

AGENDA

STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Monday 14 December 2015

Time: 6.30 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Burton (Chairman), English,
Mrs Gooch, Mrs Grigg, D Mortimer,
Paine, Springett, de Wiggondene and
Mrs Wilson

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

Continued Over/:

Issued on Friday 4 December 2015

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Tessa Ware on 01622 602621**. To find out more about the work of the Committee, please visit www.maidstone.gov.uk

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

5. Disclosures of Lobbying
 6. To consider whether any items should be taken in private because of the possible disclosure of exempt information
 7. Minutes of the meeting held on 1 December 2015 1 - 8
 8. Urgent Items
 9. Presentation of Petitions (if any)
 10. Questions and answer session for members of the public
 11. Report of the Head of Planning and Development - Maidstone Borough Local Plan: responses to the Regulation 18 consultation (October 2015) 9 - 267
- Members are requested to bring their copy of the Maidstone Borough Local Plan Regulation 18 Consultation 2015 document, previously distributed, with them to refer to at the meeting.**
12. Report of the Head of Planning and Development - Integrated Transport Strategy 268 - 357

MAIDSTONE BOROUGH COUNCIL

Strategic Planning, Sustainability and Transportation Committee

MINUTES OF THE MEETING HELD ON TUESDAY 1 DECEMBER 2015 6:30PM

Present: Councillor Burton (Chairman), and Councillors Chittenden, Mrs Gooch, Mrs Grigg, Mrs Grigg, D Mortimer, Paine, Mrs Ring, and Springett

Also Present: Councillors Boughton, Harper, Newton, Perry, Sargeant, Mrs Stockell and Willis

146. APOLOGIES FOR ABSENCE

Apologies for absence were received from:

- Councillor English
- Councillor de Wiggondene

Councillor Springett arrived at 6:32pm.

147. NOTIFICATION OF SUBSTITUTE MEMBERS

The following substitute members were noted:

- Councillor Chittenden for Councillor English
- Councillor Ring for Councillor de Wiggondene

148. NOTIFICATION OF VISITING MEMBERS

The following Members were in attendance reserving their right to speak on the items identified (where appropriate):

- Councillor Boughton – item 12
- Councillor Harper – items 12, 13 and 14
- Councillor Newton
- Councillor Perry – item 14
- Councillor Sargeant – item 12
- Councillor Stockell
- Councillor Willis – 13, 14 and 17

149. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

150. DISCLOSURES OF LOBBYING

It was noted that all Committee Members had been lobbied on item 14 – Integrated Transport Strategy.

151. EXEMPT ITEMS

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

152. MINUTES OF THE MEETING HELD ON 10 NOVEMBER 2015

RESOLVED: That the minutes of the meeting held on 10 November 2015 be approved as a correct record and signed by the Chairman subject to the following amendments:

- Minute 130 – change *of* to *or*.
- Minute 137 – Recommendation c) to include at the end of the sentence *Planning, Sustainability and Transportation Committee*.
- Minute 141 – insert the correct spelling of Farleigh in two places.

153. URGENT ITEMS

The Chairman stated that, in his opinion, the update report of the Head of Planning for item 14 – Integrated Transport Strategy and item 15 – Objections to Off Street Parking Places order – Mote Park should be taken as urgent items as they contained further information relating to these agenda items.

154. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

155. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

Question to the Chairman from Mr Mike Fitzgerald of the Kent Community Rail Partnership regarding how the infrastructure required for Medway Valley Line was arrived at:

"I would like to understand how the type of infrastructure required, in respect of the stations on the Medway Valley Line was arrived at.

As some is very specific and some less so and I just feel that if I can get an explanation to that it might be helpful going forward if the Kent Community Rail Partnership was consulted."

The Chairman responded as follows:

"Detailed infrastructure requirements at railway stations within the Borough are discussed with South Eastern and monies are available

through the LSTF (Local Sustainable Transport Fund) and Section 106 contributions.

Improvements to station in the Borough have to date concentrated on the Rural Service Centres (none of which have stations on the Medway Valley Line) and in Maidstone Town Centre (which does include Maidstone West) as these are potentially most directly affected by development, and where improvements have been secured through LSTF funding or directly through Section 106 agreements (where the necessary legal tests for such contributions have been met).

As work to improve cycling and walking networks moves forward, there is scope to improve connections from these networks to public transport hubs, including rail stations within the Borough on the Medway Valley Line.

In terms of the future participation of the Kent Community Rail Partnership, as outlined in the future work programme on Agenda item 11 of tonight's papers (page 12), a report is due to be presented to this Committee in February 2016 regarding the reformation of the Maidstone Public Transport Operators Group. The Kent Community Rail Partnership could be included in the group."

Mr Fitzgerald asked a supplementary question regarding how the number of cycle stands at Maidstone West railway station had been arrived at and had been consulted on that decision.

The Chairman responded by saying that he did not have the information at hand as to how this number was arrived at but did restate that the improvements were arrived at through discussions with South Eastern Rail. Going forward with the re-formation of the Maidstone Public Transport Operators Group the Kent Community Rail Partnership could be involved in discussions in the future.

156. COMMITTEE WORK PROGRAMME FOR NOTING

RESOLVED: That the Committee's work programme and update by the Chairman be noted.

157. MAIDSTONE BRIDGES GYRATORY IMPROVEMENT SCHEME

Councillors Boughton and Harper addressed the Committee in support of the scheme.

The Committee considered the report of the Director of Regeneration and Communities.

The Committee heard that the detailed design work was ready for the project contract to go out to tender in January 2016, with the main body of works starting in May 2016. As well as improved road capacity and a reduction in traffic delays, the wider benefits of the scheme included,

public realm and environmental improvements and pedestrian crossings and safety.

Prior to commencing the tendering process, approval from the Strategic Planning, Sustainability and Transportation Committee was required to progress with the project.

The Committee congratulated officers for their work in addressing the concerns that had been raised regarding the scheme.

RESOLVED:

- 1) That the draft final designs set out in Appendix I, II, III and IV of the report to Committee dated 1 December 2015 be approved.

Voting: For - 9

- 2) That delegated authority be given to the Director of Regeneration and Place in consultation with the Chairman of the Strategic Planning, Sustainability and Transportation Committee to agree the final designs that go out to tender.

Voting: For – 8 Against – 0 Abstention - 1

- 3) That delegated authority be given to the Director of Regeneration and Place and Section 151 Officer in consultation with the Chairman of the Strategic Planning, Sustainability and Transportation Committee to agree and enter into a funding agreement with Kent County Council.

Voting: For – 8 Against – 0 Abstention - 1

- 4) That an update on progress be reported at a subsequent meeting of the Strategic Planning, Sustainability and Transportation Committee and the Maidstone Joint Transportation Board.

Voting: For – 9

158. RIVER MEDWAY TOWPATH - MAIDSTONE SUSTAINABLE ACCESS TO EDUCATION AND EMPLOYMENT LEP SCHEME

Councillors Harper and Willis addressed the Committee regarding the River Medway Towpath Scheme.

The Director of Regeneration and Communities explained that Maidstone Borough Council and Kent County Council Officers had worked closely on the designs for the Scheme and outlined the benefits it would bring.

The Committee considered the update on the River Medway Towpath – Maidstone Sustainable Access to Employment Project to create a cycle path along the River Medway from Aylesford to Barming Bridge.

RESOLVED:

1. That Maidstone Borough Council contribute up to £500,000 towards the creation of the River Medway Cycle Towpath project as set out in Appendix I to V of the report presented to the Committee on 1 December 2015.

Voting: For – 9

2. That the proposed creation of a “cycling hub” at Lockmeadow be agreed and delegated authority be given to the Head of Mid Kent Legal Services to negotiate and enter into a lease with the operator of Lockmeadow.

Voting: For – 9

3. That delegated authority be given to the Director of Regeneration and Place, and Section 151 Officer in consultation with the Chairman of the Strategic Planning, Sustainability and Transportation Committee to agree and enter into a funding agreement with Kent County Council.

Voting: For – 8 Against – 0 Abstention – 1

159. INTEGRATED TRANSPORT STRATEGY

Councillors Perry, Willis and Harper addressed the Committee.

The Committee considered the draft Maidstone Integrated Transport Strategy (ITS) and the update from the Head of Planning and Development who confirmed the report was for noting. Issues raised by Members would be noted.

The following issues were raised and noted:

- A request for more detail on the phasing of the strategy – when/what infrastructure and how it will be funded
- Inclusion of a section on School Travel Plans
- Thorough cumulative impact assessments to be carried out
- Clarity of the review process for the ITS – that if adopted in 2016 details of work to be carried out by officers and reported to members in the preceding 5 years leading to 2022 in order for a review to take place
- Change the wording on page 44 (3.3) regarding the Objectively Assessed Housing Need – should not read “*the Maidstone Borough LP will meet in full the identified OAN of 18,560...*”
- Action plans to be more aspirational – include SMART targets
- Include measures to encourage the use of electric cars
- Ensure the ITS covers the whole of the Borough and not just focus on one area of concern

Park and Ride

- Remove any reference to Park and Ride
- Include information on the alternative to Park and Ride – including a short term strategy from February 2016 when the Sittingbourne Road site closes

Buses

- Consider the use of Section 106 contributions to subsidise rural bus routes and improve reliability
- Consider the use of Section 106 contributions to improve/increase electric signage and not rely on just mobile apps for real-time service information
- Consider the use of Section 106 contributions for bus shelters
- Improvements to parking enforcement to reduce the impact on bus reliability
- Improvements to Maidstone Bus Station

And

- Do not refer to specific bus operators – aim to work with all operators
- Emphasise the work with Kent County Council (KCC) and bus operators on improving services
- Investigate extending the existing 6X service between Maidstone and Pembury hospitals into the town centres to reduce congestion on A26
- Work with KCC and Tonbridge and Malling Borough Council to implement bus prioritisation measures along the A26 to help improve the frequency of services to and from Maidstone
- Investigate using rail station car parks in the Rural Service Centres for buses to pull into to pick up passengers, using Section 106 contributions where appropriate

Rail

- Investigate the possibility of using the funds provided for a bridge over the Medway Valley Line at Tovil to replace with a halt instead
- Include a reference to a halt in Tovil to protect the area from development
- Investigate rail halts at Teston and Allington
- Include clear signage for getting from Maidstone East rail station to Maidstone West rails station– and vice versa
- Include aspirations for a rail link to Gatwick

Cycling

- Make targets more ambitious
- Week Street proposal to be open to cyclists only during certain times – 8pm to 8am too restrictive – consider 6pm to 9am
- Include additional policy to look at opportunities for road closures and contraflows to accommodate cycling
- Include the joining up of cycle routes in the action plan

Roads

- Clarify situation regarding proposals for the closure of Cranbourne Avenue at the Wheatsheaf Junction
- Clarify what is meant by bus priority measures
- Include junction improvements on the A229 in Tovil
- Signal intention for a Leeds/Langley relief
- Include improvements to the junction at the bottom of Willington Street

The Committee requested further details of the following:

1. Cranbourne Avenue measures to be clarified via email to all Committee Members following the Maidstone Joint Transport Board meeting on 7 December 2015.
2. The headlines of the consultant's report on the corridor analysis suggesting highway improvements (such as bus prioritisation) to be shared with the Committee Members on or before the meeting on 14 December 2015.
3. The three Section 106 deeds in relation to the major sites along Sutton Road which are contributing towards bus prioritisation and highways improvements to the A274 corridor be provided to Committee Members.

RESOLVED:

That the Committee note the draft Integrated Transport Strategy.

160. OBJECTIONS TO OFF STREET PARKING PLACES ORDER - MOTE PARK

The Committee considered the results of the consultation in relation to The Borough of Maidstone (Off Street Parking Places) (Variation No7) Order 2015 which formally proposed the introduction of pay and display parking and season ticket parking in Mote Park and the sealing of the Parking Places Order.

The Committee agreed that monitoring the roads surrounding Mote Park following the implementation of the order to identify any localised parking problems related to potential displaced parking was important.

RESOLVED:

1. That delegated authority be given to the Head of Mid Kent Legal Partnership to make The Borough of Maidstone (Off Street Parking Places)(Variation No7) Order 2015 under the Road Traffic Regulation Act 1984 in relation to Mote Park, Maidstone.

Voting: For – 8 Against - 1

2. That following the implementation of the Order monitoring of potential displaced parking in roads surrounding Mote Park be undertaken.

Voting: For – 8 Against - 1

161. BROOMFIELD AND KINGSWOOD NEIGHBOURHOOD PLAN

The Committee considered the formal response of the Borough Council to the consultation on the Broomfield and Kingswood Submission Neighbourhood Plan (October 2015) according to Regulation 16 of the Neighbourhood Planning Regulations 2012.

RESOLVED:

That the Committee agreed the Council's consultation responses to the Broomfield and Kingswood Submission Neighbourhood Plan (October 2015) as presented in the report to the Committee 1 December 2015 and that this be used as the basis for the Council's formal representations according to Regulation 16 of the Neighbourhood Planning Regulations.

Voting: For – 9

162. RESPONSES TO RECOMMENDATIONS FROM THE OVERVIEW AND SCRUTINY REVIEW OF TRANSPORT IN MAIDSTONE 2015

RESOLVED:

That the Committee note the responses to the recommendations from the Overview and Scrutiny review of Transport in Maidstone 2015, received from Guy Scofield, Project Officer for Kent Community Rail Partnership.

163. DURATION OF MEETING

6:30pm to 9:37pm

STRATEGIC PLANNING SUSTAINABILITY & TRANSPORT COMMITTEE

**14th December
2015**

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Maidstone Borough Local Plan: responses to the Regulation 18 consultation (October 2015).

Final Decision-Maker	Strategic Planning, Sustainability & Transport Committee
Lead Head of Service	Rob Jarman, Head of Planning & Development
Lead Officer and Report Author	Sarah Anderton, Principal Planning Officer (Spatial Policy)
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the schedule of policies and amendments be in Appendix B be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.
2. That the site allocation policies for Land at Bydews Place and Land south of Tovil in Appendix F be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan
3. That the officer responses to the representations submitted during the public consultations on the draft Maidstone Borough Local Plan (Regulation 18 consultation) in Appendix A be approved.
4. That the amendment to Policy DM4 – Design Principles set out in paragraph 4.76 be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all – the Local Plan aims to plan positively for future growth in a sustainable way and protect the borough's environmental assets.
- Securing a successful economy for Maidstone Borough – the Local Plan also aims to plan positively for the growth of the borough's economy whilst also protecting the environmental assets which make the borough such an attractive place to work.

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transport Committee	14 th December 2015

Maidstone Borough Local Plan: responses to the Regulation 18 consultation (October 2015).

