact and improvements to biodiversity and securing of community services/facilities indicated would be required..</p> <p>ACCEPT (but do not allocate in Local Plan as development is subject to a resolution to grant consent)</p>

1 SITE INFORMATION	
Reference Number	MX-9
Site name/address	Former Pickfords Removals Ltd., Hart Street, Maidstone
Landowner	Client is CBRE Global Investors
Agent	Vicky Thomas, CBRE
Greenfield/PDL	PDL
Proposed uses (sqm)	Approx. 80 residential units, 485sqm convenience store
Site area (ha)	0.28
Is the site urban, adjacent to urban, rural settlement or rural	Within urban area
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>This is a roughly rectangular site lying at the edge of the Hart Street Commercial Centre. To the north east and south east the site is bordered by Hart Street. To the north west the site faces the smaller industrial and business units of Hart Street Commercial Centre. To the south west is Bodium Court, a flatted residential development which also fronts onto Hart Street.</p> <p>The site itself is occupied by a large warehouse building of approximately 3 to 4 storey height with a single story building attached at its north east elevation along with a loading bay area. There is an area of car parking along the north west side of the site. Access to the site of from Hart street, to the south west of the site.</p>
Current use	Warehouse/industrial
Adjacent uses	Industrial/commercial uses in the rest of Hart Street Commercial Centre; residential along Hart Street to the south west and south east; leisure uses at the Lockmeadow complex to the north east.
Planning and other designations (e.g. AONB, MGB)	Lockmeadow Economic development area ED1(vi) and ED18 ENV7 – Riverside zone of special townscape importance
Planning history	<p>87/1870 - Hart Street, Maidstone (Bridge Ward) - Industrial and retail warehouse units, to include classes B1 B2 and B8 was granted on 5/8/1988.</p> <p>86/1702 - Former National Freight Depot, Hart Street, Maidstone - Non-Food retail development including provision for service vehicles and parking was granted on 9/3/1987.</p> <p>85/0166 - Unit 10, Phase 1, Hart Street, Maidstone - Modification and changed siting of ancillary office building for warehouse was Approved/Granted with Conditions on 28/4/1985.</p> <p>84/0234 - Hart Street, Maidstone - Industrial and warehouse units was Approved/Granted with Conditions on 12/4/1984.</p> <p>84/0880 - Unit 10 Phase 1, Hart Street, Maidstone - Class X warehouse was Approved/Granted with Conditions on</p>

	<p>3/8/1984.</p> <p>83/1116 - Hart Street, Maidstone - Sixteen industrial units was granted on 5/10/1983.</p> <p>83/0122 - Goods Yard, Hart Street, Maidstone - Outline application for construction of warehouse and industrial units was Approved/Granted with Conditions on 15/3/1983.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is currently occupied by a large scale industrial building which is not of any particular architectural merit.</p> <p>The site is in a prominent position on the corner of Hart Street. Redevelopment of the site could bring townscape improvements, including by creating a more active frontage to Hart Street. This part of the town has already seen a significant degree of residential redevelopment over recent years.</p> <p>[The site is within the urban area and so not covered by the LCA 2012]</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Hard standing and sheds - limited potential to contain protected/notable species</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	None.
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	None identified.
Archaeology (SAM etc.)	<p>Nothing known</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	No PROW. Pavements along Hart Street.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>KCC Highways comments:</p> <ul style="list-style-type: none"> • Site located adjacent to existing employment uses in Hart Street. • Site accessed from Hart Street. • The site has been promoted for Housing and A1 uses. • The site is considered suitable for the employment uses proposed. It enjoys good access to the A20 London Road and A229 Fairmeadow. • Although a relatively high number of crashes have been recorded at the junction of the A20 and Barker Road and on the nearby Maidstone Gyratory, the majority of these have been minor in nature and should be set in the context of the high peak time traffic flows into central

	<p>Maidstone. Nevertheless, it may be that capacity and safety improvements will be required at one or more of these junctions should the development generate a net increase in trips relative to the extant use. Consideration should also be given to the effect of the development on local air quality.</p> <ul style="list-style-type: none"> • The site is not considered suitable for uses involving the generation of significant volumes of HGV traffic given its town centre location. This would have negative impacts on air quality, amenity and the safety of road users. • The site is within walking and cycling distance of many of the residential areas within central Maidstone and is close to Maidstone West Station. • London Road is served by frequent bus services to Maidstone Hospital, Tonbridge, Tunbridge Wells and the Medway Gap settlements. The site is a short walk from Maidstone West Station, which is served by half-hourly rail services to Strood and hourly services to Paddock Wood and Tonbridge on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	<p>Compared with the consented use, residential use of this site could result in an improvement in the amenity of nearby residential properties, assuming the development resulted in a reduced number of HGV/commercial vehicle movements.</p> <p>There would, however, be HGV/lorry movements associated with the proposed retail use of part of the site so the net improvement could be minimal, depending on frequency and hours of operation.</p>
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	This is a previously developed site with exiting connection to services.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>This site is within the built up area of Maidstone, close to the key services and facilities of the core of the town centre.</p> <p>St Michaels Primary School, Douglas Road: 0.7 miles College Practice GP: 0.5miles Maidstone West Railway station: less than 0.3mile</p>
Air quality/noise	In AQMA and Town Centre hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.
Land contamination	Possible, in view of the site's previous use. A land contamination report would be expected at planning application stage.
Flood Risk (zone/drainage)	<p>Sites falls within Flood Zone 2. Southern portion of the site falls within Flood Zone 3.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also</p>

	be included the drainage design.
Will the sequential test apply to the proposed use?	Yes for large scale retail use.
Suitability conclusion	<p>Development of this site would result in the loss of an existing employment site. The suitability of the site for retail/residential will, in the first instance, will be dependant on this site no longer needing to be retained for economic development uses.</p> <p>With this caveat in place, the site is considered suitable for residential uses and a subsidiary element of small scale convenience retailing.</p> <p>The site is also considered suitable for continued warehousing/industrial uses in view of its proximity to the other industrial units at Hart Street Commercial Centre.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>This site is being promoted for development on behalf of the landowner. There is no named developer at this point in time.</p> <p>A subsequent consent has been granted for a storage facility on this site.</p>
Availability conclusion	The subsequent consent indicates that the site may no longer be available for residential/small scale convenience retail.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	This proposal will require the redevelopment of an existing developed site which will incur costs. The risk of site contamination would need to be investigated at planning application stage.
Market attractiveness (of proposed uses, site and location)	Significant levels of flatted development have already been delivered adjacent to this site indicating a market attractiveness for residential uses in this location.
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

The site is considered suitable for residential development with a small scale convenience store however the site's availability is at question in the light of the more recent planning consent for storage.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-10
Site name/address	Ringles Nursery, Grigg Lane, Headcorn
Landowner	Douglas Hodson, Ringles Ltd, Ringles Nursery
Agent	N/A
Greenfield/PDL	PDL and agricultural
Proposed uses (sqm)	Housing, offices, live work units, light industry – no sqm specified.
Site area (ha)	c15.8
Is the site urban, adjacent to urban, rural settlement or rural	Rural – adjacent to RSC
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site comprises an existing glass house complex located on 15.8ha on the south side of Grigg Lane. The site is located some 230m NE of the boundary of the settlement of Headcorn as defined in the MBWLP 2000.</p> <p>There are three accesses onto Grigg Lane that serve the site.</p> <p>It is flat land and the existing glasshouses closest to Grigg Lane are visible from Lenham Road to the north through gaps in the existing trees and hedgerows. They are also visible from Smarden Road again through gaps in existing vegetation and the more recent development at Locks Yard.</p> <p>In addition to the glasshouses are a number of areas of polytunnels (a vineyard having been removed from the site some years ago). There are two boiler houses and a number of associated chimneys and flues on the site together with overhead heating pipes serving the glasshouses.</p> <p>To the south of the site is a complex of mobile homes used to accommodate workers at the site (screened by conifers) and to the south of this an extensive irrigation reservoir.</p> <p>The site is now largely used for the commercial growing of raspberries and rhubarb (both the glass houses and polytunnels).</p> <p>To the north of the site close to Grigg Lane some former nursery buildings are now used as offices by separate companies (eg an estate agent and a financial consultant)</p> <p>It is clear from a visit to the site that the condition of some of the glass houses is deteriorating. The owner advises that some of the glass houses are now coming to the end of their useful life and are less efficient to use and heat and harder to maintain than more modern equivalents on site.</p> <p>There are three dwellings that front Grigg Lane that were/are still occupied by persons connected with the nursery.</p>

Current use	Commercial nursery and offices
Adjacent uses	Residential, agriculture and football ground
Planning and other designations (e.g. AONB, MGB)	Low Weald SLA (MBWLP 2000 ENV34)
Planning history	<p>11/0317 - An application for a certificate of lawfulness to consider whether or not the proposal of replacing glass panels to the southern roof slope of 1no. greenhouse with photovoltaic panels is lawful as described in 11/0317 was granted on 27/4/2011.</p> <p>08/1007 - Certificate of lawful development for an existing use being the use as a dwelling house which began more than four years before the date of this application was refused on 22/9/2008.</p> <p>06/0423 - Construction of portable Spanish type polythene tunnels – 2/5/2006.</p> <p>90/0499 - Erection of new glasshouses to replace existing was granted on 15/5/1990.</p> <p>78/1433 - Erection of new glasshouses to replace existing was granted on 15/5/1990.</p> <p>76/1395 - Irrigation reservoir, extraction from River Sherway and ancillary pumping and piping equipment as amended by the landscaping proposals – 26/1/1977</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is located within the Beult Valley area and partially in the Headcorn pasturelands area of the Landscape Character Assessment 2012.</p> <p>Existing topography in wider area is relatively flat. The existing large greenhouses can be seen from Smarden Road (to S) and Lenham Road (to N) and from the more recent development at Locks Yard and Sharps Field/Downs Close (to SW).</p> <p>They are tall alien structures in the landscape.</p> <p>Close to the site along Grigg Lane the taller buildings on the site are very visible and intrusive.</p> <p>Key characteristics of the Beult Valley area include:</p> <ul style="list-style-type: none"> • Low lying broad shallow valley of the meandering River Beult and Hammer Stream within the Low Weald • Many ponds and watercourses with important ecological interest • Species rich native hedgerow field boundaries with mature oak trees as imposing hedgerow trees and sometimes within fields where boundaries have been removed • Mixed agriculture with large fields supporting arable

	<p>cultivation and small riverside fields with pasture</p> <ul style="list-style-type: none"> • Sparsely scattered small woodlands • Historic north-south crossing points with ragstone bridges over the River Beult <p>The condition assessment is <i>Moderate</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve and Restore</p> <p>Key characteristics of the Headcorn Pasturelands area include:</p> <ul style="list-style-type: none"> • Low lying landscape which forms part of the Low Weald • Reservoirs along the foot of the Greensand Ridge • Drainage ditches running southwards towards the River Beult • Enclosed pasture • Sparse development with scattered farms and small hamlets • Dominance of mature oaks within pasture and as mature hedgerow trees <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p> <p>.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Reservoir at the south of the site abuts the River Sherway and adjoining ponds LWS.</p> <p>A Local Wildlife Site is adjacent to the southern boundary of the site. The majority of the site is poly tunnels, hard standing and buildings. However the southern section of the site is a large reservoir and is surrounded by rough grassland and patches of scrub, mature trees border the western and eastern sections of the site. A hedgerow separates the North and the South sections of the site. The greatest potential for protected/notable species to be present are in the southern section of the site including GCN, reptiles and bats.</p> <p>Ecology Constraint Level 2 - potential for moderate ecological impacts.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Whilst there is currently no TPO covering the site there appear to be some significant individual trees and groups of trees on field boundaries.</p> <p>Ancient woodlands (from 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012') There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There may be 'important' hedgerows on some field boundaries.</p>
Agricultural land quality	The site is Grade 3 agricultural land.