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to consider the issues raised during the Local Plan Regulation 18 consultation held in October 2015 and the suggested changes to the Local Plan recommended in response.
 - 1.2 For completeness and convenience, the report also considers the issues raised on Policy SP5 – Countryside during the earlier Regulation 18 consultation on the ‘full’ draft Local Plan held in March-May 2014.
 - 1.3 As a further matter, the report addresses the reference from Planning Committee (first discussed at this Committee on 10th November) requesting that the Local Plan provide criteria for ‘active frontages’ as it would apply to residential development in more rural environments.
 - 1.4 Committee members are requested to bring their copies of the Maidstone Borough Local Plan Regulation 18 Consultation (October 2015) to the meeting.**
-

2. INTRODUCTION AND BACKGROUND

- 2.1 The public consultation on the Maidstone Borough Local Plan Regulation 18 (October 2015) was held from Friday 2nd to Friday 30th October. The consultation related to a select suite of matters as follows;
 - a. Policy SP5 – Countryside, including proposed Landscapes of Local Value
 - b. Proposed new, amended and deleted housing allocations
 - c. Proposed additional employment land allocation at Woodcut Farm (M20 J8)
 - d. Proposed additional Gypsy & Traveller allocations
 - e. Proposed open space allocations and open space development management policy
 - f. Policy for nursing and care homes
 - g. Proposed deletion of two Park & Ride allocations in Policy PKR1 and consequent changes to Policy DM15 – Park & Ride
- 2.2 Some 935 representations were received to the consultation document from some 426 different respondents. These figures include approximately 11 late representations which were received within 4 days of the consultation closing. The purpose of this report is to consider the issues raised during this latest consultation and the recommended changes which should be made to the Local Plan in advance of the Committee’s consideration of the next full draft of the Plan (Regulation 19 version) at its meeting in January.

- 2.3 According to the timetable in the Local Development Scheme agreed by the Committee on 10th November the Regulation 19 consultation will take place in February/March 2016 with submission of the Plan following in May 2016 provided no substantive issues of soundness are raised.
- 2.4 A general matter raised during the latest public consultation by KALC, parish councils and private individuals was the 4-week duration of the consultation period which they considered to be too short to be meaningful and contrary to the Town and Country Planning (Local Planning) (England) Regulations and the Parish Charter.
- 2.5 In response, the Regulations do not specify a minimum consultation during preparation of the Local Plan at Regulation 18 stage. The breadth and length of the consultation should be proportionate to the size and complexity of the document. The 4 week timeframe was agreed as part of the wider programme for the delivery of the Local Plan by this Committee on 9th June 2015 given it was a partial update to the comprehensive consultation at Regulation 18 undertaken in the spring of 2014 on the whole plan. The proportionately shorter timescale ensured expediency in progressing the plan to the next stage.
- 2.6 All planning related consultation must be undertaken with regard to and in compliance with the Council's adopted Statement of Community Involvement, a legal requirement, which this Regulation 18 consultation was.
- 2.7 Finally in regard to the Parish Charter, this is clear that planning consultations are exempted from the six-week requirement, and that parishes should 'respond to all consultations in relation to the Local Plan within the Borough Council's deadlines in accordance with the adopted Statement of Community Involvement and Constitution.' This understood, comments received after the consultation close owing to the timing of parish council meetings have been considered with those received on time.
-

3. AVAILABLE OPTIONS

- 3.1 The schedule in Appendix A sets out the issues raised in the consultation for each of the policy aspects included in the consultation document. Those respondents who were objecting to the content of the document were putting forward, in effect, alternative options to those included in the original consultation document. Officers have put forward a preferred approach in response in each case. The main issues are drawn out in the next section of the report.
-

4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 The schedule in Appendix B includes the recommended changes to the Local Plan arising from the consultation.

Policy SP5 – Countryside

- 4.2 There was a significant volume of representations to Policy SP5 - Countryside (90 comments). Officers have additionally taken the opportunity to consider and respond to the issues raised in connection with this policy at the earlier Regulation 18 consultation held in 2014. Respondents raised a number of objections to the proposed Landscapes of Local Value (LLV) designations. A large portion of the comments regarding the LLVs were seeking further areas to be designated as LLVs, or to extend the proposed LLV boundaries. Councillors will recall that a number of these 'omitted' areas and/or landscape character areas were also raised during the 2014 Regulation 18 consultation, for which the responses were approved by this Committee in July 2015. The reasons not to include these areas are still regarded as valid. The inclusion of an LLV for the setting of the Kent Downs AONB was proposed by a small number of respondents. There were previous discussions regarding this issue, and the Committee concluded that the AONB settings should not be designated as LLVs due to the high degree of protection already afforded to these areas through national policy.
- 4.3 Some respondents were concerned about the perceived lack of evidence base supporting the designation of LLVs, with particular reference made to the Low Weald both in relation to its boundary based on the former SLA, and the designation of the area in general. The merits of including the Low Weald as a LLV was discussed at great length by both this Committee and the Policy & Resources Committee in July-September. The resolved position of the council is that inclusion of the Low Weald is justified and it is not recommended that the approach now be changed in the Regulation 19 version of the Local Plan.
- 4.4 The 2014 consultation has highlighted that greater clarity is needed about the Plan's approach to the development of brownfield sites in the countryside, in particular for housing. Such sites are frequently in unsustainable locations for conventional housing. As a result an amendment is proposed to Policy DM1 – Development on brownfield land to set out the very limited circumstances when the residential redevelopment of a brownfield sites in the countryside would be appropriate. The amendment requires such sites to be in close proximity to one the settlements in the Plan's settlement hierarchy, to be accessible by sustainable modes and for the redevelopment to secure a significant environmental improvement.
- 4.5 A number of respondents for both the 2014 and 2015 Regulation 18 consultations were concerned that the policy appears too much in favour of development in the countryside, and should be more prescriptive akin to the adopted policy ENV28. The Local Plan is to be read as a whole and sets out where significant development is acceptable (and conversely where it is not) with consideration given to conserving and enhancing the natural, historic, and local landscapes. The policy wording in Policy SP5 – Countryside is stated in the positive in line with the NPPF's presumption in favour of sustainable development and, whilst not precluding development in the countryside, it greatly restricts the type and scale that would be permitted. In addition heritage, landscape and ecology considerations are given

specific policy expression in Policy DM10 – Historic and natural environment.

- 4.6 Comments made during both the Regulation 18 consultations from the Kent Downs AONB Unit suggested specific wording amendments to the policy and supporting text in order to ensure alignment with national policy and legislation (the NPPF and the CROW Act 2000) and the Kent Downs Management Plan which have been included in the schedule of proposed changes (Appendix B).

Housing site allocations (Policies H1(51) – H1(77))

- 4.7 The consultation proposed the allocation of 20 additional housing sites. Having reviewed the consultation responses, specific detailed amendments to individual site allocation policies are set out in the schedule in Appendix B. Overall it is considered that all these sites continue to be suitable for the residential development and that they should be incorporated, as amended, in the Regulation 19 version of the Local Plan.
- 4.8 There was a significant volume of representations to the housing allocation at Land to the South of Sutton Road allocated in Policy H1(10). Respondents raised particular concerns about the transport impacts of the proposed development, stating that the existing highway infrastructure is insufficient and the proposed highway improvement measures, including public transport improvements, are inappropriate or inadequate. Highway safety was also cited as a concern. KCC, the highway authority, object to the proposal on the grounds of the cumulative impacts on the southern highway approaches to Maidstone and the severe impact on the highway network. No detailed evidence has been put forward and this issue was considered previously.
- 4.9 The Integrated Transport Strategy, which is considered elsewhere on this agenda, will set out the overall framework for transport planning in the borough. It will provide a programme of specific schemes to support the growth proposed in the Local Plan. The aim is to deliver a package of highway improvements throughout the Borough which support the housing allocations by adding capacity at key junctions to the benefit of both public transport and car users. Specific improvements are planned for the A274/A229 corridor and significant financial contributions have already been secured through legal agreements associated with planning consents at Langley Park, north of Sutton Road, and the sites at the Police HQ and the Police Training Centre. It is not considered that the highway authority has provided sufficient, transparent information to evidence its position that the residual, cumulative transport impacts of the development of this site would be 'severe'¹.
- 4.10 An amendment is proposed to the Policy to detail the alignment of the proposed cycle path across the site which will link Sutton Road to Brishing Road via the Langley Park development immediately to the west of Site H1(10). This is independent of any existing public right of way.

¹ NPPF paragraph 32

- 4.11 The Environment Agency raised concerns over the specific inclusion in Criterion 15 of the requirement to seek appropriate contributions for the improvement of the Brishing Lane Reservoir due to the inability for this structure to function as a flood defence. Whilst accepting that the Council wish to ensure some safeguard for flood mitigation, the landowner objected to this criterion as they are of the opinion that this can best be addressed through SUD measures. An amendment is proposed to Criterion 15 to allow a more flexible approach to contributions for flood mitigation impacting the site in discussion with the Environment Agency.
- 4.12 Respondents were also concerned about the implications of this site's development for local social infrastructure and facilities such as school places, GP surgery places and hospital capacity. In response, key infrastructure providers including the NHS and KCC Education have been consulted as part of the evolution of the Infrastructure Delivery Plan which will be published as a supporting document to the Local Plan. NHS Property has not identified health services as a constraint to the development of this site in the on-going dialogue that has informed the emerging content of the Infrastructure Delivery Plan. In its representation on the Local Plan KCC Education observes that there is limited surplus capacity in Maidstone to accommodate pupils from potential further development, especially at Langley Park where pressure from development has been high. The implication is that additional primary school capacity would be required in association with this development. Pending any more detailed response from KCC Education through the on-going consultation on the Infrastructure Delivery Plan, an additional requirement should be added to the allocation policy to require the provision of a primary school within the developable area of the site.
- 4.13 Concerns are raised about the landscape and character impacts of development on this site. Respondents are worried about the impact on the wider rural and historic character of the area and ecology, particularly the cumulative impact of development on this site in conjunction with that of the other sites planned in the south east of the town. In response, this site, along with all other candidate sites, has been subject to comprehensive assessment for its suitability through the Strategic Housing Land Availability Assessment (SHLAA). The evidence in the council's Landscape Sensitivity Assessment (2015) identifies this site as having a high capacity to accommodate new residential development. Further, proposed Policy H1(10) includes specific policy criteria to ensure development is designed to take account of the results of a both a detailed Landscape and Visual Impact Assessment and an ecology survey and for the design and siting of development to take account of the identified heritage assets adjacent to the site.
- 4.14 Langley Parish Council is seeking that the public open space provided with this development to the east of the public right of way should be transferred to a dedicated Langley Amenity Trust. Whilst the parish council has stated that this trust is in the process of being set up, formal documentation to confirm this is not yet in place. At this point therefore reference in the policy to the specific body is not justified.

- 4.15 The deletion of four housing allocations was proposed in the consultation document namely Land at Tongs Meadow, Harrietsham; Haynes, Ashford Road, Maidstone; Ham Lane, Harrietsham and Heath Road, Boughton Monchelsea. There was particularly strong support from local residents to the deletion of the Tongs Meadow site. Whilst KCC's submission additionally seeks the identification of some of this land adjacent to Harrietsham primary school for a potential future extension to the school, the land is not demonstrably available for this use and therefore not 'deliverable'. Such development could nonetheless come forward through a planning application (which would be a county council matter to determine) in the event the landowner and education authority reach an agreement about the transfer of the land.
- 4.16 Based on the assessment of the representations received (Appendix A), it is proposed that the deletion of the four site be carried forward into the Regulation 19 version of the Local Plan.

Proposed additional housing site allocations

- 4.17 The 20 year housing land supply position has been updated to take account of the permissions granted and those subject to a s106 agreement at the 31st October 2015.

20-year Housing Land Supply as at 31 October 2015 (All elements of supply are net of dwelling losses)	Dwellings – supply sub totals	Dwellings – supply totals	Totals - no. of dwellings
Objectively Assessed Need 2011 to 2031			18,560
Total number of dwellings built			
Dwellings built 01.04.11 to 31.03.15	2,341		
Total number of dwellings built		2,341	
Permitted dwellings/S106 not built			
At 31.10.15 (adjusted for double counting)			
- On allocated sites	2,465		
- On non-allocated sites	2,434		
Permitted subject to S106			
- On allocated sites	1,320		
- On non-allocated sites	314		
Permitted dwellings not yet built		6,533	
LP Allocations pending application			
Approved allocations pending application (Includes yield from further allocations agreed)	4,922		
Broad Locations (MBLP 2014 – Reg 18)	3,500		

LP Allocations pending application		8,422	
Windfall contribution			
9 years at 114 dwellings p.a.	1,026		
Windfall contribution		1,026	
TOTAL HOUSING LAND SUPPLY			(18,322)
Unmet housing need (net)			238

4.18 This shows that there is shortfall in planned provision of 238 dwellings compared with the objectively assessed need figure of 18,560 dwellings (2011-31)

4.19 During the latest Regulation 18 consultation 11 new sites were put forward for inclusion on the Plan. These are sites which have not previously been assessed through the SHLAA process.

Site ref	Location
HO3-301	Land at Kilnwood , East of Old Ham Lane Lenham
HO3-312	Land adj. Old Goods Yard Lenham
HO3-313	Land adj. Detling Aerodrome Industrial Estate
HO3-314	Land at Bydews Place Tovil
HO3-315	Land at Downsoak Stud West Street Harrietsham
HO3-316	Land at Ledian Farm Upper Street Leeds
HO3-317	Land West of Ledian Farm Upper Street Leeds
HO3-318	Land North East of Forge Lane Bredhurst
HO3-319	Land South of Tovil (East of B2010 Dean Street)
HO3-320	Land South of Warmlake Road Chart Sutton
HO3-321	'Nutbrow' Land off Boyton Court Road Sutton Valence

4.20 Officers have assessed these sites using the same site assessment proforma used for all other sites. The sites have also been subject to Sustainability Assessment (SA) on the same, consistent basis to further inform the site assessment and selection process. The SA sites summary matrix is included in Appendix E. The outcomes of the overall assessment for each site are summarised in the table in Appendix C. In addition a further 25 previously considered sites were re-submitted during the consultation period on the Local Plan. Any new or additional information on these sites has been reviewed. The outcome of this further review of these sites is set out in the table in Appendix D.

4.21 As a result of this assessment/reassessment exercise, two sites are considered suitable for allocation in the forthcoming Regulation 19 version of the Local Plan.

Policy ref	Housing Site	No. dwellings
H1(x)	Land at Bydews Place Tovil	50

RMX1(x)	Land South of Tovil (East of B2010 Dean Street)	452
		502

- 4.22 Land at Bydews Place: The proposed site (2.1ha) is an area of greenfield land situated off the B2010 Farleigh Hill/Dean Street Tovil to the south west of the access to Bydews Place. This area is crossed in its south east corner by PROW KB14. To the north west is a development site with an extant planning permission for 27 units (12/0980) on which works have recently commenced. This will be served by a new access directly off the B2010. Opposite the site on the south east side of the B2010 is a former municipal land-fill site which is encompassed in the proposed allocation for Land South of Tovil below. To the north west is the group of buildings (mostly listed in their own right) and which are associated with the Grade II* listed Bydews Place.
- 4.23 Overall the site is considered to be well-related to the existing urban area and to existing and proposed residential development . Policy criteria are included in the proposed allocation policy to preserve the boundary between the urban area and the countryside beyond the site as well as the setting of both Bydews Wood and the designated heritage assets at and adjacent to Bydews Place. The existing hedgerow and important trees should also be retained and the line of PROW maintained. An area of land to the north east of the site, adjacent to the housing site at Burial Ground Lane, is identified as publically accessible open space. Keeping this land undeveloped will also help to secure the setting of the listed buildings to the north.
- 4.24 The site is approximately 1km from the nearest primary school, 0.5km from local shops and 700m to a post office. The SA highlights that the site scores more poorly in terms of its distance to services and facilities. In response the proposed allocation policy criteria require the pedestrian and cycle paths to be incorporated into the design of the scheme and that these connect to existing and proposed footways along Dean Street/Farleigh Hill. Access to a GP surgery would substantially improve if such a facility were delivered as part of the proposed development on the site 'Land south of Tovil' (below). The site is on the route of the 23 and 26 bus services with the nearest bus stop some 100m from the site.
- 4.25 Land south of Tovil: The site is located on the east side of the B2010 immediately to the south of the existing urban area
- 4.26 The land closest to the road is a former municipal waste/landfill site that is now pasture land having been capped and a gas monitoring system installed. The eastern part of the area is farmland. North of the site is a further former landfill site (the P J Burke's site) that has permission for residential development. East of Stockett Lane, which forms the eastern boundary of the site, lies the Loose Valley Conservation Area. Adjacent to the SE corner of the site lies Abbey Gate Place which is a Grade II* listed building with a Grade II water tower in its grounds.

- 4.27 The site is well-related to the existing urban area and to existing/allocated residential development. The nearest shops are approximately 600m to the north of the site, the nearest primary school some 1.3km. The 23 and 26 bus services operate along Dean Street/Farleigh Hill; the nearest bus stops are located on Burial Ground Lane and outside Tesco on Farleigh Hill.
- 4.28 The proposed allocation is for a mixed use development to incorporate residential development (452 dwellings) on the eastern part of the site and outdoor sports facilities (9.25ha) on the former waste/landfill site which would contribute to a borough requirement for formal outdoor sports provision. This approach helps to maintain the openness of the site to the east. The development must secure against the migration of landfill gas and the continuing functioning of the landfill gas control system. The policy also provides for landscaped buffer areas, especially along Stockett Lane with improved upgrading and additional provision of PROW's linking up with the site. This site also scores more poorly in the SA in terms of distance to facilities and in response the proposed allocation criteria include requirements for specific improved pedestrian and cycle connections.
- 4.29 These two sites would deliver some 502 additional dwellings. Inclusion of these sites in the Local Plan would result in a modest numerical oversupply of some 264 dwellings over the 20 year plan period which is 1.4% of the total requirement.
- 4.30 A key role of the Local Plan is to identify in advance where development will take place. This brings important certainty for both local residents and also for developers and any others with a stake in the development process. The inclusion in the Local Plan of a significant supply of confirmed site allocations will help to ensure it complies with two of the tests of soundness, namely that the Plan has been 'positively prepared' and that it is 'effective' i.e. that it is deliverable. Further, the greater the number dwellings identified on specific, deliverable sites, the greater the boost to pipeline supply which potentially would improve the resilience of the Council's 5 year supply position (when achieved).
- 4.31 For the latter part of the Plan period, 3 broad locations have been identified which will deliver housing in the post 2026 period. To give greater detail to the delivery of development in these locations, early masterplanning is to be undertaken for both the Invicta Barracks and Lenham locations. Detailed site allocations in Lenham and at the Barracks and at The Mall will also be included in the planned review of the Local Plan at 2021. Whilst there is confidence about the future prospects for all these locations, and recognising the proactive steps that will be taken, there are some inherent uncertainties associated with planning for sites to be delivered 10+ years hence. In addition it is possible that yields achieved on allocated sites could vary marginally from those cited in the Plan for site specific reasons revealed at detailed planning application stage.
- 4.32 With this understanding, a numerical oversupply against the OAN figure helps to mitigate risks of housing not coming forward exactly when and in the form expected, including in the latter part of the Plan period and further

increase the certainty of the Objectively Assessed Need for housing being met in full².

- 4.33 Proposed site allocation policies and site plans for the two sites are included in Appendix F. The committee's agreement to the inclusion of these policies in the Regulation 19 version of the Local Plan is sought.

Employment land allocation – Woodcut Farm (Policy EMP1(5))

- 4.34 There were objections to this proposed employment land allocation from KCC, Natural England, the AONB Unit in addition to parish councils and residents. There was also support for the allocation from a more limited number of respondents. Reasons for objection included landscape impacts on the setting of the AONB and adverse impacts on the attractive rural character of the wider countryside. Respondents highlighted that the Waterside Park appeal Inspector weighed environmental harm above economic benefits of that specific proposal.
- 4.35 In response, it is considered that the economic case for continuing to include the allocation in the Local Plan continues to be strong based on the Council's own evidence and supported by its approved Economic Development Strategy. This justification has not altered since this Committee took the decision to include the allocation in the Regulation 18 Local Plan in August. Whilst development of this site will have an adverse impact on the setting of the AONB, on the wider landscape and on the rural character of the area, this site gives the best opportunity at Junction 8 for mitigation measures to help ameliorate these adverse impacts of development. Policy EMP1(5) is considered to provide appropriate safeguards through its detailed criteria for landscaping, building coverage, building heights and building orientation to help mitigate the adverse environmental impacts of development.
- 4.36 A further issue raised was the lack of sustainable transport options serving the site; there would be a high probability of employees travelling to and from the site by car. Policy EMP1(5) addresses this point by specifically requiring a significant package of transport measures to improve sustainable access to the site.
- 4.37 Respondents considered that there are alternative sites within and outside the borough where this type of development could be more appropriately accommodated. In response the National Planning Policy Framework states that local planning authorities should aim to meet the needs of the economy in their Local Plans (paragraph 21) and that they should plan positively for the development required in the area (paragraph 157). The clear expectation is that authorities should aim to meet needs within their own area first. It is considered that Policy EMP1(5) provides the appropriate criteria to deliver an acceptable form of development in this sensitive location and thereby help ensure that the forecast economic growth can be delivered in the borough.

² NPPF paragraph 47

- 4.38 Detling Aerodrome is a site which was cited by respondents as an alternative to the Woodcut Farm site. The site's owner has also promoted the site and adjacent greenfield land for mixed use development to include employment land (24ha) and housing (1,200 dwellings) as well as a country park and a Park & Ride facility. Previous assessment of this site has concluded that it is unsuitable for development in this manner; development and the associated highways infrastructure would have an unacceptable impact on the Kent Downs AONB and the latest reconsideration of the site has reached the same conclusion (Appendix D). The site is in an unsustainable location where there would be a high reliance on the private car.
- 4.39 There was some support from respondents for allocating the Waterside Park site south of the M20 J8 in addition to Woodcut Farm. There is challenge to the assumptions underpinning the Council's quantitative assessment of employment land requirements whilst some respondents highlight that the unit size criteria included Policy EMP1(5) would exclude local firms such as ADL and Scarab who have had explicit interest in relocating to a site at Junction 8.
- 4.40 Development of Waterside Park, even at a reduced scale, would necessitate significant alteration to the landform, and the introduction of features such as bunding and retaining walls which the appeal Inspector considered to be alien features. The Woodcut Farm site is considered to provide better opportunities for mitigation and that it provides for the quantitative and qualitative gaps in the borough's portfolio of employment sites identified in the council's employment land evidence³.
- 4.41 Having considered the issues raised in the representations received on this matter it is considered that overall balance of considerations continue to weigh in favour of retaining the allocation in the Local Plan. Specific amendments to Policy EMP1(5) (Appendix B) are proposed to clarify that hi-tech and research & development would also be acceptable uses for the site, that off-site environmental improvements will be secured by means of financial contributions and to clarify that the north western field should be planned and managed as open woodland.

Gypsy & Traveller site allocations (Policy GT1)

- 4.42 The Regulation 18 consultation document proposed the allocation of 8 Gypsy and Traveller sites which collectively could provide some 18 additional pitches.
- 4.43 On 31st August 2015 the Government published changes to 'Planning for Traveller Sites' (PTS), the national planning guidance governing Gypsy and Traveller development. These changes included a revision to the definition of Gypsy and Travellers for the purposes of planning to exclude those who have ceased to travel permanently. The revised definition is as follows;

³ Economic Sensitivity Testing and Employment Land Forecast (2014) and Qualitative Employment Site Assessment (2014), both by GVA.

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”

- 4.44 To determine whether an applicant falls within the definition, the PTS advises that regard should be had to; a) whether they had previously led a nomadic habit of life; b) the reasons for ceasing their nomadic habit of life; and c) whether there is an intention of living a nomadic habit of life in the future and if so, how soon and in what circumstances.
- 4.45 Respondents to the Regulation 18 consultation stated that allocations should not be made until the implications of the revised definition are known.
- 4.46 The change brings some uncertainty about how the need for Gypsy and Traveller pitches can be assessed in the context of the revised definition. The Council’s Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (2012) (‘the Assessment’) was prepared under the terms of the previous definition. Significantly, however, it **did** take account of the extent of households’ travelling in reaching its findings. The identified need for 187 pitches (2011-31) includes a deduction (amounting to some 14%) for those not travelling⁴.
- 4.47 The questionnaire used in the original Assessment did not ask questions about households’ future travelling plans and specifically of any intentions to restart travelling after a settled period. Without this information, it is not possible with complete robustness to retrospectively apply the new definition to the survey responses collected for the 2012 Assessment. What can be deduced is that the revised definition is likely to have the effect of reducing the overall number of households that are ‘gypsies and travellers’ for the purposes of planning but, as the original Assessment did account for travelling habits, the reduction is likely to be relatively modest.
- 4.48 Officers do not recommend that a complete new Assessment is commissioned at this point. This is for the following reasons:
- The Government has not published the promised revised guidance on how assessments should be undertaken nor has it provided a timescale for publication. There is a high risk that an Assessment commissioned now would not comply with the guidance once it is published.
 - Undertaking a new assessment risks delay to the Local Plan timetable. To illustrate, the current Assessment took 6 months to complete.
 - There is a significant prospect of legal challenge to the revised definition under the terms of the Equalities Act and/or Human Rights legislation. There is some risk that a new assessment will become quickly outdated.

⁴ See Table 10.1 in the Assessment

- A new Assessment would have a revised base date of 2016. This would, in effect, 'wipe the slate clean' and the significant number of permanent pitches granted since October 2011 (79) would not contribute towards any revised needs figure.

4.49 The 2012 Assessment identified a need for 187 pitches (2011-31). This provides the best evidence of needs available at this point in time and it is recommended that this form the basis for planning future pitch provision in the Local Plan, recognising that actual needs may be a degree lower. Any individual applicant's compliance with the definition will be tested at planning application stage.

4.50 The site specific issues raised in the consultation for the nine proposed Gypsy allocations are set out and responded to in Appendix A. The outcome of this assessment is that Policies GT1(8) to GT1(16) inclusive, as amended, should be included in the Regulation 19 version of the Local Plan.

4.51 The table below sets out the supply position relative to needs with the inclusion of the proposed nine additional sites.

1	Pitch Requirement (2011-31)⁵		187
2	Permanent consents granted 1/10/11 to 18/9/15	79	
3	Sites GT1(1)-(7) (Reg 18 Local Plan)	23	
4	Proposed additional sites GT1(8)–(16)	18 ⁶	
5	Public pitch turnover (1.4pa for 16 years) ⁷	22	
6	Shortfall		45

4.52 If an allowance is made and fully justified for some pitches coming forward on unidentified sites, it is anticipated that this identified shortfall can be addressed.

Open space allocations (Policy OS1) and Open space and recreation policy (Policy DM11)

4.53 **Policy DM11:** There is general support for the inclusion of quantitative open space standards as set out in proposed Policy DM11, however some respondents have criticised the policy as being unjustified and not based upon robust evidence. Whilst this is not accepted, it is acknowledged that the evidence base which justifies the approach was not made available alongside the Regulation 18 consultation document and this will be rectified for publication of the Regulation 19 Local Plan. A parish council has commented that the broad typologies of open space should be

⁵ 1st October 2011-31st March 2031

⁶ Of which 2 pitches are subject to a current application

⁷ based on the last 5 years' data

supplemented by the identification of relevant features or types of provision. This amendment would be a helpful addition to the policy and the text has been revised to reflect this.

- 4.54 There is also concern that the policy lacks detail in respect of how it will be applied to individual developments and, in particular, how the policy will be interpreted in the context of existing local provision. Given that open space provision will generally be secured through Section 106 Legal Agreements (s106) associated with new housing developments, it is critical that the application of the standards results in a requirement which is necessary to make development acceptable in planning terms, and which is proportionate to the level of need generated by the development⁸. However, the draft policy already establishes at criterion (3) of Policy DM11 that the council will take account of existing provision in accordance with the quantitative and accessibility standards and, where this may wholly or partially mitigate the impacts of development, may seek a reduced contribution. Technical details on exactly how the standards will be applied will be most appropriately set out within the Open Space Supplementary Planning Document (SPD) however a minor amendment is suggested to more clearly show that this measure relates to provision as well as contributions.
- 4.55 To supplement this, a further amendment is recommended at criterion (3) to require developers to take full account of open space requirements at an early stage of the development management process, and to encourage early engagement with the Parks and Open Space team, to determine the most appropriate type, quantum and location of open space provision. Additionally, the introduction of a new criterion (4) establishes that the council will operate the policy flexibly to secure the provision of the typologies of open space which are most needed in any given area.
- 4.56 Sport England has commented that there is insufficient evidence to justify the outdoor sports standards, and that there is no evidence base for indoor sports. This is acknowledged and a study will be commissioned to address this gap in the evidence base by the time the Local Plan is submitted to the Planning Inspectorate.
- 4.57 **Policy OS1:** A variety of concerns have been raised in respect of this policy; some of which are very site specific but many respondents raise significant concerns regarding the overall approach adopted in the policy's formulation. Many of the developers affected by the OS1 allocations, and also the Home Builders Federation, have commented that the policy is unjustified as there is no clear rationale for the levels of open space sought through each allocation. One respondent points out that the allocations range from 14% of the overall development site to as high as 50%, whilst others state that the allocations depart from the level of provision already approved through the development management process.
- 4.58 In addition, many of the developers affected by draft Policy OS1 have commented that the identification of specific areas of open space, as shown on the draft policies maps, will prejudice the proper delivery of their sites before they have been subject to detailed appraisal and master planning

⁸ NPPF paragraph 204

work. Again, some respondents commented that the extent or location of the sites identified in OS1 actually conflicts with approved planning permissions. A number of respondents are therefore seeking a more flexible approach to the accommodation of on-site open space.