Heritage impacts (Listed building, conservation area)	None.
Archaeology (SAM etc.)	No known archaeology. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.
PROW (within or near site)	None
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Grigg Lane. • The site has been promoted for Housing, B1a and B1c uses. • The site is considered suitable for limited housing and B1 class development in view of the restricted nature of Grigg Lane and Oak Lane and its relatively unsustainable location. It enjoys good access to the A274 primary route via Grigg Lane and Oak Lane, which have a good crash record; however forward visibility is poor in places, the road passes close to residential properties and it is not wide enough for two large vehicles to pass. Consequently, the site is not considered useful for uses involving the generation of significant volumes of HGV traffic. Consideration should be given to extending the footway and the 30mph speed limit on Grigg Lane to the site access. • Many of the services within Headcorn village are within walking and/or cycling distance of the site. The A274 is served by Bus Route 12, which provides an hourly service to Maidstone and Tenterden on weekdays, and Headcorn Station, is served by half-hourly train services to Ashford, Staplehurst, Paddock Wood, Tonbridge and London Charing Cross. <p>Grigg Lane connects to the A274 some 650m to the south west via Oak Lane.</p> <p>It is a road that serves a number of dwellings and a soon to be constructed new Doctors surgery. Grigg Lane has footpaths along some of its length and these are currently being extended to the site of the doctors surgery and a local needs housing development.</p> <p>Headcorn Football Club is located immediately to the NE of the proposed site. There are further farmsteads and dwellings further to the NE along Grigg Lane.</p> <p>Grigg Lane is wide enough to accommodate smaller lorries/vans to the site.</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	There are three dwellings fronting Grigg Lane these are thought to be occupied in connection with the Nursery.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Water and electricity and probably gas are available
Access to labour supply and distances to services for	Site is located some 230m NE of the edge of the defined boundary of Headcorn.

workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>It is some 780m (as the crow flies) from Headcorn Station. It is some 870m as crow flies from the edge of the village centre as defined by policy R10 of the MBWLP.</p> <p>950m or so as the crow flies to the primary school but will only be some 110m from the doctors' surgery when this is completed in due course.</p> <p>As far as new surgery there will be footpath access to village centre and station. This will be lit to this point as well. Remaining section of Grigg Lane has no footpath and is unlit.</p>
Air quality/noise	Not in AQMA or hotspot.
Land contamination	TBC
Flood Risk (zone/drainage)	<p>The majority of the buildings and land to the south of the buildings falls within Flood Zone 3.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p> <p>Part is within Flood Zone 3. Development within this site should be restricted to areas within Flood Zone 1.</p>
Will the sequential test apply to the proposed use?	Yes – for offices
Suitability conclusion	Yes – for small scale employment use.

3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	<p>Yes under one ownership</p> <p>On site the owner advised that he would consider a partial redevelopment of some of the older/smaller glasshouses which would give him capital to replace the larger older and less efficient glass houses on the remainder of the site.</p>
Availability conclusion	Available

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Clearance costs of existing glass houses and associated infrastructure (pipes etc.).
Market attractiveness (of proposed uses, site and location)	There is some small scale commercial uses in the existing buildings on site.
Achievability conclusion	Potentially achievable

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Timing (following assessment – when could the site be delivered?)	
now – 2016	
2017 – 2021	Given the need to clear and potentially decontaminate areas of existing glasshouses and other industrial/commercial buildings on the site, development is unlikely to commence prior to late 2016/early 2017
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

There is very limited scope for development, and only on part of this site. Possibly small-scale employment/live work units. There has been some small-scale diversification on the site already which has had no impact on amenities of the area.

Large scale units would not be acceptable in terms of traffic generation/type of vehicles on Grigg Lane.

Purely residential development would not be acceptable due to the flood zoning and also the location of the site relative to the existing settlement. Whilst site is relatively close to village centre (10-15 mins walk from the railway station and 20 mins from the village centre itself), the location would probably mean that private cars would be used. On this basis the site is relatively unsustainable.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-11
Site name/address	Tanyard Farm, Old Ashford Road, Lenham
Landowner	Client – John Bailey
Agent	Nathan Anthony, Lee Evans Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	100% Housing: 160 – 170 dwellings (based on 30dph) Housing and offices: split to be agreed. The site could accommodate up to up to 17,000sqm of office floorspace. Submission states that there is also some potential for community uses in conjunction with housing and/or offices.
Site area (ha)	5.2
Is the site urban, adjacent to urban, rural settlement or rural	Rural adjacent to RSC - Site is beyond, and does not adjoin the Lenham village boundary defined in the Maidstone Borough wide Local Plan.
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site comprises an open rectangular agricultural field. The site lies between the A20 to the north and Old Ashford Road to the south. To the west is the development comprising Lenham Community Centre and Medical Centre which is accessed by Groom Way which runs parallel to the site's western boundary. To the east are 2 residential properties fronting Old Ashford Road with a field to the rear. Further beyond this to the east are the industrial buildings of the Ashill Business Park. Along the northern boundary is a narrow tree and shrub belt which separates the site from the A20 beyond. To the south the site is bounded by a low hedge which is interrupted at the point where a permissive path bisects the site in a north/south direction. Beyond the site the path crosses the A20 and extends northwards up the slope of the Kent Downs. There is a hedge along the eastern boundary of the site and a hedge/fence boundary along the west.</p> <p>The site falls slightly from north to south.</p>
Current use	Agricultural land.
Adjacent uses	Small scale residential immediately to the east, and beyond that Ashill Business Park, and a mix of residential and community uses to the west. To the south of Old Ashford Road are open agricultural fields and a woodland area to the east of Tanyard Farm. North of A20 are further agricultural fields on the southern slopes of the Kent Downs AONB.
Planning and other designations (e.g. AONB, MGB)	The site falls within the Special Landscape Area identified in the current Maidstone borough wide Local Plan.
Planning history	<p>Planning history on the Eastern extremity of the site/adjacent site:</p> <p>02/0087 - Part of Community Centre, Land off Old Ashford Road, LENHAM - Erection of doctor's surgery, detached bin store, 12 car parking spaces and means of access to Old Ashford Road was granted on 13/3/2002.</p>

	<p>01/1767 - Part Of Community Centre, Land Off Old Ashford Road, LENHAM - Erection of a two storey building to be used as a doctors surgery, together with the provision of 14 car parking spaces was withdrawn.</p> <p>00/1969 - Land r/o Northland, Old Ashford Road, LENHAM - Erection of community centre with parking and access onto Old Ashford Road was granted on 01/06/2001.</p> <p>00/1917 - Land r/o Northland, Old Ashford Road, LENHAM - Erection of 10No. dwellinghouses with parking, and access onto Ashford Road was granted on 1/06/2001.</p> <p>An application at Northland, immediately to the west of Groom Way, outside the defined village boundary, was approved for 12 dwellings at planning committee in January 2013 subject to the completion of a s106 agreement.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Yes - H2 - Housing Land Allocations: Land at Rear of Old Ashford Road, Lenham</p> <p>Issues: (a) Whether in principle Lenham is a location for new housing which would accord with the aims of sustainable development and of reducing the need to travel set out in PPG13.</p> <p>(b) Whether housing on this site would harm the character and appearance of the area; and if so</p> <p>(c) whether the need to meet the Structure Plan housing requirements or other benefits claimed for the development override any harm which might be identified.</p> <p>Recommendation: 4.470 Do not modify the Plan in response to this objection.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>Impact on AONB: – Boundary to north of A20. Would object to anything more than agricultural. Northern edge to A20 very sensitive.</p> <p>The site lies at the foot of the slope of the Kent Downs AONB. Although divided from the AONB by the A20, the site appears as a continuation of the AONB landscape in views from the Old Ashford Road from the south. The site would be seen in views from the North Downs Way (KH219) which runs along the Downs in an elevated position above the site and from KH389 which diagonally crosses the Downs slope above the site. Development would appear as a significant linear expansion of the village from these viewpoints. Immediate views of the site are gained from the restricted byway (KH388) which crosses the site and, from this same path, from the Downs.</p> <p>From A20 heading west there glimpsed views of the site itself and across the site towards the community centre complex and nearby residential properties which themselves currently constitute a definite edge to the village. Heading east along the A20 there are views across the site with the industrial buildings of the business park in the near distance which curtails further distant views. A grouping of mature trees in the grounds of the properties Lanrig and The Marvel and along the western</p>

	<p>boundary of the business park also act to limit more extensive views beyond.</p> <p>Approaching from the east along Old Ashford Road, in addition to the views towards the AONB, there are views across the site towards the residential and community development in the vicinity of Groom Way. From the east the entrance to the village is marked by this line of development and also, to a lesser extent, by the woodland on the south of the road which is matched with a line of trees on the opposite, northern side of the road. These trees act as somewhat of a gateway to the village.</p> <p>The site is located within the East Lenham Vale_area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Landscape to north of A20 is situated within the Kent Downs AONB • Series of springs and drains run south towards the Great Stour • Medium to large sized fields of arable and pasture • Field boundaries and roads run against and along the contours • Isolated farmsteads • Railway line cuts through landscape with arched brick underpasses <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>Two arable fields which are surrounded by hedgerows. Reduced potential to contain protected/notable species - however as there is a pond within 20m there is a need to consider the impact any developments will have on GCN.</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>If development were to proceed, consideration should be given to the preservation of the trees fronting Old Ashford Road and to those along A20 which provide some visual screening of the site.</p>
Agricultural land quality	<p>The site is Grade 2 agricultural land.</p>
Heritage impacts (Listed building, conservation area)	<p>Tanyard Farmhouse which faces the site on the south of Old Ashford Road, and set back some way from it, is Grade II listed.</p>
Archaeology (SAM etc.)	<p>The site contains several metal findspots and is adjacent to prehistoric and Romano-British activity sites located at the Lenham Community Centre complex. Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	<p>KH433 (restricted byway) crosses the site.</p>

	<p>North Downs Way (KH219) which runs along the Downs in an elevated position above the site.</p> <p>KH389 (footpath) which diagonally crosses the Downs slope above the site.</p> <p>KH399 (footpath) runs parallel and to the south of Old Ashford Road through the Tanyard farm complex.</p>
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Site located adjacent to existing residential properties in Lenham.</p> <ul style="list-style-type: none"> • Potential for access from Old Ashford Road and/or the A20 Ashford Road, although KCC's preference would be for the principal vehicular access to be taken from Old Ashford Road to limit direct access to the strategic road network. • The site has been promoted for Housing and B1a uses. • The site is considered suitable for the uses proposed. It enjoys good access to the A20 via Old Ashford Road, which has a good crash record and a continuous footway link to Lenham village centre on its southern side. Consideration should be given to extending the footway on the northern side of Old Ashford Road and the 30mph speed limit to the site access. • All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. • The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays. <p>There is a existing footway along the southern side of Old Ashford Road into Lenham village.</p>
<p>Impacts on residential amenity (including access to open space) or other incompatible uses</p>	<p>Housing only: there are residential properties nearby at Groom Way, and 2 properties fronting Old Ashford Road to the east of the site. If development were to proceed, it should be planned to avoid the close overlooking of these properties.</p> <p>Housing and offices: issues are as above. Offices (B1) is a use which would be compatible with adjacent housing in terms of amenity impacts.</p>
<p>Availability of Utilities infrastructure – e.g. (water/gas/electricity)</p>	<p>The site is close to existing development in Lenham. There is no evidence that connection to services would be a constraint on development.</p>
<p>Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)</p>	<p>The site is within walking distance (approximately 0.35km) of Lenham Square which provides a range of shops and facilities. Lenham itself benefits from a primary and secondary school as well as the medical centre and community centre (next to the site) and railway station (connections to Ashford and London).</p>
<p>Air quality/noise</p>	<p>Not in AQMA or hotspot.</p>
<p>Land contamination</p>	<p>None known</p>

Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	The sequential test applies to offices. The NPPF indicates it should not be applied in the case of small scale rural offices (paragraph 25).
Suitability conclusion	<p>Site is exposed to short range views from A20, Old Ashford Road and the restricted byway which crosses the site and to longer distance views from the North Downs Way and other footpaths which cross the Downs.</p> <p>The site in its undeveloped form provides part of the setting of the North Downs, appreciable from a number of public vantage points outlined above. The relationship to the AONB is particularly apparent because of the open, expansive character of the site and the clear views across the gradually rising ground towards the scarp slope of the AONB. The careful siting and landscaping of development would be required to mitigate impacts on the setting of the AONB.</p> <p>Development here would constitute a logical extension to the village. The site is immediately adjacent to the existing built up area of the village and is particularly well located relative to the community centre, medical centre and village square.</p> <p>It is considered that this site is suitable for residential development. An element of small scale commercial development (offices, small scale workshops) would also be appropriate as part of a mixed use residential scheme.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	The landowner is promoting the site for development. The submission states there has been previous developer interest in the site.
Availability conclusion	The site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None identified
Market attractiveness (of proposed uses, site and location)	The site is in an edge of village location close to the A20. There is nearby commercial development at Ashill Business Park, indicating that there could be market interest in this

	location for small scale employment uses in association with housing.
Achievability conclusion	Development is considered achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

This site is considered appropriate for residential development and could also deliver some small scale office/workshop floorspace as part of a mixed use scheme if appropriate. The site could deliver up to 155 new homes (at a development density of 30dph).

ACCEPT

Approximate Yield: 155 dwellings

1. SITE INFORMATION	
Reference Number	MX-12
Site name/address	Tanyard Farm, Old Ashford Road, Lenham
Landowner	Client: John Bailey
Agent	Nathan Anthony, Lee Evans Planning
Greenfield/PDL	Greenfield
Proposed uses (sqm)	100% Housing:70-80 units (based on 30dph) Housing and offices: up to 8,000sqm offices
Site area (ha)	2.62
Is the site urban, adjacent to urban, rural settlement or rural	Rural - To the east of Lenham village; not immediately adjacent to the existing built up area of the village.
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>This site is a roughly triangular plot of land lying to the east of Lenham village on the south of Old Ashford Road. It is separated from the main built up part of the village by an area of woodland containing a large pond and the agricultural field which extends in front of the Grade II listed Tanyard Farmhouse.</p> <p>The site itself is rough pasture bounded by hedge belts and trees. The site falls away very gently to the south. To the immediate east, fronting Old Ashford Road, lies Tanyard Cottages. To the south west are the agricultural buildings of Tanyard Farm and to the west the listed farmhouse.</p> <p>The wider countryside is visible beyond the southern boundaries of the site through the gaps in the field boundaries. In the far distance the rising ground of the Greensand Ridge can be seen.</p>
Current use	Pasture.
Adjacent uses	Individual residential properties to the west and east. Aside from the buildings associated with Tanyard Farm to the west and south west, elsewhere the site is adjoined by agricultural fields.
Planning and other designations (e.g. AONB, MGB)	<p>None on site, in the open countryside.</p> <p>ENV34 SLA adjacent to the site, to the north of the Ashford Road.</p> <p>ED2 (xxvii) to the north west of the site.</p>
Planning history	95/0555 - Listed Building Consent for replacement of window with new doorway was granted on 25/5/1995.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative	<p>Impact on AONB. – Boundary to north of A20. Kent Downs AONB Unit would object to anything more than agricultural. Northern edge to A20 very sensitive.</p> <p>The site has a strong rural character and forms part of the</p>

landscape impact; existing screening	<p>wider countryside to the south of Old Ashford Road. This is appreciable from Old Ashford Road itself and also from the footpath (KH399) which crosses the site in an east-west direction.</p> <p>The site is not immediately adjacent to the existing built up area of Lenham. Development would appear to 'stand alone', being poorly related to the rest of the village, and would extend as a significant incursion of development into the open countryside to the south.</p> <p>Development of this site would also bring undoubted pressure to bring forward the intervening land on the south of Old Ashford Road between the site and Lenham village.</p> <p>The site is located within the East Lenham Vale area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Landscape to north of A20 is situated within the Kent Downs AONB • Series of springs and drains run south towards the Great Stour • Medium to large sized fields of arable and pasture • Field boundaries and roads run against and along the contours • Isolated farmsteads • Railway line cuts through landscape with arched brick underpasses <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>If development were to proceed, a phase 1 habitat survey would be required. This should assess in particular the ecological value of the vegetated site boundaries.</p> <p>There are two fields - A grassland field with a hedgerow along the northern and SW boundary and mature trees along the Eastern boundary. There is also a garden area with a building. Reduced potential to contain protected/notable species, there may be bat roosting potential within the buildings or trees and as there are ponds within 200m there is a need to consider the impact any developments will have on GCN.</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>If development were to proceed, consideration should be given to the preservation of the trees within the site and along its boundaries.</p>
Agricultural land quality	<p>The site is Grade 2/3 agricultural land.</p>
Heritage impacts (Listed building, conservation area)	<p>Historic Buildings: Tanyard Farmhouse (Grade II) lies adjacent to this site. Despite the proximity of the village centre</p>

	<p>of Lenham, the farmhouse and farmyard occupy a rural setting surrounded by agricultural land – this is an important feature of the setting of the listed building which contributes to its significance. Development of this land would severely compromise this setting.</p> <p>Conservation Areas: Lenham Conservation Area lies to the west of this site, separated from it by open land and modern housing development. The use of this site for housing would have only some minor impact on the setting of the conservation area.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: Various investigations by the Lenham Archaeological Society suggest that land in this vicinity may have potential for Bronze Age and Iron Age features and deposits.</p>
Archaeology (SAM etc.)	<p>The site lies within an area which may contain Iron Age and Roman industrial activity.</p> <p>Scale 3 - Significant archaeology could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	KH399 footpath bisects the site west to east.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Site accessed from Old Ashford Road. • The site has been promoted for Housing and B1a uses. • Old Ashford Road has a good crash record and a continuous footway link to Lenham village centre on its southern side. Consideration should be given to extending the footway on the northern side of Old Ashford Road and the 30mph speed limit to the site access. • All of the village services within Lenham are within walking and/or cycling distance of the site, including the railway station, which is served by hourly train services to Ashford, Bearsted, Maidstone, Bromley and London Victoria on weekdays. • The bus stops on Old Ashford Road are served by Bus Route 10, which provides an hourly service to Ashford, Charing, Harrietsham, Bearsted and Maidstone on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	<p>Housing only: there are 2 properties adjacent fronting Old Ashford Road to the east of the site. If development were to proceed, it should be planned to avoid the close overlooking of these properties.</p> <p>Housing and offices: issues are as above. Offices (B1) is a use which would be compatible with adjacent housing in terms of amenity impacts.</p>
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	The site is quite close to existing development in Lenham. There is no evidence that connection to services would be a constraint on development.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	<p>The site is within walking distance (approximately 0.5km) of Lenham Square which provides a range of shops and facilities.</p> <p>Lenham itself benefits from a primary and secondary school as well as the medical centre and community centre and railway station (connections to Ashford and London).</p>

Air quality/noise	Not in AQMA or hotspot
Land contamination	None likely.
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	The sequential test applies to offices. The NPPF indicates it should not be applied in the case of small scale rural offices (paragraph 25).
Suitability conclusion	This site is not immediately related to the built up area of Lenham. Development here would be disconnected from the main settlement and would appear as an incursion into the open countryside, resulting in significant harm to the prevailing rural character of the area, visible from Old Ashford Road and from the public footpath crossing the site. It would also potentially impact on the setting of the listed farmhouse. The site is not considered suitable for development.