- 4.59 Given the strength of the objections it has been necessary to undertake a full review of the policy and supporting evidence in order to establish (a) a more accurate picture of open space provision approved through existing planning consents and (b) justifiable levels and, where possible, locations of open space provision for each development site in accordance with DM11 and the s106 tests⁹. The review goes beyond those sites identified in OS1 and has examined the potential of each development site to accommodate open space provision, and has considered the full range of typologies. The results of the review in terms of the changes recommended are included in Appendix B.
- 4.60 Where there is an identified need for open space, sufficient capacity within the site to accommodate new provision, and adequate justification for the identification of specific areas of the site to be designated for the provision of open space, sites are allocated for open space provision through OS1 policies. This approach is also adopted where specific locations have been identified for the provision of open space through planning permissions, or where there is a resolution to grant consent subject to completion of a S106 planning obligation.
- 4.61 For many of the development sites there is an identified need for open space and capacity to accommodate some or all of the need within the site, but no clear justification for the identification of specific areas of the site to be allocated for open space provision. This is also the case for a number of outline planning permissions or sites with a resolution to grant consent subject to completion of a S106 planning obligation. In these cases it is recommended that relevant policies in H1 are amended to stipulate a minimum or approximate quantitative requirement for on-site provision, with any residual provision being secured in accordance with DM11. This is a positive and plan-led approach to the delivery of open space and seeks to ensure that land capable of delivering new open space is not lost to additional or lower density housing.
- 4.62 Finally, there are a number of sites where there is some uncertainty regarding whether or not they will be capable of delivering new open space on site; for instance due to constraints or the existing balance of yield and density. In these cases it is recommended that the existing wording for H1 "open space" policies is amended to reflect more directly the requirements of Policy DM11.
- 4.63 Turning to more site specific issues, landowners/developers for two of the draft OS1 allocations - Bicknor Farm (OS4) and Tongs Meadow (OS8) - have made representations to state that the land proposed for allocation as open space will not be made available for publically accessible open space unless an element of housing is incorporated within the allocation. This is regrettable in both instances, but particularly for Tongs Meadow where the

⁹ NPPF paragraph 204

allocation received significant support from local residents. There are however existing public footpaths which cross the site and therefore public access will be maintained without any allocation in the Local Plan.

- 4.64 In the case of Bicknor Farm, the area of the original SHLAA submission identified in the Local Plan as suitable for housing is now subject to an application for full planning permission as a self-contained site, incorporating its own open space provision without encroaching into the surrounding land. Nevertheless, much of the surrounding woodland is protected by virtue of the policy criteria in Policy H1 (9) Bicknor Farm and the area identified in OS4 is likely to continue to provide landscape and ecological benefits without the open space allocation. There is a need to demonstrate that any allocations in the Local Plan are deliverable and therefore, as these sites are not considered suitable for housing development, it is recommended that they are deleted from Policy OS1.
- 4.65 Another of the draft allocations, East of Hermitage Lane (OS1), has been granted outline consent on appeal subsequent to the publication of the Regulation 18 consultation document. The view taken by the inspector, which has been affirmed by the Secretary of State, is that the principle of some residential development within the area of land identified in OS1 is acceptable, and the inspector concluded that there are acceptable approaches to achieving an access through the ancient woodland or secondary woodland to an area of residential development situated within this part of the site.
- 4.66 Allocating the southern part of the development site, as shown in draft Policy OS1, would therefore conflict with the approved planning permission and requires amendment. The appeal decision does however fix the overall quantum and type of open space to be provided within the site to 12.95ha, and it is therefore recommended that the open space requirements for East of Hermitage Lane are deleted from OS1 and accommodated within Policy H1 (2) to reflect the quantum and typologies of open space approved through the planning consent. Given the ecological and archaeological sensitivities of the area shown in draft Policy OS1, recommended modifications to H1 (2) will also require development to maximise the use of the southern part of the site ("bluebell wood" and the "hospital field") for the delivery of open space. Similar modifications are recommended in respect of the community infrastructure element of the allocation, where details of its specific location are not approved through the planning consent. There is broad agreement however that the approved community infrastructure should be sited within the general location identified in draft Policy OS1, and consequently modifications to H1 (2) to strongly encourage the siting of community infrastructure in this area are appropriate.
- 4.67 The review has identified that a number of the draft OS1 allocations would deliver levels of open space provision significantly in excess of the needs for open space generated by the associated developments. In order to comply with the s106 tests (CIL Regulation 122)¹⁰, policies which establish the requirements for open space must seek provision only the level that is necessary to make development acceptable in planning terms, that is

¹⁰ Also NPPF paragraph 204

directly related to the development and that is reasonable in scale and kind to the development. In these instances it is necessary to align the policy requirements with the identified needs however this does not preclude landowners and developers from making additional land available for open space provision. The key for some OS1 allocations has therefore been amended to identify, where appropriate, that the land shall be provided as either open space/undeveloped/ecological mitigation/landscaping. In a number of cases landowners and developers have indicated an intention to make additional land available for open space and, although policies cannot require "over provision", the revised wording of the policy does not prevent developers making more land available for open space provision.

4.68 Finally, concerns are raised that, despite the aspirations of the draft policies DM11 and OS1 there are likely to remain shortfalls in open space provision for certain typologies in some parts of the borough. It is disappointing that no responses were received to the "Call for Sites" exercise for open space provision and the likelihood of an ongoing need for strategic interventions to deliver access to open space is recognised. There is scope however for increased provision of open space through the development of Neighbourhood Plans and it is anticipated that the Green and Blue Infrastructure Strategy will outline measures in the Action Plan to address this issue. It is considered, therefore, that the need for strategic open space provision should also be included as an item in the Infrastructure Delivery Plan, to enable such provision to be eligible for CIL funding in the future. Further work in regards to identifying potential opportunities for provision will be undertaken through the development of the Green and Blue Infrastructure Strategy and its Action Plan.

4.69 The recommended changes with respect to open space which are all included in the overall schedule in Appendix B can be summarised as follows;

- Additions to Policy DM11 to clarify the types of provision and the approach to determining individual site requirements
- Amendments to the open space allocations in Policy OS1 and corresponding amendments to Policies H1 and RMX1 site allocations to quantify and specify open space requirements including the location of the open space where this can be justified
- Owing to their non-availability for development for publically accessibly open space, deletion of OS4 – Bicknor Farm and OS8 – Tongs Meadow
- Specify open space requirements for East of Hermitage Lane in Policy H1(1) rather than in Policy OS1 in the light of the recent appeal decision.

Nursing and care homes policy (Policy DM42)

4.70 Comments proposed that the policy should also apply to brownfield sites and existing care homes in the rural parts of the borough. Refinements to the supporting text are proposed in response to clarify that proposals to extend an existing care or nursing home located in the rural area would be considered under the terms of Policy DM37 – Expansion of existing business in rural areas and that Policy DM32 – Conversion of rural buildings would

apply to a proposal to convert an existing rural building to a care or nursing home.

Park & Ride allocations (Policy PKR1) and Park & Ride (Policy DM13)

- 4.71 There was more support than objection to the deletion of the proposed Park & Ride facility at Linton crossroads (11 support, 3 objections) whereas the position was reversed for the deletion of the existing Sittingbourne Road Park & Ride site (11 object; 1 support) . Objectors noted that the consultation document did not propose any alternative measures to improve sustainable access into Maidstone. In response, the draft Integrated Transport Study is the document which will set out the overall framework for transport planning in the borough. It will provide a programme of specific schemes to support the growth proposed in the Local Plan. The aim is to deliver a package of highway improvements throughout the Borough which will add capacity at key junctions to the benefit of both public transport and car users.
- 4.72 A draft of the strategy was brought to 1st December meeting of this Committee. With respect to access from the south, a package of highway capacity improvements on A274/A229 has been developed to mitigate the impacts of increased traffic flows. To complement these capacity improvements for general traffic, bus priority proposals have been developed which will protect buses from residual queues and delays, contributing to quick and reliable bus services toward Maidstone town centre, with largely continuous bus priority between Wallis Avenue and Armstrong Road. Increases in the quality and frequency of bus services are also proposed as part of the comprehensive measures, including on the A249 corridor currently served by the Sittingbourne Road Park & Ride service.
- 4.73 KCC has objected to Policy DM15, which sets criteria for the provision of new or replacement Park & Ride facilities, stating that there is no support for the provision of bus measures, including bus lanes, as the benefits they achieve do not represent good value when compared with highway capacity schemes that will deliver overall improvements in traffic flow. The overall transport strategy is a separate matter for decision on this agenda.

Wider issues raised through the consultation

- 4.74 The October 2015 Regulation 18 consultation focused on the select aspects on the Local Plan set out above. Some respondents took the opportunity nonetheless to raise other issues related to wider aspects of the Local Plan. The wider points made have been collated by officers and will be taken into account as the Regulation 19 version of the Local Plan is prepared, recognising that many of the same points have been raised at earlier consultations in the Local Plan process. For councillors' information, the main points made by respondents are as follows:
- Housing requirement is too high; housing requirement is too low
 - Brownfield sites should be developed before greenfield
 - Insufficient employment land to match housing; employment allocations are in the wrong places

- Transport: lack of an Integrated Transport Strategy; impact of the overall scale of development on the highways network; lack of the Leeds/Langley bypass
- Infrastructure: lack of an Infrastructure Delivery Plan; infrastructure should be delivered before development
- Object to the overall distribution of development; distribution should include a garden town centred on Otham; object to proposed scale of development at north west Maidstone, at south east Maidstone and/or at specific Rural Service Centres and Larger Villages; object to Lenham Broad Location
- Objections and support for specific allocations included in the Local Plan Regulation 18 (2014).
- The Local Plan will supersede more specific neighbourhood plans approved before the Local Plan's adoption.

Active frontages

- 4.75 Following a referral from Planning Committee, this Committee agreed to consider the issue of active frontages particularly in rural and rural edge areas and any policy initiatives which may be required. The Planning Committee was concerned about the urbanising effect of active frontages in these areas and also about the potential for highway safety issues.
- 4.76 The emerging Local Plan contains a Policy DM4 – Principles of good design which sets out key design considerations which all development should meet. A copy of this policy is included in Appendix G for information. To address the issue identified by the Planning Committee, the following addition to criterion (vi) of Policy DM4 is proposed for incorporation into the Regulation 19 version of the Local Plan.

(vi) Respect the topography and respond to the location of the site and sensitively incorporate natural features such as trees, hedges and ponds worthy of retention within the site. **Particular attention should be paid in rural and semi-rural areas where the retention and addition of native vegetation along the site frontage should be used as positive tool to help assimilate development in a manner which reflects and respects the local and natural character of the area.**

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 This report summarises and addresses the outcomes of the latest public consultation on the Local Plan.

6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The Committee's decisions will be incorporated in a revised full draft of the Local Plan which will be considered by the Committee and Council in January 2016 and thereafter subject to a further round of public consultation (Regulation 19 consultation).

7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The Maidstone Borough Local Plan will deliver the spatial objectives of the Sustainable Community Strategy and the Strategic Plan. It will also have regard to objectives set out in other council documents, such as the Economic Development Strategy and the Housing Strategy. The Local Plan aims to plan positively for future growth, including economic growth, in a sustainable way and protect the borough's environmental assets which is central to both the Council's key corporate priorities.	Rob Jarman, Head of Planning & Development
Risk Management	The adoption of the Maidstone Borough Local Plan will reduce the risk of inappropriate development.	Rob Jarman, Head of Planning & Development
Financial	The preparation of the local plan has been fully funded as part of the council's revenue budget. Potential deficiencies that might impact on the production of the local plan will be identified at an early stage.	[Section 151 Officer & Finance Team]
Staffing	The team is now fully staffed and additional short-term resources have been employed to assist with consultation representations and preparation of the Publication version of the local plan.	Rob Jarman, Head of Planning & Development
Legal	Public consultation on the emerging Local Plan is a legal requirement and essential to assisting the soundness of the	[Legal Team]

	Local Plan at Examination.	
Equality Impact Needs Assessment	None identified	[Policy & Information Manager]
Environmental/Sustainable Development	The Local Plan is fundamentally concerned with delivering sustainable development objectives.	Rob Jarman, Head of Planning & Development
Community Safety	N/A	[Head of Service or Manager]
Human Rights Act	The report highlights the potential for legal challenge to the new planning definition of Gypsy and Travellers.	Rob Jarman, Head of Planning & Development
Procurement	N/A	[Head of Service & Section 151 Officer]
Asset Management	N/A	[Head of Service & Manager]

8. REPORT APPENDICES

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

- Appendix A: Schedule of issues and responses
- Appendix B: Schedule of policies and amendments, including open space site plans
- Appendix C: Table of new sites submitted
- Appendix D: Table of resubmitted sites
- Appendix E: Sustainability Appraisal summary matrix
- Appendix F: Proposed site allocation policies and site plans
- Appendix G: Policy DM4 – Design principles

9. BACKGROUND PAPERS

APPENDIX A:**Schedule of issues and responses**

Introduction and General Comments						
	No. in support	No. of objections	No. of observations	Details	Officer response	Officer Recommendation
Key Issues						
Length of the consultation period.		7		The consultation period was too short. It should have been at least 6 weeks. The consultation does not equate with early and effective community engagement (NPPF para. 155). It contravenes the parish charter.	The Regulations do not specify a minimum consultation during preparation of the Local Plan at Regulation 18 stage. The breadth and length of the consultation should be proportionate to the size and complexity of the document. The 4 week timeframe was agreed as part of the wider programme for the delivery of the Local Plan by Councillors given it was a partial update to the comprehensive consultation at Regulation 18 undertaken in the spring of 2014 on the whole plan. The proportionately shorter timescale ensured expediency in progressing the plan to the next stage. All planning related consultation must be	No change.

				<p>undertaken with regard to and in compliance with the Council's adopted Statement of Community Involvement, a legal requirement, which this Regulation 18 consultation was.</p> <p>Finally in regard to the Parish Charter, this is clear that planning consultations are exempted from the six-week requirement, and that parishes should 'respond to all consultations in relation to the Local Plan within the Borough Council's deadlines in accordance with the adopted Statement of Community Involvement and Constitution.' This understood, comments received after the consultation close owing to the timing of parish council meetings have been considered with those received on time.</p>	
Amendments to allocation policies		1	Allocation policies should be worded 'may be permitted' rather than 'will be permitted'.	Expressing policies in terms of what will be permitted (subject to compliance with specific criteria), gives certainty to all users of the Plan and is consistent with the NPPF which requires authorities to plan positively.	No change.
		1	Lighting at every site (not solely 'rural' areas) should be addressed as it is best practice to encourage its reduction through all developments.	This matter is specifically covered by Local Plan Policy DM6 – External lighting.	No change.