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The landowner is promoting the site for development. The submission states that there has previously been developer interest in the site.
Availability conclusion	The site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None identified.
Market attractiveness (of proposed uses, site and location)	The site is close to the A20 and close (but not adjacent) to the village. Residential development here is likely to be attractive in market terms. There is nearby commercial development at Ashill Business Park, indicating that there could be market interest in this location for small scale employment uses in association with housing.
Achievability conclusion	Development is considered achievable.

Timing (following assessment – when could the site be delivered?)

now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

Development of this site would potentially impact on the setting of the listed farmhouse, and would result in an incursion into open countryside resulting in significant harm to the prevailing rural character of the area.

REJECT

Approximate yield: 0

1. SITE INFORMATION	
Reference Number	MX-13
Site name/address	Springfield , Royal Engineers Road, Maidstone
Landowner	Not specified
Agent	Developer: Dunsfold Development Ltd.
Greenfield/PDL	PDL
Proposed uses (sqm)	192 apartments, 16,015m2 office and employment space (B1a) and 200m2 convenience store (retail A1)
Site area (ha)	2.1
Is the site urban, adjacent to urban, rural settlement or rural	Within urban area
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site is located on the west-side of the A229 Royal Engineers Road, some 500m north of the junction of Royal Engineers Road/Staceys Street/Fairmeadow and 1500m south of junction 6 of the M20 at the 'Running Horse Roundabout'. Entrance to the complex is gained via an arm off a roundabout junction that also serves Invicta Park Barracks and Chatham Road.</p> <p>The site has been cleared and it has been confirmed through a Certificate of Lawful Development (10/1327) that the implementation of the consent for mixed office/residential and subsidiary retail development has been implemented although there is no current development activity on site.</p> <p>The site itself has a range of levels within it. The site rises approximately 4.3m from the southern boundary towards the main entrance from the A229. In a westerly direction, the site falls from the A229 towards the River Medway by over 10.5m in a series of banks and sections created by retaining walls and the remains of the previously existing buildings.</p> <p>Beyond the Springfield House building to the north, which is used as offices, is a residential scheme and the former county library building and tower. To the south and west of the site is the site occupied by G E Healthcare (formerly Whatmans). The firm is in the process of vacating its site.</p> <p>A number of individual trees and groups of trees within the site are subject to Tree Preservation Order no. 11 of 2001.</p>
Current use	The site is not in active use.
Adjacent uses	G E Healthcare site (to the west and south) , former county council buildings and residential to the north as well as Springfield House which is used as offices. To the east runs Royal Engineers Road (A229) and beyond that residential properties and allotments.
Planning and other designations (e.g. AONB, MGB)	<p>MBWLP Policy ENV35 Area of Local Landscape Importance adjacent to the East of the site.</p> <p>Royal Engineers Road is a T2 Bus and Hackney Carriage Corridor</p>

<p>Planning history</p>	<p>The site has an extensive planning history. The most relevant and recent is set out below.</p> <p>13/2099 - Erection of Class A1 retail development (with ancillary cafe), petrol filling station, supporting retail (A1-A3), doctors' surgery (Class D1 an/d associated servicing car parking landscaping and access arrangement is awaiting determination.</p> <p>10/1327 - An application for a certificate of lawful development for an existing development being the implementation of planning permission 05/2350 within the three year period from the date of the permission as described in application 10/1327 was granted on 23/9/2010.</p> <p>05/2350 - Erection of class B1 offices comprising 3 No. buildings, residential accommodation comprising 192 No. flats, retail unit for class A1 and A3 use and additionally for use as a community hall and as a creche on the ground floor of the retail unit only, together with associated car parking, landscaping and amended access arrangements was approved with conditions.</p> <p>MA/01/1356 Demolition of buildings and a comprehensive redevelopment to provide offices (B1), residential, landscape open space and ancillary parking and servicing, as amended by further details relating to the provision of affordable housing was permitted on 01/10/2002 ('The Gensler scheme')</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Yes - ENV34 - Maidstone's Green Corridors</p> <p>Issue: (viii) The North Medway Corridor: Land between Springfield and River Medway</p> <p>Issue: The identification of this site for residential development within the Green Corridor.</p> <p>Recommendation: 3.346 Do not modify the Plan in response to this objection.</p> <p>H2 - Housing Land Allocations: Land between Springfield and River Medway</p> <p>Objection DH0552 - Whatman Plc</p> <p>Issue: The allocation of the site for housing.</p> <p>Recommendation: 4.571 Do not modify the Plan in response to this objection.</p>
<p>Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening</p>	<p>LCA: not applicable.</p> <p>This is a previously developed site with an extant consent for office, residential and subsidiary retail use. The site is within the built up area of the town in a prominent location immediately adjacent to one of the main arterial routes into the town. Views are partially obscured by trees along the eastern boundary and the extent of existing trees within the site give it somewhat of a parkland character.</p> <p>There are also views across towards the site from Whatman Park on the west side of the river.</p>

	The extant consent provides for 5/6 storey development along the eastern side of the site with 6 storey development to the west.
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>As part of the consideration of the 2005 scheme (which has extant consent) English Nature had particular regard to the impact of the development and proposals on nesting birds and reptiles (grass snakes and slow worms).</p> <p>EN did not object to the development subject to the following conditions being imposed.</p> <ul style="list-style-type: none"> All site clearance works shall take place outside of the bird breeding season (generally March to August) and the timing of such site clearance works shall be compatible with the reptile mitigation works. This is to ensure that nesting birds are not disturbed No development shall commence until a detailed methodology for reptile mitigation, including details of any habitat creation or enhancement works along with a long-term management plan for the habitats is produced and agreed in writing with the Local Authority. Work will then proceed in accordance with this strategy and any alterations agreed in writing. <p>The majority of the site is hard standing but there are patches of scrub/rough grassland throughout the site. The site is adjacent to an area of woodland and rough grassland. Due to the adjacent site there is some potential for protected/notable species to be present within the site including reptiles/breeding birds/bats</p> <p>Constraint Level 3 - potential for minor ecological impacts - Some suitable habitats and features for protected/notable species present on or near site.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	<p>Tree protection status: Tree Preservation Order (TPO) No. 12 of 2009 protects 2 groups of trees and a number of individual trees to the east and south of the footprint of the old Springfield Library. All significant trees on the site are protected under TPO No. 11 of 2001 (which extends from Moncktons Lane to the north, Sandling Lane to the east, Springfield Mill to the south and the river to the west). The Springfield Mill site is also subject to it's own order, TPO No. 5 of 2003.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There are no 'important' hedgerows.</p>
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	<p>Springfield House, north of the site, is Grade II listed. The terrace of properties fronting Sanding Road to the south of the site, on the eastern side of Royal Engineers Road, is also Grade II listed.</p> <p>Historic Buildings: The site lies within the curtilage of the Grade II listed Springfield House but constitutes previously-</p>

	<p>developed land, KCC offices having formerly occupied it. The principle of replacement development has been previously accepted, and subject to scale and detail I have no objections to development along these lines.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: Roman and medieval pottery have been found elsewhere on the Springfield site.</p>
Archaeology (SAM etc.)	<p>Part of Springfield post medieval residence with associated formal gardens and greenhouses –</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	KMX3 (footpath) runs along the riverside.
<p>Access/Highways</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<ul style="list-style-type: none"> • Roundabout access from the A229 Royal Engineers Road. • The site has been promoted for Housing, A1 and B1a uses. • The site is considered suitable for the uses proposed. It enjoys direct access to the A229, which has a relatively poor crash record at the roundabout access to the site, although this should be set in the context of the high peak time traffic flows into central Maidstone. Nevertheless, it may be that capacity and safety improvements will be required at one or more of these junctions should the development generate a net increase in trips relative to the extant use. Consideration should also be given to the effect of the development on local air quality. There are continuous foot/cycleway links between the site and Maidstone Town Centre. • The site is within walking and cycling distance of Maidstone Town Centre and is served by Bus Route 101, which provides a service to Maidstone Town Centre, Chatham and Gillingham every 10 minutes on weekdays.
Impacts on residential amenity (including access to open space) or other incompatible uses	The site is reasonably well removed from existing residential areas so the likelihood of undue impact is low. There is no current public access to the site.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	As this is a previously developed urban site, services will be available.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is located on a main route (A229) into the town centre with its attendant services and facilities. It similarly has convenient access to M20 (junction 6) and to Maidstone East railway station. It is accessible by bus; there are both north and southbound bus stops on A229 adjacent to the site.
Air quality/noise	In AQMA and Town Centre hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms

	of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.
Land contamination	A land contamination report was not submitted with the 2005 planning application.
Flood Risk (zone/drainage)	<p>Western extremity of the site falls within FZ2. The Environment Agency did not raise objections to the 2005 scheme (still extant).</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.</p> <p>The site is within 100m of a water course which falls within the definition of the Water Framework Directive. Any development proposals would need to assess whether there would be adverse impacts on water quality and put forward appropriate mitigation measures to address identified impacts.</p>
Will the sequential test apply to the proposed use?	Yes – for offices and retail.
Suitability conclusion	<p>The proposed mix and quantity of uses proposed in the Call for Sites submission reflects that for which here is an extant consent. The site is therefore <u>suitable for mixed office and residential development with a subsidiary element of retail.</u></p> <p>It is considered that the site would also be <u>suitable for 100% office development.</u></p> <p>It would also be <u>suitable for 100% residential.</u></p> <p>The site is considered <u>unsuitable for retail</u> (other than as a subsidiary, supporting use). The site has good connectivity to the town centre as discussed elsewhere but is beyond 'reasonable walking distance' threshold of 300m that would best facilitate linked shopping trips. There are considered to be other, sequentially preferable sites which should be developed for retail before this 'out of centre' site.</p>

3. AVAILABILITY

<p>Is the whole site (including access) available for the proposed use: e.g.</p> <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	The new owners of the site have submitted the current planning application for a supermarket (13/2099). The site is demonstrably available for development.
Availability conclusion	The site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	This PDL site has already been cleared.
Market attractiveness (of proposed uses, site and location)	This is a close to town centre site with previous market interest for mixed office and residential development. The site is currently being promoted for a supermarket, albeit without a named end user.
Achievability conclusion	The site is, or has, been promoted for a range of uses, supporting the conclusion that development would be achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS

This close to town centre site would be appropriate for residential or office development or a mix of these uses (with ancillary retail) as permitted by the extant consent (see CLD application 10/1327).

This previously developed site has the potential to be developed as a high density residential scheme. In conjunction with the adjacent paper mill site, the estimated site capacity is some 950 dwellings.

ACCEPT

Approximate Yield: 525 dwellings

1. SITE INFORMATION	
Reference Number	MX-14
Site name/address	Unicumes Lane, Maidstone
Landowner	Not specified
Agent	Developer: Wealden Homes
Greenfield/PDL	Greenfield
Proposed uses (sqm)	<p>A) Residential: Approx 25 dwellings</p> <p>B) B1 and/or B8 (possible relocation of existing business from S W Yorke & Sons, Dean Street, East Farleigh)</p> <p>C) Gypsy & Traveller</p>
Site area (ha)	1.04
Is the site urban, adjacent to urban, rural settlement or rural	The site is adjacent to the urban boundary in the Maidstone Borough Wide Local Plan
Site origin (e.g. Call for Sites)	Call for Sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site comprises a wedge shaped parcel of land. It is accessed off Upper Fant Road at the point of its junction with Hackney Road via a partially unmade Unicumes Lane which is single track. The lane runs to the south west of the flank wall of 380 Upper Fant Road and descends down, past allotments to the north west towards the site which also lies on the north west side of the lane. There are hedges on either side of the lane. This lane continues past the site, under a railway bridge to reach the River Medway.</p> <p>There is a gated access into the site from the lane but there are also informal pedestrian access points into the site and similarly informal paths across it.</p> <p>The site itself comprises rough uncultivated grassland. Within the site, further to the east, tree cover on the site increases.</p> <p>Centrally within the site there is a pillbox.</p> <p>To the north of the site is a wooded bank beyond which are the allotments. The western portion of the site descends quite gently towards the river whilst further east the land descends more appreciably.</p> <p>To the east the site abuts the railway line (Strood-Paddock Wood line). To the north is a continuation of the informal natural greenspace of which the site forms apart. To the north west are the allotments and to the south west is Unicumes Lane and beyond that, a tree covered embankment which adjoins the cultivated farm land.</p> <p>The site can be seen in short range views from Unicumes Lane (a restricted byway) and from the railway line.</p> <p>Views from the site to the north west and south west are restricted by wooded banks. To the north east there are short</p>

	range views towards the wider informal recreation area. To the south east there are views across the site towards the wooded eastern bank of the River Medway.
Current use	Vacant land.
Adjacent uses	Allotments; farm land; informal recreational green space; railway line
Planning and other designations (e.g. AONB, MGB)	Land to the south west of Unicumes Lane is falls within the Area of Local Landscape Importance in the Maidstone Borough wide Local Plan.
Planning history	76/0627 - Establish Use Certificate for repairing, breaking Up and Sale of spare parts for motor vehicles and storage of fencing and building materials
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site is removed from the main built up area of Maidstone. It sits at the base of tree lined banks to the south west and north east which gives the site an enclosed feel. The site is physically and visually linked with the wooded and grassed areas to the north which appear to be used for informal recreation and managed to encourage wildlife. The site appears is a continuation of this wider area.</p> <p>Overall this wider area forms part of the tranquil corridor of land alongside the river. There is limited, intermittent disturbance from the railway line, but this is infrequent and of short duration.</p> <p>The site does not visually or physically link with the existing built up area. Development would appear isolated and unconnected to the existing pattern of development. It would cause substantial harm to the tranquil character of this part of the River Medway corridor through both the presence of physical buildings on site and the intensified activity within the site and along Unicumes Lane.</p> <p>The site is located within the East Barming Orchards area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Landform slopes southward towards the River Medway Orchards • Conversion to arable farmland to the east • Strong use of ragstone in buildings and walls • Southern edge of Maidstone forms a strong, crisp boundary <p>The condition assessment is <i>Good</i> and the sensitivity assessment <i>High</i>.</p> <p>The Guidelines for this area are to Conserve.</p> <p>The site is located within the Fant Orchards area of the Landscape Character Assessment 2012. Key characteristics of this area include:</p> <ul style="list-style-type: none"> • Tall hedges and shelterbelts

	<ul style="list-style-type: none"> • Fruit orchards, some derelict, with informal tracks • Some rough pasture adjacent to Maidstone's urban edge • Traditional isolated properties and farmsteads • No highways, only a historic track accessing properties <p>The condition assessment is <i>Poor</i> and the sensitivity assessment <i>Moderate</i>.</p> <p>The Guidelines for this area are to Restore and Improve.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>The uncultivated nature of the site, the extent of established vegetation and proximity to the river are indicators that the ecological value of this site could be significant.</p> <p>During the site visit (April 2013) notices were observed close to the site detailing local activities (Fant Wildlife Group) to encourage wildlife to the area.</p> <p>The site is a small section of a large area of rough grassland and scrub. It is adjacent to the railway line so has good connectivity to the surrounding area. The 2012 Habitat survey identified it as Neutral Grassland so the botanical interest of the site will need to be considered. Potential for protected/notable species to be present include reptiles and bats.</p> <p>Ecology Constraint Level 2 - potential for moderate ecological impacts -</p> <p>This constraint level is applied in the following circumstances; Suitable habitats and features for protected/notable species present on or near site. Near to designated site (including international, national, local and BAP habitat) with potential impact pathways. Likely level of significance is lower than (1) due to factors such as location (e.g. in relation to protected species ranges) and the extent of adjacent natural/semi-natural habitats.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	A number of trees within the site. Also, tree covered banks to the south east and north west.
Agricultural land quality	n/a
Heritage impacts (Listed building, conservation area)	No Conservation officer comments. See archaeology comments regarding pillbox.
Archaeology (SAM etc.)	<p>Site contains findspot of prehistoric flints; WWII pillbox survives on site. WWII pillbox needs to be preserved (if it still survives)</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	<p>KB11 footpath along the river south of the railway line which itself borders the eastern edge of the site.</p> <p>Unicum Lane is a restricted byway.</p>
Access/Highways <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network 	Kent Highways: <ul style="list-style-type: none"> • Site accessed from Unicum Lane, which is an unadopted, single carriageway access track. • The site has been promoted for Housing, B1a and B8 employment uses. • The site is considered suitable for limited housing and B8 uses, in view of the restricted nature of Unicum Lane,

<ul style="list-style-type: none"> • Availability of public transport, cycling, walking 	<p>its junction with Hackney Road and Upper Fant Road, and the requirement for development-related trips to route through an existing residential area to access the strategic road network. Any HGV traffic associated with the site would also be required to route through Maidstone Town Centre to access the motorway network.</p> <ul style="list-style-type: none"> • The site enjoys good access to the A26 Tonbridge Road via Hackney Road and Fant Lane, which have a relatively good crash record, although there is a relatively poor crash record at the A26 / Fant Lane junction which may require mitigation. There are continuous footway links between Unicomes Lane and Maidstone Town Centre. • The site is within and cycling distance of Maidstone Town Centre and the nearby bus stops on Upper Fant Road are served by Bus Route 8, which provides an hourly service to Maidstone Town Centre on weekdays. • It is recommended that Network Rail be consulted on this site given the proximity of the Medway Valley Line. <p>There is a bus stop on Hackney Road approximately 200m from the site entrance gates. This is served by the Number 8 service to Downswood, via the town centre (approximately 1/hour) and the Number 86 service to Senacre Wood via the town centre (approximately 1/hour).</p>
Impacts on residential amenity (including access to open space) or other incompatible uses	The site is not immediately adjacent to residential properties. There would be some potential impact on the properties at the southernmost end of Upper Fant road due to the increased vehicle movements on Unicomes Lane.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	<p>The promoter states that the availability of foul drainage is to be confirmed.</p> <p>Other services are available in Upper Fant Road but their availability to the site is unconfirmed.</p>
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is close (but not adjacent) to the built up area of Maidstone with its attendant services and substantial resident population.
Air quality/noise	<p>The site is within the air quality management area but not particularly close to the hotspot. This site will require emission reduction type assessments which pull together transport information and are primarily concerned with the impact of the development will have on local transport which will have a potentially negative impact on an area already known to have poor air quality (ie the hotspots). Again this can normally be dealt with via condition but up front details make things easier.</p> <p>Railway noise.</p>
Land contamination	None known
Flood Risk (zone/drainage)	<p>The very eastern edge of the site falls within FZ2.</p> <p>Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also</p>

	<p>be included the drainage design.</p> <p>The site is within 100m of a water course which falls within the definition of the Water Framework Directive. Any development proposals would need to assess whether there would be adverse impacts on water quality and put forward appropriate mitigation measures to address identified impacts.</p>
Will the sequential test apply to the proposed use?	No
Suitability conclusion	<p>Residential: Residential use of this site would result in development poorly related to the existing built up area and would significantly harm to the tranquil environment of the River Medway corridor in this location.</p> <p>The site is considered unsuitable for residential development.</p> <p>B1 and/or B8 (possible relocation of existing business from S W Yorke & Sons, Dean Street, East Farleigh): For the same reasons, the site is considered unsuitable for B1 and/or B8 uses.</p> <p>Gypsy & Traveller: Whilst Government guidance directs that countryside locations are potentially acceptable for Gypsy and Traveller pitches such development in this location would substantially significantly harm to the tranquil environment of the River Medway corridor.</p>

3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The site is being promoted by the landowner for development.
Availability conclusion	The site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	None identified.
Market attractiveness (of proposed uses, site and location)	Site could be attractive for a small scale commercial operator wishing to locate in Maidstone. Site is also likely to be attractive to the residential market.
Achievability conclusion	Development on this site is considered to be achievable.

Timing (following assessment – when could the site be delivered?)

now - 2016	x
2017 - 2021	
2022 - 2026	
2027- 2031	

5. CONCLUSIONS

Development would adversely impact on the River Medway corridor.