33		1		Policies should identify opportunities for high quality and appropriate mitigation and enhancement measures, both from landscape and ecological viewpoints. This would help to avoid ad hoc solutions at planning application stage. Landscape and ecology should be dealt with separately in policies to avoid confusion. Proposed mitigation must be landscape appropriate. Policies should be encouraging an integrated approach that requires understanding the site, its heritage and ecology and how these contribute to character.	The site allocation policies require habitat surveys (where appropriate) at detailed planning application stage and that the outcomes of such surveys be used to devise the most suitable mitigation and enhancement measures to be delivered in association with the development. Policy DM10 promotes the comprehensive analysis of biodiversity, heritage and landscape impacts in the planning of development.	No change.
Sustainability Appraisal		1		The SA finds the majority of the sites included in the consultation to have sustainability constraints; cumulative impacts on infrastructure are not considered by the SA; the majority of proposed allocated sites fail the sustainability criterion.	The SA provides a framework for considering the implications of development against key sustainability criteria. The SA provides a consistent assessment of these implications using specific criteria (many based on a distance measurement) but is not the role of the SA to determine conclusively which sites should or should not be allocated. The SA serves to highlight where a particular site scores well or less well against a specific consideration and invites consideration of whether and how a negative effect can be mitigated. A SA of the whole plan, which	No change

					will include assessment of the overall implications of the Plan in its entirety will accompany the Regulation 19 version of the Local Plan.	
--	--	--	--	--	---	--

Policy SP5 – The Countryside						
Key Issues	No. in support	No. of objections	No. of observations	Details	Officer response	Officer Recommendation
Support for LLVs	4			General support for creation of LLVs	Support welcomed	No change
	1			Support specific for inclusion of Len Valley as an LLV	Support welcomed	No change
	14			Support for designation of Low Weald as LLV	Support welcomed	No change
	1			Support for Greensand Ridge LLV	Support welcomed	No change
	3			Support for Loose Valley LLV	Support welcomed	No change
Support for safeguarding AONB	4			Support for safeguarding AONB	Support welcomed	No change
Omission of areas of equal environmental importance and additional areas of landscapes of local value			3	No mention of River Beult SSSI	Para. 2.19 of the supporting text for policy SP5 states that “The Kent Downs AONB and High Weald AONB and their settings and other sites of European and national importance are considered to be covered by appropriate existing policy protection in the National Planning Policy Framework, National Planning Practice Guidance and other legislation”. Sites of Special Scientific Interest are afforded specific protection within the NPPF and other legislation for their ecological value, and as such are	No change

36					considered sufficiently protected without the requirement of being named within this policy.	
		4		LLVs should not stop at edge of urban areas; extend River Len LLV westward as far as Wat Tyler Way fly-over; extend River Medway LLV northward to Allington Lock	<p>The evidence base underpinning this policy with regard to Landscapes of Local Value focuses upon the countryside landscape as opposed to townscape.</p> <p>Policy DM4 Principles of Good Design ensures that development proposals respond positively to and where possible enhance the local, natural, and historic character of the area. Therefore affording a degree of protection to townscapes.</p>	No change
		1		Widen Medway Valley LLV to provide further protection for Barming	<p>The Maidstone Landscape Capacity Study: Sensitivity Assessment (Jan 2015) was produced by consultants (Jacobs) to assess the comparative sensitivity of the Borough's landscapes to development. The methodology used to undertake this study is derived from the Landscape Character Assessment Guidance for England and Scotland: Topic Paper 6 Techniques and Criteria for Judging Capacity and Sensitivity.</p> <p>This study, alongside the Landscape Character Area Assessment, comprises a detailed analysis of local landscape character and sensitivity in the light of central government guidance, primarily</p>	No change
		4		Objections to Low Weald LLV: Should link with designated area around Staplehurst; Include area between Laddingford, Yalding and Beltring; Yalding Farmlands; Linton Park and Farmlands; Ulcombe Mixed Farmlands; Headcorn Pasturelands; Staplehurst Low Weald; Sherenden Wooded Hills; Knoxbridge Arable Lowlands; Teise Valley (Lesser Teise); and Beult Valley		

			Low Weald not defined enough.	<p>through the National Planning Policy Framework (NPPF), which requires a criterion based approach to any local landscape designation. The methodology and criteria for LLV designation were set out in the report to the Strategic Planning, Sustainability and Transport Committee on 14th July 2015.</p> <p>Some of the areas raised by respondents as potential LLVs – in particular the areas around Walderslade and the areas around Chart Sutton - were previously considered by the SPS&T Committee in response to the 2014 Reg 18 consultation (see 14th July 2015 report). It was previously determined that many of these areas are too small to be designated landscapes of local value, which is a strategic designation of landscape protection for the borough and that the criteria for designation were not met.</p> <p>The committee also determined that a LLV covering the settings of the AONBs were not required as this is sufficiently protected through other national legislation and guidance.</p> <p>With respect to areas around Barming, to the east of Staplehurst, around Langley,</p>
		1	Include area between Bearsted and Leeds Castle as LLV.	
	1		Countryside around Lidsing; Beechen Bank; Walderslade Woodlands; Cowbeck and Reeds Croft Woods, Lordswood; and Cuckoo Woods and surrounding area, Sandling should be included in LLVs	
	10		Object to omission of Langley parish from LLV Designations – include areas 30-1 to 30-9 from Landscape Character area assessment; include 'Langley Fruit Plateau'.	
	1		Banky Meadow Valley should be designated LLV	
		4	Extend Greensand Ridge LLV	
		2	Object to exclusion of former KIG site from Len Valley LLV	
		1	Include area east of Loose Valley LLV – Farleigh Greensand Fruit Belt; include Forstal lane	
		2	Extend the Len Valley area of Landscape of Local Value to include Len Valley, Gore Court Farm, Otham Open Land, Caring Fruit Slopes, Stoneacre Spring, Upper Len, Milgate Park, Langley Grasslands, and Leeds Farmland.	

		3	Include setting of Kent Downs AONB as LLV	<p>Banky Meadow, west of the Loose valley and around Otham and Ulcombe, these areas were not found to fully accord with the criteria set out in the 14th July report or to relate to very discernible topographical features such as river valleys or ridges.</p> <p>The Local Plan as a whole sets out where significant development is acceptable with consideration given to conserving and enhancing the natural, historic, and local landscapes. A thorough assessment of character areas, sensitivity, and capacity for change has been undertaken. Those further areas suggested are subject to a significant degree of control over the scale and nature of development through the Local Plan as whole and specifically through Policy SP5 – Countryside.</p> <p>Planning permission has been granted for land north of Cripple Street and land at Brandys Bay (H1(73)). The LLV designation does not preclude development but helps ensure that landscape considerations are given particular consideration in the planning and design of development. In this respect the retention of the designation is valid.</p>
	1		Land north of Cripple Street should be deleted from Loose Valley LLV	
	1		Remove Land at Brandy's Bay (H1 (73)) from Low Weald LLV	

39	Amendments to policy wording and clearer definitions		4	<p>More appropriate definition of setting set out in para 2.16 rather than 2.13 as it is not limited to open countryside</p> <p>Define areas that constitute the setting of the AONB and areas to be protected</p>	<p>The Council recognises that the setting of the AONB is not defined or indicated on a map due to its broadness depending on the location, as stated in Para 2.16.</p> <p>On review, the supporting text should be revised to clarify that the setting of the AONB is largely felt to be the countryside to the immediate south of the Kent Downs AONB, it is however not limited to this area. This will ensure consistency with the definition set out in the Kent Downs AONB management Plan, as stated in para 2.16.</p>	<p>Amend Para 2.13 to read:</p> <p>Open countryside to the immediate south of the AONB forms <u>a large extent of</u> the setting for this designation.</p>
			1	<p>Para 2.17 – change ‘Preservation and enhancement’ to ‘Conservation and enhancement’ In line with NPPF wording</p>	<p>On review of the wording of the NPPF (Chapter 12 – conserving and enhancing the historic environment) and of the Kent Downs AONB Management Plan, the supporting text should be consistent with these statutory and adopted documents.</p>	<p>Amend Para 2.17 to read:</p> <p>Preservation <u>Conservation</u> and enhancement of this area is also part of the Council’s statutory duty and is covered under the guidance set out in national policy (national Planning Policy Framework and National Planning Practice Guidance).</p>
			1	<p>Sub-section 5 – change ‘protected’ to ‘conserved’ to reflect CROW Act requirements</p>	<p>On review of the wording of section 85 of the CROW Act 2000 which states that ‘a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the AONB’, criterion 5 should be worded to ensure consistency with this statutory legislation.</p>	<p>Amend Criterion 5 to read:</p> <p>The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty and the extent and openness of the Metropolitan Green Belt will be rigorously protected <u>conserved</u>, maintained and enhanced where appropriate</p>

		6	Objection to words “where appropriate”	Para 152 of the NPPF sets out how LPAs should consider each of the economic, social and environmental dimensions of sustainable development, including how to address adverse impacts on any of these dimensions. The wording ‘where appropriate’ therefore enables the net gains across all three of these dimensions to be considered on balance, in accordance with para 152. Furthermore, para 19 places emphasis on encouraging, not impeding, sustainable growth, with para. 186 reaffirming this message stating that the delivery of sustainable development should be fostered in a positive manner.	No change
		1	Para 2.17 Suggests more appropriate wording: “nature, scale and design” of proposals instead of “Matters such as the size of proposals”	The choice of wording has been taken from the Kent Downs AONB Management Plan and therefore, whilst matters of the nature, scale and design of proposals are considerations when determining a planning application, for consistency the wording should remain that of the Management Plan.	No change.
		1	Para 2.19 Seems appropriate in all areas (when dealing with more than minor development) that consideration is given to the LCA and use of LVIA in line with NPPF para 17	Policy DM10 criterion 3 iii) requires a landscape and visual impact assessment where appropriate to accompany a planning application. In any case, account should be taken of the Landscape Character Guidelines. It is considered that sufficient consideration is afforded to landscape character throughout the Borough, to be	No change

				dealt with through the development management process. It is the purpose of SP5 to take a strategic approach to defining landscapes of local value in line with the NPPF.	
	1		Add wording "Proposals for development of essential infrastructure will be supported where the benefit development outweighs any harm or loss"	As a result of issues that arose during the wider 2014 Reg 18 consultation on the draft Local Plan, the proposed Policy DM10 has now been revised to include the statements "proposals for development of essential utility infrastructure will be supported where the benefit of the development outweighs any harm". It is considered more appropriate that this wording be included in DM10 as opposed to SP5.	No change
	2	1	SP5 1.i.a – remove 'except in isolated cases'	<p>Development in isolated locations is not generally considered to be sustainable. However, to remain consistent with Policy DM37 Expansion of Existing Businesses in Rural Areas, which does not preclude isolated locations, it is recommended this wording be removed.</p> <p>This is also consistent with national legislation that allows agricultural buildings to change to a flexible commercial use (under 500sq m) comprising A1, A2, A3, B1, B8, C1 or D2 uses, under the General Permitted Development Order, implying isolated locations are not precluded.</p>	<p>Amend Criterion 1,i,a to read:</p> <p>The reuse or extension of existing buildings except in isolated locations;</p>
		3	SP5 1.i.b – add 'appropriate' in front of expansion or 'reasonable'	Policy SP5 criterion 1 refers to small-scale economic development. It is therefore	No change.

				implied that the expansion of existing businesses (1.b) relates to proportionate development as appropriate to this scale.	
		4	SP5 1.ii.c – expand and clarify ‘local housing needs’	Local needs housing is defined and addressed specifically under policy DM25 Local Needs Housing and its supporting text.	No change.
		2	SP5 8 – remove ‘with any unavoidable impacts mitigated’	The wording ‘with any unavoidable impacts mitigated’ is in line with paragraph 115 of the NPPF, which allows for mitigation of unavoidable significant harm resulting from a development.	No change
		4	Add “high quality soils”.	Criterion 4 affords for the efficient use of soil resources. The protection and enhancement of soils is given due consideration in para 109 of the NPPF.	No change
	1	2 1	Add “heritage assets” after “natural” and also in Para. 2.14	<p>The NPPF affords protection of the historic environment from any substantial harm to or total loss of significance of a designated heritage asset unless the harm or loss is outweighed by significant public benefit of the development or fulfils set criteria (para 133).</p> <p>Policy SP5 specifically deals with development in the countryside, conserving and enhancing landscape character. Historic assets are not limited to the urban / defined settlements and do contribute to the landscape character, as emphasised within the AONB Management Plan. In this respect it is appropriate to amend Policy SP5 accordingly.</p>	<p>Amend Criterion 8 to read:</p> <p>Natural <i>and historic</i> assets, including characteristic landscape features, wildlife and water resources, will be protected from damage with any unavoidable impacts mitigated.</p>

4.3				Role of LVIA's needs clearer definition and reference to visual impacts/amenities required.	It is not the remit of the Local plan to set out the exact requirements of a Landscape Visual Impact Assessment. Detailed points of design will be agreed as part of the development management process.	No change
				Statement should be included to ensure developments are only permitted if they do not cause a deterioration of controlled waters including groundwater by ensuring appropriate pollution prevention measures and suitable waste disposal where needed is carried out.	Policy DM10 1-iii ensures for the control of pollution to protect ground and surface waters where necessary. It is considered more appropriate that this be dealt with on a case by case basis through the development management process as opposed to being considered necessary for a strategic borough wide policy.	No change
			1	SP5. 5 - Add "which is not only confined to the countryside but also the distinctive character of the built environment" after High Weald AONB	The Management Plans for both the High Weald and the Kent Downs AONBs set out the features of these areas that contribute to their setting. The Kent Downs AONB Management Plan has been formally adopted by the Council and is therefore given due regard as a material consideration in any development proposal impacting the AONB or its setting. The wording of the policy is considered to be sufficient to ensure appropriate consideration is given to these designations when determining development proposals.	No change
Lack of reference to specific guidance			2	Account should be taken of the Kent Downs AONB Management Plan and associated design guidance and publications and the Maidstone Borough	Policy SP5 takes account of the Kent Downs AONB Management Plan which has been adopted by the Council. Whilst the associated supporting publications and guidance should be given a degree of	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

44				Landscape Character Guidelines SPD	regard as material considerations, these are not statutorily required documents and as such have not been adopted individually by the Council. Sufficient regard is given to these by the inclusion of the reference to the Management Plan in which they are associated with. The conservation of the AONB is given great weight in the NPPF, which Policy SP5 supports.	
			1	Policy should refer to Water Framework Directive or Thames River Basin Management Plan	Paragraphs 11.42 and 11.43 support Policy DM10, and make specific reference to the Council continuing to work in partnership with the EA to achieve the goals of the Water Framework Directive and actions of the Thames River Basin Management Plan. These material considerations are more appropriately considered as part of the development management process and therefore supporting DM10 is deemed more appropriate.	No change
Lack of clear evidence base		1		Need a clear evidence base of the character of settlements and their sensitivity to coalescence before deciding where this is desirable / resisted because coalescence aids connectivity and shared use of services.	<p>The overall strategy approach to development across the Borough has been to generally develop at the edge of discreet settlements as opposed to infilling between settlements producing coalescence.</p> <p>Individual site assessments in the SHLAA considered the implications of coalescence where appropriate on the overall local character.</p> <p>In terms of landscape character, the</p>	No change

4.5					<p>Maidstone Landscape Character Assessment includes a summary analysis for each landscape character area giving an indication of an area's ability to accommodate change without the loss of its overall landscape integrity. The Maidstone Landscape Capacity Study: Sensitivity Assessment provides a combined assessment of landscape character sensitivity and visual sensitivity to identify each area's capacity to tolerate change. These evidence base documents do not preclude development, and are used to aid decisions about the appropriateness of a development in a particular location, in particular in making site allocations in the Local Plan. Policy SP5 takes account of this study and ensures its consideration when determining planning proposals.</p>	
		4		<p>Landscape designation criteria lacks published evidence base and particularly object to basing Low Weald LLV on former Low Weald SLA. Boundaries should be revised</p>	<p>The Maidstone Landscape Capacity Study: Sensitivity Assessment (Jan 2015) was produced by consultants (Jacobs) to assess the comparative sensitivity of the borough's landscapes to development. The methodology used to undertake this study is derived from the Landscape Character Assessment Guidance for England and Scotland: Topic Paper 6 Techniques and Criteria for Judging Capacity and Sensitivity.</p> <p>The minutes of the SPST Meeting of 18th</p>	No change