REJECT

Approximate yield: 0

1.SITE INFORMATION	
Reference Number	MX-15
Site name/address	Mote Road, Maidstone
Landowner	Julian Diamond L&C Investments Ltd
Agent	N/A
Greenfield/PDL	PDL
Proposed uses (sqm)	Potentially a mix of retail, offices, light industrial, storage and distribution
Site area (ha)	0.4
Is the site urban, adjacent to urban, rural settlement or rural	Within the urban boundary
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	<p>The site lies within Maidstone urban area. It is a 0.4ha site which lies within the parcel of land bounded by Romney Place, Lower Stone Street and Mote Road/Wat Tyler Way. The site sites behind a retaining wall along its western boundary and is set approximately a metre above the land level of Kent House. The site is generally level, rising marginally towards the east.</p> <p>The site is tarmac-ed and currently used for car parking for the surrounding business uses. The site fronts Mote Road on its south east boundary. Vehicle access to the site is from Mote Road. Pedestrian access can also currently be achieved by through an access point from Romney Place, through the grounds of Kent House. To the east lies a commercial units occupied by Thrifty Car Rental and to the west are the substantial office blocks of Kent House and Medvale House (9 storeys). The northern boundary abuts the rear premises of the Grade 2 listed terrace of properties at Romney Place. The site is accessed from Mote Road, to the east of the Medvale House.</p> <p>The access to the rear of the business premises fronting Romney place is also via Mote Road and so across the proposed site.</p>
Current use	Private car parking
Adjacent uses	<p>The site lies within a primarily commercial part of Maidstone Town Centre. Both Kent House and Medvale House are substantial office blocks and the industrial unit to the east of the site is occupied by a car hire firm. The opposite (southern) side of Mote Road is primarily fronted with terraced residential properties. To the east of the site, on the east of Wat Tyler Way is the Midhurst Court block of flats.</p> <p>The properties fronting Romney Place are primarily occupied by office-based businesses</p>
Planning and other designations (e.g. AONB, MGB)	Policy ED2 of the adopted Maidstone Borough wide Local Plan identifies the wider parcel of land into which this site falls for B1 uses.

Planning history	<p>Most recent history:</p> <p>MA/02/2210 - Erection of a 9 storey office development with associated multi-level parking facility was Approved/Granted with Conditions on 8/3/2005 (89,362sqft => 8,300sqm)</p> <p>01/0157 - Further extension of 3 years of MA/94/1132 previously extended under MA/98/0612 - outline application for erection of part three and part four storey building with use class B1, 102 no. surface level parking spaces and additional 78 spaces on two deck parking area was Approved/Granted with Conditions on 2/4/2001.</p> <p>00/0211 - Variation of condition 01 of conditional permission MA/96/ 1375 to allow permanent use of land as car park by occupiers of Kent House was Approved/Granted with Conditions on 31/5/2000.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site in its current form and use as a surface level car park does not bring any significant value to the townscape of this part of Maidstone.</p> <p>Development of the site could bring townscape improvements by completing the frontage to Wat Tyler Way and bringing an underused site into active use. The scale, siting and design of the development would need to have particular reference to the scale and form of the listed terrace and the protection of its setting.</p>
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>An area of hard standing. Limited potential to contain protected/notable species.</p> <p>Ecology Constraint Level 4 - minimal potential for ecological impacts - No obvious habitats or features on or near site with potential for protected/notable species.</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	None
Agricultural land quality	N/A: brownfield site
Heritage impacts (Listed building, conservation area)	1-10 and 11-14 Romney Place to the north of the site are Grade II listed.
Archaeology (SAM etc.)	<p>Site contains former site of post medieval Baptist Chapel and associated gardens; site lies south of 1 - 14 Romney Place Listed Buildings.</p> <p>Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval.</p>
PROW (within or near site)	No specific PROW that cross or run adjacent to the site. Pavements along the Wat Tyler way frontage to the site as well as Padsole Lane and Romney Place.
Access/Highways	<ul style="list-style-type: none"> Site located adjacent to existing employment uses within

<ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	<p>Maidstone Town Centre.</p> <ul style="list-style-type: none"> • Site accessed from the A249 Mote Road. • The site has been promoted for Housing, A1, B1a, B1c and B8 uses. • The site is considered suitable for the uses proposed, although only limited B8 use is recommended in view of its town centre location and the locally poor air quality. The site enjoys direct access to the A249, which has a relatively good crash record and there are continuous footway links between the site and the town centre. • The site is within walking and cycling distance of Maidstone Town Centre and the Chequers Bus Station.
Impacts on residential amenity (including access to open space) or other incompatible uses	The nearest residential properties lie to the south and are separated from the development by Mote Road and its junction with Wat Tyler Way. Development would need to be planned to avoid the overlooking and overbearing of these properties, specifically those at closest distance to the site to the east of Melville Road, recognising that there is existing development of some height (Medvale House; Miller House) along this frontage.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	This site is within the existing built up area of Maidstone so connection to utilities should not be a constraint.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	The site is centrally located in the town, with convenient access to the facilities of the town centre which is within moderately close walking distance via Lower Stone Street or to The Mall via Sainsburys car park. The town centre is a hub for bus and rail services enabling employees to access this site by a range of sustainable modes. The site is also potentially easily accessible from the residential areas of the town
Air quality/noise	In AQMA and Town Centre hotspot. The site is close to an air quality hotspot and would require considerable work detailing the air quality environment for end users and conversely what impact the end use will have on the local community in terms of air quality. This should be carried out up front as part of the application but can in general be dealt with by condition.
Land contamination	Possibly in light of previous use.
Flood Risk (zone/drainage)	Surface runoff from all sites should be managed using sustainable drainage techniques, with discharge restricted to no more than runoff from the existing site following the critical rainfall events for a range of return periods, up to an including the 100yr event. An allowance for climate change should also be included the drainage design.
Will the sequential test apply to the proposed use?	Yes for retail.
Suitability conclusion	<p>This brownfield site is within the urban area of Maidstone, well located relative to the services and transport connections of the town centre.</p> <p>This town centre site would be potentially suitable a mix of</p>

	uses including offices, residential and leisure uses. At this point there are alternative, sequentially preferred sites for retail use, in particular Maidstone East.
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3. AVAILABILITY

Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The site is being promoted for development by the landowner.
Availability conclusion	Site is available.

4. ACHIEVABILITY

identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Brownfield site but no abnormal costs known.
Market attractiveness (of proposed uses, site and location)	Town centre location so potentially attractive for a range of commercial uses subject to the strengthening of the . local markets for significant new office development and for town centre apartments.
Achievability conclusion	Development is considered to be achievable. The site is likely to be delivered later in the plan period.

Timing (following assessment – when could the site be delivered?)

now – 2016	
2017 – 2021	x
2022 – 2026	x
2027- 2031	

5. CONCLUSIONS

This town centre site would be potentially suitable a mix of uses including offices, residential and leisure uses. At this point there are alternative, sequentially preferred sites for retail use. The site is considered to offer a particular opportunity for a significant quantum of new high quality office accommodation in a town centre location.

ACCEPT

Approximate Yield: 8,000sqm offices (B1a)

1. SITE INFORMATION	
Reference number	MX2-16
Site name/address	Clockhouse Farm, Heath Road, Coxheath
Landowner	Unknown
Agent	Persimmon Homes – Mr A. Hume
Greenfield/PDL	Greenfield
Site area (ha)	3.3ha
Proposed yield	Mix of housing, community and employment uses. 60 dwellings.
Is the site urban, adjacent to urban, rural settlement or rural	Adjacent Coxheath village boundary
Site origin (e.g. Call for Sites)	Call for sites

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	The application site is located on the southern side of Heath Road. The existing site comprises orchards and soft fruit. The site is well screened onto Heath Road on its northern boundary. There is an existing access into the site and the site overall is relatively level.
Current use	The site is currently in agricultural use.
Adjacent uses	To the west of the site is residential development and a doctor's surgery, to the east are open fields/agricultural and to the south is Clock House Farm comprising a Grade 2 Listed Building and associated buildings and curtilage.
Planning and other designations (AONB, greenbelt etc)	The site lies in the open countryside and is a designated Special Landscape Area.
Planning history	Residential development was refused in the 1960's & 1970's. Polytunnels approved under MA/10/1087.
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	Not considered.
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<u>Coxheath Plateau – Area 28</u> KEY CHARACTERISTICS <ul style="list-style-type: none"> • Plateau above Greensand Ridge • Orchards and soft fruit production • Broadleaf woodland with sweet chestnut coppice • Extensive recent development at Coxheath

	<ul style="list-style-type: none"> • Long distance views across the Medway Valley to the North Downs <p>Condition Assessment - Good Sensitivity Assessment – Moderate</p> <p>CONSERVE AND REINFORCE</p> <p><u>Coxheath Orchards – Area 28.3</u></p> <p>KEY CHARACTERISTICS</p> <ul style="list-style-type: none"> • Orchards and poplar shelterbelts • High, mature, well maintained native hedgerows • New housing development, the style of which is inconsistent with the surrounding housing • Holy Trinity Church <p>Condition Assessment - Moderate Sensitivity Assessment - Very Low</p> <p>IMPROVE AND REINFORCE</p>
<p>Ecological Impacts (inc. SSI & local wildlife sites within or adjacent to site)</p>	<p>The site is predominately polytunnels and is surrounded by hedgerows. At the south of the site there is an area of grassland which appears to be used as a storage area. May have some limited potential to be suitable for protected/notable species within the hedgerows.</p> <p>CONSTRAINT LEVEL - 4</p>
<p>Trees (inc. TPO, ancient woodland within and adjacent to site)</p>	<p>Tree protection status: There are no Tree Preservation Orders (TPOs) on the site but there is potentially some significant screen planting on site boundaries.</p> <p>Ancient woodlands (<i>from ' a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012'</i>) There are no designated Ancient Woodlands.</p> <p>Hedgerow status: There may be 'important' hedgerows on site boundaries.</p> <p>Comments: n/a</p>
<p>Agricultural land quality</p>	<p>AGRICULTURAL LAND CLASSIFICATION - GRADE 2/3</p>
<p>Heritage impacts (Listed building, conservation area)</p>	<p>Historic Buildings: The site lies close to the Grade II listed Clock House Farmhouse which just about clings to its original rural setting. Development of this site would bring buildings closer to the access track serving Clock House Farmhouse and would have some impact on its</p>

	<p>setting by further urbanisation of the surroundings.</p> <p>Conservation Areas: None affected.</p> <p>Historic Parks and Gardens: None affected.</p> <p>Archaeology: No known implications</p> <p>Other Comments: None</p>
Archaeology (SAM etc.)	Nothing known – SCALE 4
PROW (within or near site)	None.
<p>Access (Highways)</p> <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport/walking/cycling 	<ul style="list-style-type: none"> • Site accessed from the B2163 Heath Road by means of a private access track. • The site has been promoted for Housing and B1c uses. • The site is considered suitable for the uses proposed. It enjoys direct access to the B2163 Heath Road, which has a relatively good crash record, although there is a relatively poor crash record at its junction with the A229 which may require mitigation. A continuous footway link to Coxheath village centre is provided along the northern side of Heath Road, although the extension of the footway on the southern side of the road to the site access should be considered. • All of the village services within Coxheath are within walking and cycling distance of the site and the nearby bus stops on Heath Road are served by Bus Route 89, which provides a service to Maidstone every 20 minutes on weekdays.
Access to services – distances from bus stop/rail station/shop/GP/school	<p>The site is 22m from the nearest medical hub/GP.</p> <p>The site is 1332m from nearest secondary school.</p> <p>The site is 232m from the nearest primary school.</p> <p>The site is 296m from the nearest post office.</p> <p>The site is 1129m from a sports facility.</p> <p>The site is 591m from a play space.</p> <p>The site is 521m from green space.</p> <p>The site is 91m from the nearest bus stop.</p> <p>The site is 2843m from the nearest train station.</p> <p>The site is 3719m from the nearest cycle route.</p>
Impacts on existing residential amenity (including access to open space)	Mindful of proximity to Listed Building and dwellings in Clockhouse Rise.
Availability of utilities infrastructure – e.g. water/gas/electric	Close to other properties and roads, so it is likely that connection to utilities would be possible.
Air quality/noise	No significant issues.

Land contamination	No significant issues.
Flood Risk (zone/drainage)	<p>No flood risk.</p> <p><u>Groundwater and Contaminated Land</u> We adopt a risk based approach when assessing the impact a planning application will have on a controlled water. A desk study should be provided with the planning application which includes information on the environmental setting, site history, conceptual site model and risk assessments. Additional information and guidance can be found on the Environment Agency website and in the document Groundwater Protection: Principles and Practice.</p> <p><u>General Comments</u></p> <p><i>Geology</i> If the site is underlain by clay then the site is considered to be a lower risk from groundwater pollution because clay contains a low permeability. Groundwater which is found in a principal aquifer (limestone or sandstone) may be more at risk from contamination.</p> <p><i>Source Protection Zones</i> They are used to protect abstractions used for public water supply. If a site is located in a source protection zone then precautions may be required to reduce the risk of the development to the abstraction.</p> <p>Not located within source protection zone.</p> <p><i>Sources of contamination</i> The site history should be considered because there may be a source of contamination which could affect controlled waters. A risk assessment will assess the likelihood and severity. There may be a requirement for site remediation to reduce the risk. Issues of concern may include sites which have previously been used for agriculture, industry or commercial use.</p> <p><i>Drainage</i> The use of shallow soakaways in the Hythe Beds are not recommended as they can promote instability of the geology via washout of the sandier horizons, leading to the opening and enlargement of fissures within the Hythe Beds, and subsequent collapse.</p> <p>Drainage may be restricted in a source protection zone. Please see the document Groundwater Protection; Principles and Practice for additional advice and guidance.</p>
Suitability (assessment conclusion)	The site is considered suitable for development subject to detail.

3. AVAILABILITY	
Is the whole site available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	Yes. Willing landowner and developer on board.
Availability conclusion	Available.

4. ACHIEVABILITY	
Identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	No
Achievability conclusion	Achievable

Timing (following assessment - when could the site be delivered?)	
now – 2016	yes
2016 – 2021	
2021 – 2026	
2026 – 2031	

5. CONCLUSIONS
<p>This site is on the eastern edge of the existing village boundary. It is an area identified for its landscape quality and is sensitively located in terms of a nearby Listed Farmhouse. There are existing dwellings to the west of the site which would need consideration in any proposed submission.</p> <p>The developer proposes a mixed use scheme of residential (approximately 60 dwellings) due to the proximity of the existing dwellings and Listed Building.</p> <p>This is a fairly sustainable site with a wealth of local amenities and services within reasonable distance, these include both a primary and secondary school. There are no overriding objections in highway terms and no apparent obstacles to prohibit an appropriate scale of development.</p> <p>ACCEPT</p> <p>Approximate Yield: 40 dwellings and 7,700sqm B1</p>

1. SITE INFORMATION	
Reference Number	MX2-17
Site name/address	Maidstone East and Royal Mail Sorting Office
Landowner	Solum Regeneration for Network Rail/Royal Mail
Agent	Maddox Associates
Greenfield/PDL	PDL
Proposed uses (sqm)	As per the Screening Opinion request (MA/12/2020): train station improvements, large foodstore, a range of small retail units, bar and a café and associated car parking facilities
Site area (ha)	2.2ha
Is the site urban, adjacent to urban, rural settlement or rural	Urban
Site origin (e.g. Call for Sites)	Previously promoted site.

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	This is an extensive site within the town centre. The site comprises the Maidstone east station buildings, railway infrastructure and commuter car park and to the north the Royal Mail Sorting Office which is a substantial industrial building. The site sits markedly below the level of Week Street/Sessions Square to the east and sits above the level of Fairmeadow to the west. The site embankment at the west of the site has a number of mature trees on it. A hedge/shrub boundary partially separates the station and sorting office elements of the site.
Current use	Station, car park, former sorting office
Adjacent uses	Offices to the north east (Kent County Council), south east (Brenchley House) and north (County Gate); Brenchley Gardens to the south; Fairmeadow to the west.
Planning and other designations (e.g. AONB, MGB)	<p>MBWLP Policy R6 – Maidstone East Station car park allocated for class A1 retail development to meet the essential requirements and future trade potential of the bulky goods sector.</p> <p>Policy H1(xxiii) – Housing land allocation at Maidstone East Station.</p> <p>Policy ED1(vii) – Allocation of employment land at Maidstone East Station (B1a) (9,000 m² B1)</p> <p>Policy ED8 – Priority of uses at Maidstone East Railway Station and car parking provision.</p> <p>Policy ED18(ii) – Maidstone East Station is one of the sites considered particularly suitable for a town centre hotels</p> <p>Policy T7 – Safeguarding railway lines</p>
Planning history	78/0712 - Sorting office and on-site vehicle parking was granted on 6/9/78.

	<p>81/1643 - Industrial/warehouse development with associated motor transport workshop, welfare facilities and office development was granted on 4/3/82.</p> <p>85/0327 - Retention of extension to commuter car park was granted on 14/5/85.</p> <p>96/1102 - Erection of new extension to re-house local sorting office was granted on 10/3/97.</p> <p>12/2020 - Request for a screening opinion as to whether the proposed redevelopment of Maidstone East Railway Station and land adjoining to provide a new railway station (approx. 352sqm/level), new large foodstore (approx. 9169sqm), and other retail units (approx. 831sqm in total), bar (approx. 117sqm/level), cafe (approx. 60 sqm) associated commuter and retail parking (approx 1100 spaces) and landscaping is development requiring an Environmental Impact Assessment. On 4/12/12 it was decided that an Environmental Statement is required.</p>
<p>Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation</p>	<p>Maidstone East Station is referred to many times in the MBWLP inspectors report. I have referred to the recommendations made in the report below:</p> <p>Paragraph 5.53 and ED11 - Maidstone East Station</p> <p>Objections DED0143 - Railtrack Property DED0034 - GOSE Proposed Change 121 Issues (a) The uses to be included in this allocation. (DED0143) (b) The form and wording of the policy. (DED0034)</p> <p>RECOMMENDATIONS 5.122 A Delete ED11 and replace it with: "POLICY ED11 IN CONSIDERING THE DEVELOPMENT OF LAND AT MAIDSTONE EAST RAILWAY STATION SHOWN ON THE PROPOSALS MAP PRIORITY WILL BE GIVEN TO THE FOLLOWING USES: (1) TRANSPORT INTERCHANGE AND STATION CONCOURSE WITH ASSOCIATED SMALL SCALE RETAIL UNITS; AND (2) RESIDENTIAL.</p> <p>IN ADDITION, WHEN THESE NEEDS HAVE BEEN MET, THE FOLLOWING USES WILL ALSO BE ACCEPTABLE: OFFICES, HOTEL, RESTAURANTS OR LEISURE USES. CAR PARKING PROVISION WILL BE MADE FOR ALL NEW USES AND BETWEEN 400 - 600 SPACES WILL BE RETAINED FOR THE RAILWAY STATION."</p> <p>Set out in the supporting text: justification for the uses, the needs they will meet and their priority; reference to the other main policies which will be applied, including R5; the role and provisions of the development brief; and an estimate of the likely number of housing units and a cross reference to Chapter</p>

	<p>4 and the amount of housing land available.</p> <p>ED11 - Maidstone East Railway Station Objection DED0029 - Maidstone Friends of the Earth Issues (a) The need for an improved interchange between buses and trains. (b) The need to reduce car parking provision on the site.</p> <p>RECOMMENDATION 5.125 Do not modify the Plan in response to this objection.</p>
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	This is an existing developed urban site. There are long distance views across the site towards Sessions House from the west, most particularly from Buckland Hill. Development heights will need to be controlled to limit the impact on views from the west. Development should result in an overall townscape improvement by upgrading the station buildings, redeveloping the utilitarian Sorting Office building and achieving an improved frontage to Sessions Square.
Ecological impacts (inc. SSSI and local wildlife sites within or adjacent to site)	<p>KCC Ecology: The site is primarily hard standing and buildings, much of which has limited potential for ecological interest and would not require assessment (e.g. the car park). There are a few areas that have got some potential for ecological interest: The older building structures have potential to provide roosting opportunities for bats and nesting birds; the trees provide bird nesting opportunities and while most of these look too young to provide roosting opportunities we are unable to provide a comprehensive review so would advise that these are checked in advance of any planning application; there are areas of scrub that may also support nesting birds in addition to reptiles, though given that the site is effectively an island with the surrounding roads acting as barriers to dispersal we would not expect there to be significant numbers of reptiles present.</p> <p>Constraint score:3</p>
Trees (inc. TPO, ancient woodland within and adjacent to site)	Landscape officer: There are currently no protected trees on the site, no Ancient Woodlands and no important hedgerows. However, there are prominent trees potentially worthy of protection on the eastern car park boundary (and possibly the northern boundary too).
Agricultural land quality	n/a
Heritage impacts (Listed building, conservation area)	Potential for impacts on the listed Sessions House and Chillington House Conservation area.
Archaeology (SAM etc.)	KCC Archaeology: Potential for Roman remains associated with Mount Roman villa; post medieval industrial railway heritage with remains of Goods Shed and other railway structures Likely to be heavy truncation from modern development. Constraint level 3.
PROW (within or near site)	n/a
Access/Highways <ul style="list-style-type: none"> Site access 	Kent Highways: This site is in a town centre location, with excellent access to public transport, employment, education

<ul style="list-style-type: none"> • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport, cycling, walking 	and retail facilities. I have very few highway concerns. Parking provision of one space per dwelling or less is acceptable in these locations, which would enable yields to be maximised. Depending on the nature and quantum of housing, KCC may be minded to collect contributions for the proposed Bridges Gyrotory capacity improvements.
Impacts on residential amenity (including access to open space) or other incompatible uses	None.
Availability of Utilities infrastructure – e.g. (water/gas/electricity)	Serviced site.
Access to labour supply and distances to services for workforce such as shops/bus stops (include GP/schools if proposal is for mixed use residential)	Town centre site with good sustainable transport connections.
Air quality/noise	Environmental Health Officer: the site's proximity to the Station and main A229 road means it would be significantly affected by noise and vibration. If a planning application was submitted for the site, a transportation noise assessment would be required with associated mitigation measures. Related to the noise from trains and general traffic would be poor air quality, so consequently an air quality assessment would be required together with an emissions reduction plan.
Land contamination	Environmental Health Officer: The station is a long-standing potential source of ground contamination, so a full contaminated land survey would be needed. Depending on the result of a site survey a number of sampling points would be required from which the level of contamination can be deduced.
Flood Risk (zone/drainage)	Environment Agency: Site is in Flood zone 1. A detailed surface water drainage strategy will be required at the planning application stage. This should be based around sustainable drainage principles and aim to reduce the impermeable surfaces within each site in order to reduce the risk of surface water flooding. Geology here is Weald Clay, underlain by the Atherfield Clay and Hythe Beds. Most of the site is underlain by the Hythe Beds. Groundwater is likely to be relatively shallow beneath the site. The site is not in a Source Protection Zone but an SPZ I is located just to the north.
Will the sequential test apply to the proposed use?	Yes for retail.
Suitability conclusion	As an underused brownfield site in the town centre with excellent public transport connections, this site is eminently suitable for redevelopment.