				<p>August set out the Chairman's response to a query regarding the analysis of local landscape quality informing the selection of suitable development sites. The response given sets out the evidence base underpinning the landscape designation criteria stating:</p> <p>"Analyses of local landscape quality have preceded every stage of Local Plan preparation, including early work with Kent County Council and others to identify Special Landscape Areas (SLA) in the original Maidstone Borough Wide Local Plan 2000. For the 2014 consultation draft of the emerging Maidstone Local Plan, a comprehensive Landscape Character Assessment study was carried out by consultants Jacobs for the Council which reported in March 2012, and subsequently a Landscape Capacity Study by the same consultants was published in January 2015."</p> <p>These studies comprised a detailed analysis of local landscape character and sensitivity in the light of central government guidance, primarily through the National Planning Policy Framework (NPPF), which requires a criterion based approach to any local landscape designation. As a result of the application of criteria, as discussed in the SPST Committee report on 14th July,</p>	
--	--	--	--	---	--

47 Policy not consistent with NPPF				Landscapes of Local Value (LLV) are recommended to form part of Policy SP5. The significance of the Low Weald landscape was weighed in balance with the evidence presented at the Policy and Resources Committee on 23 rd Sept and the Committee decided to designate the Low Weald as a LLV.	
		1	Should include a test to determine whether any adverse impact of renewable energy developments would be so damaging it cannot be offset by the benefits of the project in line with NPPF (98)	Renewable and low carbon energy schemes are considered specifically by Policy DM3. Development must have regard to landscape and visual impact (criterion 2)	No change
		2	Delete policy as NPPF does not suggest blanket protection for the countryside	Para 113 of the NPPF states that LPAs should set criteria based policies against which proposals for development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. It is therefore appropriate to include Policy SP5 in the Local Plan.	No change
		1	Policy is too stringent and inconsistent with both the supporting text and national policy. Policy should make reference to the specific features (as mentioned in the supporting text) that require protection, maintenance and / or enhancement rather than a 'catch all policy' protecting all landscape	Policy SP5 should be read together with the supporting text, as this provides further explanation and justification for the policy itself. The supporting text sets out the characteristic features of each identified LLV. The policy wording does not preclude development within the LLV and it will be for the development management process to ensure that all relevant policies are weighed in balance	No change

				aspects within the LLV designations.	most appropriate to the perceived impacts the proposal may have on the LLV and countryside.	
General objection to Policy SP5		7	2	Policy too in favour of development in the countryside and should define development in terms of what it will be confined to rather than what is permissible.	<p>The wording of the policy is in line with the NPPFs presumption in favour of sustainable development, where all plans should be based upon and reflects this presumption, containing clear policies that will guide how the presumption should be applied.</p> <p>Policy SP5 provides affords sufficient protection and enhancement to national landscape designations, as well as the borough's own identified landscapes of local value. Development is not precluded from the countryside, but this policy ensures due consideration is given to the impacts development may have upon the character, setting, and natural assets contained within the Borough's areas of countryside.</p> <p>The Plan as a whole limits what development is considered appropriate for the countryside, and therefore should be read as a whole. In particular Policy DM10 Historic and Natural Environment and DM30 Design Principles in the Countryside afford protection and enhancement of the countryside and should be given due</p>	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					consideration during the development management process.	
			1	Agricultural land other than grades 1-3a should be protected	The NPPF affords appropriate protection for the best and most versatile agricultural land (Land in grades 1, 2 and 3a of the Agricultural land Classification). Para 112 of the NPPF makes allowance for development of poorer quality agricultural land where necessary.	No change

Responses to representations made on Policy SP5 during the Regulation 18 Consultation 2014

POLICY SP5 THE COUNTRYSIDE						
Key Issues	No. in support	No. of objections	No. of observations	Details	Officer response	Officer Recommendation
Overview	8	29	15			

Landscape				Specific additional areas proposed as Landscapes of Local Value and the enhanced protection of them is sought, including areas currently identified as ALLI/SLAs in the adopted Local Plan.	The Strategic Planning Sustainability and Transport Committee agreed the Officer recommendations regarding LLVs that result from the 2014 Reg 18 consultation at the meeting on 14 th July 2015.	No change
-----------	--	--	--	---	---	-----------

Policy SP5 – The Countryside				Detailed landscape assessment is needed to underpin the Plan	<p>The Maidstone Landscape Capacity Study: Sensitivity Assessment (Jan 2015) was produced by consultants (Jacobs) to assess the comparative sensitivity of the borough's landscapes to development. The methodology used to undertake this study is derived from the Landscape Character Assessment Guidance for England and Scotland: Topic Paper 6 Techniques and Criteria for Judging Capacity and Sensitivity.</p> <p>The minutes of the SPST Meeting of 18th August set out the Chairman's response to a query regarding the analysis of local landscape quality informing the selection of suitable development sites. The response given sets out the evidence base underpinning the landscape designation criteria stating:</p> <p>"Analyses of local landscape quality have preceded every stage of Local Plan preparation, including early work with Kent County Council and others to identify Special Landscape Areas (SLA) in the original Maidstone Borough Wide Local Plan 2000. For the 2014 consultation draft of the emerging Maidstone Local Plan, a comprehensive Landscape Character Assessment study was carried out by consultants Jacobs for the Council which reported in March 2012, and subsequently a Landscape Capacity Study by the same consultants was published in January 2015.</p> <p>These studies comprised a detailed analysis of local landscape character and sensitivity in the light of central government guidance, primarily through the National</p>	No change
------------------------------	--	--	--	--	--	-----------

52					Planning Policy Framework (NPPF), which requires a criterion based approach to any local landscape designation. As a result of the application of criteria, as discussed in the SPST Committee report on 14th July, Landscapes of Local Value (LLV) are recommended to form part of Policy SP5 The Countryside, which seeks to protect the countryside generally, and the areas delineated in particular. Specific development management policies will then inform the determination of any subsequent applications for these areas, in addition to the general and specific protection afforded by Policy SP5."	
				Concern that landscape character guidelines will not be completed until after the Local Plan is adopted.	The Maidstone Landscape Character Assessment Supplement 2012 accompanies the Maidstone Landscape Character Assessment 2012. It reflects both the typical planting lists set out in the previous 2000 guidelines and those identified in the 2012 assessment. For the interim, it is therefore considered sufficient to make reference to this document until such time as the Local Plan is adopted and a Landscape Character Guidelines Supplementary Planning Document SPD is produced.	No change

Development in the Countryside				Smaller villages and the rural areas have capacity for some residential development, including 'green' homes	Policy SS1 sets out the spatial strategy and settlement hierarchy for development across the Borough. This is based on an assessment of the facilities and services within respective settlements. The settlements included in the settlement hierarchy are those which are considered to be the most sustainable and thereby appropriate for planned growth over the timeframe of the Plan. Outside these areas, it is appropriate to more strictly restrict development. By this means more sustainable patterns of growth are perpetuated and the inherent character of the countryside is better preserved.	No change
--------------------------------	--	--	--	--	---	-----------

				<p>Redevelopment of previously developed land in the countryside should be allowed for</p>	<p>The spatial strategy (Policy SS1) sets out the settlement hierarchy for where development should be focused across the Borough. Policy DM1 - Development on Brownfield Land sets out the Council's policy on the redevelopment of brownfield sites, but does not make reference to where across the borough this is deemed to be most appropriate, and conversely least appropriate.</p> <p>It is therefore necessary to address the omission in the plan of the approach to the redevelopment of brownfield sites in the countryside. It is proposed that an additional section be added to Policy DM1 to specify the parameters for the redevelopment of such sites.</p>	<p>Amend Policy DM1 - Development on brownfield land as follows:</p> <p>Proposals for development on previously developed land (brownfield land) <u>in Maidstone urban area, Rural Service Centres and Larger Villages</u> that makes effective and efficient use of land and which meet the following criteria will be permitted:</p> <p>1 – The site is not of a high environmental value; and</p> <p>2 – If the proposal is for the residential development, the density of new housing proposals reflects the character and appearance of individual localities and is consistent with Policy H2 unless there are justifiable planning reasons for lower density development.</p> <p><u>Exceptionally, the residential redevelopment of brownfield sites which meet the above criteria and which are in close proximity to Maidstone urban area, a Rural Service Centres or Larger Village will be permitted provided the redevelopment will also result in a significant environmental improvement and the site is, or will be made, demonstrably accessible by sustainable modes to Maidstone urban area, a Rural Service Centre or Larger Village.</u></p>
--	--	--	--	--	---	---

55				Re 'small scale economic development': it is argued that 'small scale' should be defined and conversely that 'small scale' is an unnecessary caveat	Policy SP5 criterion 1 refers to small-scale economic development. It is therefore implied that the expansion of existing businesses (1.b) relates to proportionate development as appropriate to this scale. Policy DM37 permits new buildings to be developed providing they are small in scale.	No change
				Clearer definition of local housing needs and criteria for Gypsy and Traveller development sought. Question consistency with 'Planning for Traveller Sites' guidance.	Policy DM26 details the criteria for Gypsy & Traveller development and Policy DM25 relates to local needs housing. The criteria in Policy DM26 and the Local Plan's overall approach to the identification and allocation of Gypsy sites has had to balance appropriate protection of the countryside and the guidance in Planning for Traveller Sites (PTS) that Gypsy development in open countryside should be strictly limited, with the requirement to demonstrate a supply of deliverable sites which is also part of the PTS.	No change.

<p>Countryside protection</p>				<p>The policy should be more prescriptive about how the countryside will be protected, akin to adopted Policy ENV28, and limit the loss of greenfield land</p>	<p>The wording of the policy is in line with the NPPFs presumption in favour of sustainable development, where all plans should be based upon and reflects this presumption, containing clear policies that will guide how the presumption should be applied.</p> <p>Policy SP5 provides affords sufficient protection and enhancement to national landscape designations, as well as the borough's own identified landscapes of local value. Development is not precluded from the countryside, but this policy ensures due consideration is given to the impacts development may have upon the character, setting, and natural assets contained within the Borough's areas of countryside. Policy SP5 takes account of the saved policy ENV28, and builds upon it in a manner that aligns with national policy.</p> <p>The Plan as a whole limits what development is considered appropriate for the countryside, and therefore should be read as a whole. In particular Policy DM10 Historic and Natural Environment and DM30 Design Principles in the Countryside afford protection and enhancement of the countryside and should be given due consideration during the development management process.</p>	<p>No change</p>
-------------------------------	--	--	--	--	---	------------------

				<p>Countryside should be protected for its intrinsic value; protection of public rights of way, land and soil and the greater protection of agricultural land is sought</p>	<p>The NPPF makes reference in para 17 to the recognition of ‘intrinsic character and beauty of the countryside’.</p> <p>In order to be consistent with national policy, the Local plan wording should reflect this.</p> <p>Public Rights of way are afforded protection under national legislation and policy (NPPF para 75 and CROW Act 2000).</p> <p>Criterion 4 affords for the efficient use of soil resources. The protection and enhancement of soils is given due consideration in para 109 of the NPPF.</p> <p>The NPPF affords appropriate protection for the best and most versatile agricultural land (Land in grades 1, 2 and 3a of the Agricultural land Classification). Para 112 of the NPPF makes allowance for development of poorer quality agricultural land where necessary and on higher quality land where wider considerations direct that this is the most sustainable option.</p>	<p>Amend para 2.2 of the SP5 supporting text to read:</p> <p>...The countryside has intrinsic value <u>character and beauty</u> that should be conserved and protected for its own sake.’</p>
--	--	--	--	---	---	--

				Criteria for Green Wedges should seek to reduce cumulative impacts	The Green Corridor is part of the overall strategy for how growth has occurred and developed across Maidstone borough, as set out in para 4.14 of the 2014 Reg 18 Consultation Draft Local Plan. Scope for further enhancement of these areas will be given in the emerging Green and Blue Infrastructure Strategy.	
				There should be objective criteria for assessing development on land adjacent to the AONB.	<p>Criterion 5 of Policy SP5 affords protection of the setting of the AONB, which is considered to provide sufficient protection in line with the NPPF and requirement to give account to the AONB Management Plan.</p> <p>Landscape Visual Impact Assessments would be required in support of any planning application that could impact the AONB and / or its setting, providing an objective assessment.</p>	No change

Policy H1(51) – Bridge Industrial Centre, Wharf Road, Tovil						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Proposed amendments to the policy			1	Policy should refer to the inclusion of on-site green infrastructure from early stage plans	Policy already includes “Provision of publicly accessible open space as proven necessary and/or contributions towards such provision off-site”. The Local Plan will also include a policy which specifies quantity, quality and accessibility standards for public open space.	No change
		1		Insert additional development criterion: Utility infrastructure – existing underground sewers on site are protected, or appropriate arrangements are made for their diversion	Noted - however this is a detailed matter which is appropriately dealt with at the planning application stage and does not necessitate a specific addition to the policy.	No change.
		1		Amend the Design and Layout section to highlight the opportunity for river enhancement work	Criterion 2 already required provision of a visual and functional relationship between the development and the river.	No change
			1	Wharf Road is a private road owned by residents.	Noted. There is existing development on this site which is accessed via Wharf Road. There is no evidence that future development cannot be accessed in the same manner.	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

		1		To ensure the sewage network can meet demand new or improved infrastructure should be provided in parallel with the development	Noted and welcomed.	No change
Assessment of the local sewerage network capacity		1		Capacity of the local sewage network is insufficient in the immediate vicinity of the site (however not a fundamental constraint)	Noted. Developers will be required to work with Southern Water at planning application stage to identify and implement any required infrastructure upgrade.	No change
Lack of reference to specific guidance and policies		1		Reference should be made to Sport England's Land Use Planning Policy Statement 'Planning for Sport Aims and Objectives' and its policy 'A Sporting Future for Playing Fields of England (1997)'	Reference to the amount and type of open space that will be sought with each relevant application is addressed in policy DM11.	No change
Lack of relevant assessments		1		Reference is made to a Flood Risk Assessment (FRA) but EA has no record of consultation on this. Therefore may object to proposed development at planning application stage	Noted. Criterion 6 of the policy specifies that a comprehensive FRA is required undertaken to a methodology to be approved by the Environment Agency.	No change
General support for the policy and site allocation	1			Overall support for Policy H1(51)	Support welcomed	No change
	2			Support the choice of brownfield site	Support welcomed	No change
	1			Site and adjacent area considered to have low level archaeology and does not have any designated heritage assets. The site also does not contain non-designated heritage assets.	Noted. Archaeological potential of the site would be dealt with at the planning application stage.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN2015 CONSULTATION: ISSUES AND RESPONSES