3. AVAILABILITY	
Is the whole site (including access) available for the proposed use: e.g. <ul style="list-style-type: none"> • No existing uses • Willing landowner • Willing developer • Existing tenancy or lease agreement 	The site has been previously promoted for development by Solum Regeneration; an EIA Screening Opinion was submitted in December 2012.
Availability conclusion	Available.

4. ACHIEVABILITY	
identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Brownfield site which will require site clearance and may require localised land decontamination. Station improvements and commuter car parking requirements will add to the cost of development.
Market attractiveness (of proposed uses, site and location)	Although a scheme for this site has not yet come to fruition, there has been some regular market interest both before and since the site was allocated in the current Local Plan.
Achievability conclusion	Achievable.

Timing (following assessment – when could the site be delivered?)	
now – 2016	x
2017 – 2021	
2022 – 2026	
2027- 2031	

5. CONCLUSIONS
<p>This is key town centre redevelopment site. building heights will need to be controlled to limit incursion into views from the west. Development will be subject to archaeological, air quality, surface water drainage, noise and land contamination assessments. Development should provide for enhancements to Week Street and station improvements.</p> <p>ACCEPT</p> <p>Approximate Yield: some 10,000sqm retail and 200 dwellings</p>

1. SITE INFORMATION	
Reference number	MX2-18
Site name/address	King Street car park and former AMF bowling site, Maidstone
Landowner	Maidstone Borough Council and Columbus Capital
Agent	n/a
Greenfield/PDL	PDL
Site area (ha)	0.43
Proposed yield	n/a
Is the site urban, adjacent to urban, rural settlement or rural	Urban
Site origin (e.g. Call for Sites)	Council owned site plus adjacent vacant site.

2. SITE ASSESSMENT/SUITABILITY	
Site description (including topography and surrounding land uses)	This rectangular, level site fronting onto King Street comprises land formerly occupied by a ground floor retail unit with a multi-storey car park above (4/5 storey height) which has recently been cleared to form a surface level car park. To the east the site extends to include the building formerly occupied by AMF bowling (2 and 3 storey height).
Current use	Surface level car park and former AMF bowling alley
Adjacent uses	Retail and commercial uses on King Street to the south, west and east of the site. To the rear (north) is a private car park and the rear of the premises (primarily residential) on Marsham Street.
Planning and other designations (AONB, greenbelt etc)	Adjacent to the conservation area which is on the northern boundary of the site.
Planning history	<p>Car park part of the site:</p> <p>78/0559 - Renewal of outline consent 72/892 dated 25/6/73 for erection of new church and shops together with ancillary facilities for both uses, parking and servicing facilities was granted on 12/9/78.</p> <p>86/2068 - Two storey development to provide 2 shops at ground floor and retail/office/storage above was granted on 16/11/87.</p> <p>94/1776 - Extension to existing office accommodation to provide additional office space (9.45 sq.m.) was granted on 17/03/95.</p> <p>13/0060 - Demolition of existing multi storey car park, ground floor shop unit and public toilets and provision of surface level car park with 64 spaces, spaces for bikes and additional landscaping was granted on 14/03/13.</p> <p>13/0772 - Demolition of existing multi storey car park, ground floor shop unit and public toilets and provision of surface level car park with 64 spaces, spaces for bikes and additional landscaping (resubmission of MA/13/0060) was granted on 20/06/13.</p>

	<p>13/2186 - The north wall of the car park is to be demolished and re-built as it is in a dangerous condition was withdrawn.</p> <p>Bowling alley:</p> <p>75/0432 - Alterations to existing buildings was granted on 17/06/75.</p> <p>75/0269 - The change of use of part of ground floor from workshops to retail was granted on 17/06/75.</p> <p>76/0801 - Change of use from storage to retail floorspace, and office to storage was granted on 28/07/76.</p> <p>93/1690 - Change of use from retail use to 16-lane bowling alley was withdrawn.</p> <p>94/0243 - Change of use of D.I.Y. retail store to ten-pin bowling alley including single storey front extension was refused on 08/06/94.</p> <p>94/0398 - Change of use existing of D.I.Y. retail store to ten-pin bowling alley including single storey front extensions and alterations to existing roof and internal layout was refused on 08/06/94.</p> <p>94/1337 - Change of use of existing D.I.Y. retail store to ten - pin bowling alley including single storey front extension and alterations to existing roof and internal layout was granted on 14/10/94.</p> <p>96/1065 - Variation of condition 07 of MA/94/1337 to allow patrons of the leisure facility to be admitted not before 9.00am and to remain on the premises until 1.00am was granted on 18/10/96.</p>
Has site previously been considered in Local Plan Inquiry, if so, record Inspectors recommendation	No
Landscape/townscape impact – including reference to Landscape Character Assessment 2012 (inc. long distance views); cumulative landscape impact; existing screening	<p>The site has been previously developed. The remaining AMF bowling building is of no particular architectural merit being of utilitarian design and redevelopment of the extended site could bring significant townscape improvements, including by restoring the alignment of frontage development to the north side of King Street.</p> <p>The site is not covered by the Landscape Character Area Assessment 2012.</p>
Ecological Impacts (inc. SSI & local wildlife sites within or adjacent to site)	No concerns raised.
Trees (inc. TPO, ancient woodland within and adjacent to site)	There are no TPOd trees on the site, no Ancient Woodlands and no important hedgerows. There are a

	few prominent trees to the front of AMF Bowling which, due to poor past management/condition, are unlikely to merit a TPO.
Agricultural land quality	N/A
Heritage impacts (Listed building, conservation area)	Adjacent to the conservation area which is on the northern boundary of the site. No listed buildings.
Archaeology (SAM etc.)	KCC Archaeology: Iron Age remains located to west; post medieval urban buildings. Scale 4 - Low level archaeology anticipated which could be dealt with through suitable conditions on a planning approval. Likely to be heavy truncation from modern development
PROW (within or near site)	No PROW
Access (Highways) <ul style="list-style-type: none"> • Site access • Impact on wider highway network • Access to strategic/main highway network • Availability of public transport/walking/cycling 	Kent Highways: A town centre location, with excellent access to public transport, employment, education and retail facilities, KCC have very few highway concerns. Parking provision of one space per dwelling or less is acceptable in these locations, which would enable yields to be maximised. Depending on the nature and quantum of housing, KCC may be minded to collect contributions for the proposed Bridges Gyrotory capacity improvements.
Access to services – distances from bus stop/rail station/shop/GP/school	This is a town centre site with excellent walking and public transport connections to the facilities and services of the town centre and beyond.
Impacts on existing residential amenity (including access to open space)	There are residential properties to the rear of the site. Development would need to be planned to mitigate the overlooking of these premises.
Availability of utilities infrastructure – e.g. water/gas/electric	Existing serviced site.
Air quality/noise	Environmental Health: At this location a 'canyon' exists with tall buildings on both sides of King Street. This will have the effect of concentrating air pollutants. It could be argued that the volume of traffic on King Street is not excessive, but the percentage of public service vehicles (buses, taxis etc) is higher than for most other roads. There is the extra complication of a taxi rank on both sides of King Street, where it is not uncommon for several vehicles to be idling together for periods of time. As they are all diesel vehicles, the percentage of particulates is high and over long periods of time. Current air quality readings for King Street and Church Street show elevated Nitrogen Dioxide readings. An air quality assessment would be essential at this site. Regarding noise, as mentioned above, there is a lower level of traffic noise, but the site is not too far away from sites of evening entertainment. This would probably be the major noise component here and as such, should be quantified and mitigated, if necessary, in a noise

	assessment.
Land contamination	Environmental Health: The land contamination issue is of lesser importance, but as some contamination was found close by during the construction of the nearby Maidstone Gateway, it would still be prudent to carry out a contaminated land assessment.
Flood Risk (zone/drainage)	Environment Agency: The site is located within flood zone 1 and residential development would be considered appropriate Geology is Hythe Beds. Site is not located within a Source Protection Zone.
Suitability (assessment conclusion)	This is a previously developed town centre site which is highly suitable for redevelopment.

3. AVAILABILITY

Is the whole site available for the proposed use: e.g. <ul style="list-style-type: none"> No existing uses Willing landowner Willing developer Existing tenancy or lease agreement 	The car park site is in the control of MBC and the bowling site is currently vacant.
Availability conclusion	Available.

4. ACHIEVABILITY

Identification of any abnormal costs or other constraints to development which would prevent or delay this site being delivered	Site is in 2 ownerships.
Market attractiveness (of proposed uses, site and location)	Town centre site which is likely to be attractive for mixed use development.
Achievability conclusion	Achievable, subject to agreement between the 2 landowners.

Timing (following assessment - when could the site be delivered?)

now - 2016	
2016 - 2021	x
2021 - 2026	
2026 - 2031	

5. CONCLUSIONS

This is a town centre site with good, direct connections to the core shopping area. Subject to the appropriate assessment and mitigation of noise, air quality and land contamination issues the site is appropriate for residential development with the potential to provide ground floor retail to reinstate the retail frontage to the north side of King Street.

ACCEPT

Approximate Yield: 70 dwellings and 1,400sqm retail