				But the archaeological potential of the site is unknown		
General objection to the policy and site allocation			1	Proposal appears to be overdeveloped	Yield of approximately 15 units is based on net density of 30 dwellings/ha which is significantly lower than expected densities of between 45 and 170/ha in such an urban location which reflects both the size and configuration of the site.	No change
		1		Site is located within Flood Zone 3 of Environment Agency Flood Map and therefore at high risk of flooding. Should only be considered if no other suitable sites are available and encourage contributions from the developer towards Flood Management Improvements in the Medway catchment	Noted. Criterion 6 of the policy specifies that a comprehensive FRA is required undertaken to a methodology to be approved by the Environment Agency which will test the actual susceptibility to flood. The site slopes significantly from south to north. The site yield of 15 dwellings reflects the fact that an element of the site may not be suitable for development following the detailed FRA.	No change

Policy H1(52) – Dunning Hall (Off Fremlin Walk)

Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Allocation of the site	1			General support for the allocation of this site	Support welcomed	No change
	1			Support the use of brownfield land in the town centre	Support welcomed	No change
			1	Site and adjacent land considered to have low level archaeology and does not contain any designated heritage assets. The site also does not contain non-designated heritage assets. Site may have been affected by historic groundwork, although some potential for archaeology	Noted. Any requirement for archaeological work will be dealt with by a planning condition attached to any approval.	No change

Policy H1(53) – 18-21 Foster Street

Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Allocation of the site	1			Use of previously developed brownfield land	Support welcomed	No change
			1	Site and adjacent land has low level archaeology and does not contain any designated heritage assets. Does not contain any non-designated heritage assets. The site has probably been affected by historic groundwork	Noted.	No change
	1			General support for the allocation of the site	Support welcomed	No change

Policy H1(54)- Slencrest House, 3 Tonbridge Road						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Proposed amendments to the policy		1		Insert additional development criterion: "Utility infrastructure – existing underground sewers on site are protected, or appropriate arrangements are made for their diversion"	Noted - however this is a detailed matter which is appropriately dealt with at the planning application stage and does not necessitate a specific addition to the policy	No change.
		1		To ensure the sewage network can meet demand new or improved infrastructure should be provided in parallel with the development	Noted and welcomed. The developer will be expected to liaise with Southern Water at planning application stage to identify and deliver any required additional infrastructure.	No change
Assessment of the local sewerage network capacity		1		Capacity of the local sewage network is insufficient in the immediate vicinity of the site (however not a fundamental constraint)	Noted and welcomed. The developer will be expected to liaise with Southern Water at planning application stage to identify and deliver any required additional infrastructure.	No change
General support for the policy and site allocation	1			Overall support for site allocation	Support welcomed	No change
	1			Use of a brownfield site close to the town centre	Support welcomed	No change
	1			Support the proposal to encourage joint development with adjacent businesses for	Support welcomed	No change

				urban regeneration		
			1	Proposed site and adjacent land has low level archaeology and does not contain any designated heritage assets. The site also does not contain non-designated heritage assets. Historic groundworks could impact the site	Noted	No change

Policy H1(55) – The Russell Hotel, Boxley Road						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
General support for the allocation of this site	1			Support as there is existing planning permission for 14 dwellings on the site	Support welcomed. This site has planning permission and the development is approaching completion.	Delete this site from Policy H1 as it was granted planning permission before the housing supply base date of 1st April 2015.
			1	Assessment has shown that the site is of low level archaeology. The site and adjacent land does not have any designated or non-designated heritage assets. Considered that the site has probably been affected by historic groundworks	Noted. This site has planning permission and the development is approaching completion.	Delete this site from Policy H1 as it was granted planning permission before the housing supply base date of 1st April 2015.

Policy H1(56) – Land at 180-188 Union Street						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Proposed amendments to the policy			1	Summarise the constraints associated with all of the proposed site allocations	The site proformas contained within the Strategic Housing Land Availability Assessment sets out the planning constraints information relating to each site.	No change
			1	Point 5 within Policy H1(56) repeats point 3	Agreed. Criteria 3 and 5 should be combined to avoid unnecessary duplication.	Amend criterion 5 to read “The development proposals are designed to take account the results of a detailed arboricultural survey, tree constraints plans and tree retention/protection plans. <u>Existing prominent trees should be retained as part of the development scheme where they have an appropriate safe useful life expectancy. Otherwise they should be removed and their loss mitigated with appropriate semi-mature feature trees</u> ” Delete criterion 3
			2	Consideration should be made for the inclusion of hedgerows at Union Street and Queen Anne	The land at the Junction of Queen Anne Road and Union Street is outside the site. There is no reason to suggest that the	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

68				Road to reflect local character	existing shrubs, trees and hedges on this boundary will be removed.	
			1	Inclusion of how the loss of parking spaces will be resolved and improvements to bus services	Only 22 spaces would be lost, 26 would remain as they are outside the allocated site. The Council is working through the ITS to secure improved bus frequency on the Sittingbourne Road corridor. New development is expected to comply with adopted parking standard, which do take into account the sites sustainable Town Centre location.	No change
	General objection to the policy and site allocation	2		Removal of 40 car park spaces due to this allocation in addition to the closure of the Park and Ride at Sittingbourne Road creates a problem of parking for potential new residents	Only 22 spaces would be lost, 26 would remain as they are outside the allocated site. The Council is working through the ITS to secure improved bus frequency on the Sittingbourne Road corridor. New development is expected to comply with adopted parking standard, which do take into account the sites sustainable Town Centre location.	No change
		1		Influence of more housing on the congested road network	This is an urban, brownfield site which is a type of site which gives the best opportunity for access by sustainable modes. Further, Policy DM 13 states:- “Working in partnership with Kent County Council (the local transport authority), the Highways Agency, infrastructure providers and public transport operators, the borough council will facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy, prepared by the council and its partners, will have the	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

66					aim of facilitating economic prosperity and improving accessibility across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.”	
		1		Details of allocation do not reflect the potential site yield (44 units vs 30 units proposed)	Yield of approximately 30 is based on net density of 55 dwellings/ha which is within the expected densities of between 45 and 170/ha in such an urban location. Yields are indicative and reflect both the size and configuration of the site but could increase subject to an acceptable design.	No change
	General support for the policy and site allocation	2		Overall support for the inclusion of the site allocation	Support welcomed	No change
		1		Allocated site is a brownfield site close to the town centre	Support welcomed	No change
			1	Considered that the site has low level archaeology, with no designated heritage assets on the site or adjacent to the site. There are also no non-designated heritage assets. But the site has probably been affected by historic groundworks	Noted	No change
		1		Support retaining the ragstone wall to Tufton Street and Union Street	Support welcomed	No change

Policy H1(58) – Tovil Working Men's Club, Tovil Hill						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Proposed amendments to the policy		1		Policy should consider a new access road	Kent County Council, as the highway authority, has commented that there is no apparent serious problem regarding the highway access.	No change
		1		Point 14 (re-provision of the Bowling Green/Petanque Courts) is considered unnecessary	Criterion 14 of the policy requires the re-provision of the petanque and/or bowling green if proven necessary. An application will need to be accompanied with an appropriate sports facilities assessment to demonstrate compliance with this requirement.	No change
		1		Policy DM2 is out of date because it is based on the now withdrawn 'Code for Sustainable Homes'.	Noted. Policy DM2 will be reviewed as part of the preparation of the Regulation 19 version of the Local Plan. Subject to this review, the policy cross-reference in Policy H1(58) is appropriate.	No change to Policy H1(58)
Lack of reference to specific guidance and policies		1		The allocation will result in a loss of playing fields therefore consideration should be given to Sport England's Playing Fields Policy	Criterion 14 of the policy requires the re-provision of the petanque and/or bowling green if proven necessary. An application will need to be accompanied with an appropriate sports facilities assessment to demonstrate compliance with this requirement.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

71	General support for the policy and site allocation	2		Overall support for the allocation	Support welcomed	No change
		1		Support point 8 (reference to habitat and species survey and appropriate mitigation/enhancement)	Support welcomed	No change
		1		Assertion that the sports facilities are not well used	Criterion 14 of the policy requires the re-provision of the petanque and/or bowling green if proven necessary. An application will need to be accompanied with an appropriate sports facilities assessment to demonstrate compliance with this requirement.	No change
		1		Allocation is a brownfield location	Support welcomed	No change
			1	Assessment shows that the site is of low level archaeology. The site and adjacent land do not contain any designated heritage or non-designated heritage assets. Across the road is a Grade II fountain	Noted	No change
	General objection to the policy and site allocation		2	Loss of leisure facilities as a result of this allocation	Criterion 14 of the policy requires the re-provision of the petanque and/or bowling green if proven necessary. An application will need to be accompanied with an appropriate sports facilities assessment to demonstrate compliance with this requirement.	No change

Policy H1 (59) – Bearsted Station Goods Yard, Bearsted						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
General support for the policy and site allocation	1			Support Point 6 (reference to ecological survey and subsequent mitigation/enhancement)	Support welcomed	No change
	3			Regeneration and redevelopment of the Goods Shed and Weighbridge house is supported.	Support welcomed	No change
General objection to the policy and site allocation		2		Objections regarding the provision of car parking, cycle-parking, taxis and drop-off/pick-up. The proposed 10 car parking spaces is not enough and the existing facilities at the station are inadequate.	This claim of inadequate provision is not substantiated by any evidence or support from Network Rail. The proposed addition of 10 parking spaces minimum represents a significant increase on the current situation.	No change
		2		Overall objection – not environmentally appropriate	This is a brownfield site located with the urban area. Based on a comprehensive assessment, the site is considered inherently suitable for development. The assessment of the most significant environmental to be the listed buildings. Criterion 1 requires that they are retained, restored and that the development	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

73

					provides an appropriate setting. A noise survey is also required as part of any planning application to identify appropriate noise attenuation measures.	
Considerations for any development and the policy			1	Policy H1(59) should include an additional point to emphasis importance of green infrastructure on the site	This matter is considered to be adequately dealt with by criteria 5 and 6 which relate to Landscape/Ecology in combination with Policy DM10 which addresses the Historic and natural environment.	No change
		2		Improvements should be made to the infrastructure network to accommodate proposed new dwellings	Any necessary improvements to the community infrastructure generated by the development will be funded by financial contributions as referred to in criterion 11.	No change
	1	1	1	Particular attention should be made to improving access to the train station and increase car park provision.	Kent County Council, as the highway authority, have no particular concerns regarding access to the site. The policy provides for an increase of a minimum of 10 station car parking spaces.	No change
			1	Consideration for the impact of the development on Network Rail's ability to service the track	As the landowners, Network Rail can be expected to ensure adequate continued access to the track through planning condition and/or legal agreement associated with the grant of any planning permission.	No change
	2		1	Prior to any development tests should be carried out to assess the risk of subsidence	Criterion 3 specifically requires demonstration that the development will not impact on land stability	No change
	1		2	To ensure high quality design a height restriction should be imposed on any development as not to exceed the apex of the	The listed goods shed and weighbridge house are significant constraints to development. Criterion 1 requires the setting of the listed properties to be	No change

74				roof line of the current goods shed	secured. Any proposed scheme would need to be in accordance with Policy DM10 which looks to ensure that the qualities and local distinctiveness of the historic environment are recognised and protected. It is considered that the policies of the Plan provide appropriate safeguards for these heritage assets.	
			5	Site is of low level archaeology. However the Goods Yard Building, Weighbridge House and Bearsted Station building are listed buildings. Development should therefore respect historic character and setting of these buildings. As a result a potential historic building assessment will be needed. Also consider the conservation area and historic Bearsted Green	Criterion 1 requires that the listed buildings are not only retained and restored but that the development also provides an appropriate setting for them. Any development proposal will also be assessed in the context of Policy DM10 which seeks to ensure that the qualities and local distinctiveness of the historic environment are recognised and protected. . It is considered that the policies of the Plan provide appropriate safeguards for these heritage assets with the addition of reference to the Bearsted Conservation Area.	Amend criterion 7 with the addition of the following to the end of the sentence: “.... <u>and Bearsted Conservation Area</u> ”.
	1		1	The policy should address the provision of additional community facilities such as schools, health services and use of the land as a community hall	Any necessary improvements to the community infrastructure generated by the development will be funded by financial contributions as referred to in criterion 11.	No change

Policy H1 (62) – Land at Boughton Lane, Loose and Boughton Monchelsea						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Residents' reasons for objecting		17		No support in emerging Loose Neighbourhood Plan	The site lies outside the North Loose Neighbourhood Plan Area. As yet a neighbourhood plan for Loose Parish has not been submitted. In any event, this site is considered suitable for additional housing as part of the Local Plan's overall strategy to meet the need for additional housing.	No change
				Traffic congestion (at the Swan junction with the Loose Road, on the Loose Road and at the Wheatsheaf junction); risk of accidents (where the access meets Boughton Lane); threat to pedestrian and cyclist safety; access road will be at a higher level than existing garden which would be dangerous should any vehicles go off the road.	Highways: KCC Highways has not objected to this proposed allocation on highways grounds, including highway safety. Criterion 14 and 15 also requires appropriate highways improvements in association with development. A planning application will require the submission of a transport assessment	No change

76				Adversely impact on the amenity value of the adjacent Loose Valley	This site is sufficiently separated from the Loose Valley to have no direct impact. Criterion 9 requires a landscape and visual impact assessment to be undertaken which will input into the design process.	No change
				Loose is a “small village” and, as such, 75 units is a major development which is not appropriate; threat that existing communities will be engulfed and lost; development of this scale and density will not meld with the setting and character of neighbouring buildings	Impact on character: The site directly adjoins existing development at the edge of the built up area of the town. The site assessment concludes that “the development would have no more of an urbanising influence than that of the existing development. That is because it is set back considerably from Boughton Lane and would be read with the Leonard Gould development. The open space to be secured would considerably mitigate the impact of the development”.	No change
				Air quality	Air quality: Any development proposal would need to comply with Policy DM16 – Air quality. Depending upon the location, it requires proposals that have an impact on air quality to provide an Air Quality Impact Assessment and/or Emissions Statement and/or incorporate mitigation measures. The site is not within a declared Air Quality Management Area.	No change

77				Local schools, medical and social facilities will be over stretched; absence of commitment to necessary infrastructure improvements	Infrastructure: criteria 13, 14 and 15 specify that infrastructure improvements and/or contributions will be sought. The Infrastructure Delivery Plan will set out the infrastructure requirements resulting from the development proposed in the Plan and the funding mechanisms to secure them which will include section 106 legal agreements for individual developments and CIL.	No change
				Loss of a well-used green space; unnecessary public open space	Open space: the developer has proposed 7.1 ha of land to the east and north east of the development site would be provided as public open space. Policy DM11 of the plan seeks to ensure the delivery of publicly accessible open space, in accordance with requisite standards, in association with new housing sites. The proposal will result in a net increase the amount of publically accessible green space.	No change
				Loss of residents' privacy; loss of view; loss of light; property blight	Residential amenity: Any prospect of loss of light or overlooking to neighbouring properties and their gardens is a detailed matter to be addressed in the design of the development at planning application stage. Any reduction in the value of property is not an issue that can be considered in the planning process.	No change
				Impact on listed building (Slade House)	Slade House: Criterion 8 of the policy addresses the impact of the development on the setting of Slade House. Form of	No change

					development will be subject to appropriate standard of design and layout as dealt with in policy and Policies DM4 'Principles of good design' and DM10 'Historic and natural environment.'	
Suggested policy amendment		1	2	Include a reference to requirement for full evaluation of habitats, no loss of high quality hedgerow and long-term management plan for management and enhancement of retained hedgerows.	These matters are already the subject of criterion 3, which looks to retain and reinforce existing boundary hedges where necessary, and criteria 9, 10 and 11 under the heading 'Landscape/Ecology'. Any further specific requirements to emerge in association with a particular development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change.
				Ensure a brief for the proposed open space for providing accessible natural green space, delivering links in the local habitat network and securing long term management.	The provision of accessible natural green space, links to the local habitat network and its long term management are the subject of criteria 2, 3, 10 and 11. Any further specific requirements to emerge in association with a particular development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change
				Ensure proper waste water management near River Loose	Noted. Criterion 12 specifically requires a surface water drainage strategy.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				Assessment of local sewerage network capacity is insufficient in the immediate vicinity of this site to meet the anticipated demand but this is not a fundamental constraint to development. Proposed amendment: insert additional development criterion: "Utility infrastructure - A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."	Noted that this is not a fundamental constraint to development. The detailed connection requirements will be subject to specific consideration at planning application stage and, will need to be agreed between the developer and Southern Water.	No change
79 General observation			1	Pedestrian access to nearest public transport on the A229 needs to be direct and attractive to users, i.e. lit and hard surface.	Noted	No change

Policy H1(63) – Land at Boughton Mount, Boughton Lane, Boughton Monchelsea						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Reasons for objecting		9	2	Number of proposed houses on sites H1(62); H1(63); H1(70); H1(71); H1(76) and H1(75) in Coxheath is far too high.	Number of dwellings: Sites are put forward as development proposals which individually and collectively would contribute to the plan's objective of meeting the borough's development needs by delivering sustainable growth which includes focusing limited new development at the 5 larger villages where appropriate. The allocated part of this site is previously developed and is considered suitable for a limited quantum of housing	No change

61				Traffic congestion (at the Swan junction with the Loose Road, on the Loose Road itself, Boughton Lane/Loose Road traffic lights and at the Wheatsheaf junction which are already at capacity; require the highway improvements to be made before the housing is built; no mention of an Integrated Transport Strategy; no certainty that appropriate transport infrastructure can be delivered and fully funded	Highways: KCC Highways has not objected to this proposed allocation. Criteria 17 and 18 specify the highways improvements that will be required subject to more the more detailed assessment provided with a Traffic Assessment submitted with a planning application. The Integrated Transport Strategy and the Infrastructure Delivery Plan will be available together with the Reg. 19 version of the Local Plan.	No change
				Grade 2 agricultural land	Agricultural land: development is restricted to the previously developed part of the site and so will not lead to the loss of high quality agricultural land.	No change
				Air quality	Air quality: Any development proposal would need to comply with Policy DM16 – Air quality. Depending upon the location, it requires proposals that have an impact on air quality to provide an Air Quality Impact Assessment and/or Emissions Statement and/or incorporate mitigation measures. The site is not in a declared Air Quality Management Area.	No change
				Doubt regarding sustainability as site is a great distance from any services (no bus services so residents will need to rely on private transport)	Access to services: The site is reasonably related to the urban area. The SHLAA assessment notes that 'there is a footway link between Boughton Lane and Eddington Close which provides onward	No change

62					connectivity to the bus stops on Loose Road. Many of the local services within Loose are within walking and/or cycling distance of the site and the bus stops on Loose Road are served by Bus Routes 5 and 89 which provide a combined 15-minute frequency to Maidstone Town Centre on weekdays.' On this basis, the site is considered suitable for allocation in sustainability terms.	
				Part greenfield site	Loss of greenfield (in part): development is restricted to the previously developed part of the site.	No change
				Impact on the rural / countryside character; within the Loose Landscape of Local Value	Impact on character: the SHLAA identifies that 'visually, the site is well contained with dwellings to the north and east (as well as PROW KM99 to the east, which is a metalled driveway for much of its length) and Boughton Lane to the west and south.' There is an established tree screen to all boundaries.'. It is acknowledged in the SHLAA that if improvements are required to Boughton Lane, these could have a visual impact on its rural character. A LVIA is required to be submitted with any application (criterion 10) by which any detailed landscape impacts, and appropriate mitigation measures, can be identified in an objective manner. The proposed policy for Landscapes of Local Value does not preclude development;	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					rather, it signals that landscape considerations must be given significance in terms of the design and scale of development proposals. As development will be focused on the brownfield element of this site, it is considered that development may be able to secure an overall enhancement to the landscape in this location, subject to the safeguards in the policy being followed.	
				Site lies within the Southern Anti-Coalescence Belt in adopted local plan	Anti-coalescence: redevelopment on the existing footprint will not result in coalescence with other development in the area.	No change
Reasons for supporting	3			Low density appropriate for this rural location; development is confined to the brownfield part of site; development protects historical and ecological features of the remainder of site; enabling development of a brownfield site to maintain the Grade II listed building; provision of open space in southern parcel	Support welcomed	No change

Suggested policy amendment		1	1	Assessment of local sewerage network capacity is insufficient in the immediate vicinity of this site to meet the anticipated demand but this is not a fundamental constraint to development. Proposed amendment: insert additional development criterion: "Utility infrastructure - A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."	Sewerage capacity: Noted that this is not a fundamental constraint to development. The detailed connection requirements will be subject to specific consideration at planning application stage and, will need to be agreed between the developer and Southern Water.	No change
				Ensure a brief for the proposed open space for providing accessible natural green space, delivering links in the local habitat network and securing long term management.	Open space: The provision of accessible natural green space, links to the local habitat network and its long term management are the subject of criteria 6, 11 and 12. Any further specific requirements to emerge in association with a particular development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change
				Ensure proper waste water management near River Loose	Waste water management: Noted. Criterion 14 specifically requires a surface water drainage strategy.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

85	General observations		4	Pedestrian access to the nearest public transport on the A229 needs to be of good quality i.e. hard surface and lit.	Noted	No change
				If this site is developed, there should be no development on H1(62)	Policies H1(62) and H1(63) are each put forward as development proposals which individually and collectively would contribute to the plan's objective of meeting the borough's development needs.	No change
				Any development would require formal archaeological works	Noted. Criterion 9 requires a detailed heritage and archaeological assessment.	No change
				Reconsider boundaries of open space in southern parcel of site (with a view to including land immediately north of the ha-ha as 'private open space' to	If there are sound heritage reasons why access should be restricted to part of the site, this should be evidenced through the heritage impact assessment which is required as part of a planning application.	No change
				Provide greater flexibility in design process and improve scope to preserve/enhance its setting).	Defining an area of private open space is considered to reduce the flexibility of the policy prior to this detailed work being undertaken, rather than increase it at this stage.	No change

Policy H1(66) – Land south of The Parsonage, Goudhurst Road, Marden						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Objections	1	5	2	Highways impacts; required improvements not specified; highway improvements should be implemented before housing is built	Any necessary highway mitigation works will emerge from the transport assessment necessary for planning application. Mitigation, if required, will either be secured directly with the County Council through a s278 agreement or if appropriate through s106 planning obligations both methods should include trigger points as to when provision is required.	No change
				Ensure appropriate infrastructure (road and rail links) are in place or planned; provide details of community infrastructure; cumulative impact of new developments on residents/ infrastructure	Infrastructure: the Infrastructure Delivery plan to be published with the Regulation 19 version of the Local Plan will set out the infrastructure required to service the development proposals in the Local Plan. The term ‘community infrastructure’ in criterion 9 would encompass contributions to health facilities, schools, libraries, village hall etc. The Infrastructure Delivery Plan which will be published with the Regulation 19 version of the Local Plan will help to more precisely identify the services/facilities for which contributions will be sought.	No change

				Grade 2 agricultural land	This site is a mixture of Grade 3a and 3b agricultural land. The National Planning Policy Framework requires that, where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. As revealed by the SHLAA, an overall assessment of the candidate sites supports the development of this site if the overall borough requirement for additional housing land is to be met. Based on this overall assessment, the loss of a proportion of higher quality agricultural land is not considered to override the factors in support of the proposed development.	No change
				Area of high landscape value; would have a harmful effect on landscape character of Staplehurst Low Weald Landscape Character Area (for which the Sensitivity Assessment is High)	Landscape impact: the Council's Landscape Capacity Study Site Assessment (2015) found that site to have 'moderate' capacity to accommodate new housing development. To address landscape impacts, criterion 4 requires development proposals to be explicitly designed to take account of a landscape appraisal. Criteria 1 and 2 also require landscaped buffers to help screen development and provide a buffer to the open countryside to the south.	No change
				Extension of an already large development site	Scale of development: the SHLAA assessment of this site concludes that it is a logical extension to the development approved at The Parsonage immediately to the north.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				Have regard to emerging Marden Neighbourhood Plan	Neighbourhood Plan: It is important to minimise any conflicts between policies in the draft plans wherever possible. Any conflicts that do exist are required to be resolved in favour of the last document to become part of the development plan.	No change
				Inappropriate location	Inappropriate location: The overall strategy of the Local Plan is to focus development at the most sustainable settlements in the borough, namely Maidstone, the Rural Services Centres, of which Marden is one, and the Larger Villages. These are the settlements which have been identified on the basis of an assessment of their available services and facilities. On this basis, and through the comprehensive individual sites assessment undertaken through the SHLAA, this site is considered to be an appropriate location for additional housing, subject to the criteria in Policy H1(66).	No change
				Greenfield site	Greenfield site: in the OAN for additional housing is to be met, some greenfield development is required. This being the case, the comprehensive assessment through the SHLAA identifies the most suitable greenfield sites in planning terms for allocation.	No change
				Backland development; impact on the setting of buildings to the south of the site	Form of development: the term backland development generally refers to development of garden sites immediately to the rear of properties which is not the case for this proposal. Criterion 2 requires a 30m landscape buffer to help mitigate the visual impact of development from the south.	No change
Suggested policy		1		Assessment of local sewerage	Noted that this is not a fundamental	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

amendments				network capacity is insufficient in the immediate vicinity of this site to meet the anticipated demand but this is not a fundamental constraint to development. Proposed amendment: insert additional development criterion: "Utility infrastructure - A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."	constraint to development. The detailed connection requirements will be subject to specific consideration at planning application stage and, will need to be agreed between the developer and Southern Water.	
General observations	1		2	Requirement for a buffer to provide habitat connectivity should be linked with any on-site green infrastructure and its long-term management plan.	Noted. Any specific requirements to emerge in association with a particular development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change
				Site has significant archaeology (to be dealt with by conditions)	Noted	No change
				Logical extension to the adjacent Parsonage site	Noted and welcomed	No change

Policy H1(68) – Land north of Henhurst Farm, Staplehurst						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Reasons for objecting		17		Vehicular access inadequate; traffic generation; inadequate road network; detail 'improvements to the junction of Headcorn and Marden roads with the A229'; require highway improvements before the housing is built; no access is shown for the site; potential impact on village roads	Highways: Kent County Council, as the highway authority, has not objected to the principle of development on this site. Any scheme will be subject to a detailed transport assessment that will examine the impact of this site and other committed or proposed development on the local network including the existing Marden Road/A229 Junction. Any mitigation identified as necessary would be provided at an appropriate trigger point – the development. Criterion 10 confirms that access will be from Oliver Road.	No change
				Insufficient infrastructure capacity (particularly sewerage); insufficient existing local amenities; consider cumulative impact of current proposals on village.	Infrastructure: the Infrastructure Delivery Plan (IDP) which will be published with the Regulation 19 version of the Local plan will give greater detail about the infrastructure required to service the development proposed in the Local Plan. The IDP is being prepared with the input of the key infrastructure providers.	No change

				Loss of agricultural land	Agricultural land: The site is identified as Grade 3b agricultural land. The National Planning Policy Framework requires that, where the development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. The higher grades are denoted as grades 1, 2 and 3a. Based on this guidance, the loss of some grade 3b agricultural land is not considered to override the factors in support of the proposed development.	No change
				Backland development	Backland development: the term backland development generally refers to development of garden sites immediately to the rear of properties which is not the case for this proposal.	No change

				Not in line with draft Neighbourhood Plan	Neighbourhood plan: It is important to minimise any conflicts between policies in the draft plans wherever possible. Any conflicts that do exist are required to be resolved in favour of the last document to become part of the development plan. The development of this site will contribute to the overall borough need for additional housing evidenced in the Strategic Housing Market Assessment and the suitability in planning terms of this site, and other candidate sites, has also been tested comprehensively through the Strategic Housing Land Availability Assessment.	No change
				Within the AONB; Green Belt	Green Belt/AONB: this site does not fall within either designation.	No change
				Historic and archaeological value	Heritage: In the SHLAA it was noted that the development of this site would not affect heritage assets or any known archaeological potential.	No change
				Flood risk	Flood risk: as the site falls within Flood zone 1, flood risk is not a constraint to development. However, as the site is larger than 1 ha a flood risk assessment will need to be undertaken and submitted with any application.	No change

93				Site lies within, and would have a harmful effect on, landscape character of Staplehurst Low Weald Landscape Character Area (for which the Sensitivity Assessment is High); destruction of ancient field boundaries.	Landscape impact: The Council's 'Landscape Capacity Study : Site Assessments (2015)' finds that the site has a moderate capacity to accommodate housing development. Criterion 7 specifically requires the design of development to respond to a Landscape and Visual Impact Assessment Development, recognising that development is likely to result in the loss of the existing boundaries crossing the site. The site does not fall within the Low Weald Landscape of Local Value as it is proposed in the emerging Local Plan.	No change
				Greenfield site	Greenfield site: some development on greenfield sites will be necessary if the OAN for housing is to be met. This being the case, the comprehensive assessment of candidate sites through the SHLAA has found this site to be suitable in planning terms for development, subject to the criteria in the Policy. The land itself is classified as Grade 3b agricultural land, not among the best and most versatile grades (1, 2 and 3a)	No change

				Precedent for further future development on greenfield land to the north and west	Precedent: a key purpose of the Local Plan is to positively allocate sufficient land to meet identified needs, in this case for housing. By doing this, it enables greater policy protection against inappropriate development on sites which have not been allocated. The development proposals on land to the west would be considered under the terms of Policy SP5-Countryside which places clear limits on the type and scale of development which would be appropriate.	No change
Suggested policy amendments	2	2	2	The area to be developed for residential purposes should be increased. Some of eastern parcels of the remainder of Henhurst Farm also have potential for a residential development scheme	The landscape capacity study 2015 is clear in its advice regarding this site – that “minor residential development contained within the northern most part of the site could perhaps be accommodated”. Development over a larger area further southwards as suggested would result in greater harm to the landscape.	No change
				Allocating southern part of site for Strategic Open Space would hinder the comprehensive masterplanning of the wider site.	The landscape capacity study 2015 is clear in its advice regarding this site – that “minor residential development contained within the northern most part of the site could perhaps be accommodated”. Development over a larger area further southwards as suggested would result in greater harm to the landscape.	No change

				Premature to seek contributions for something as specific as the enhancement of parking at the railway station.	The IDP identifies the need for improved cycle and public transport provision at the railway station. Staplehurst Railway station and its car parking are a key component of the settlements sustainability. Criterion 16 seeks to ensure this remains the case	No change
				Include a policy for ecological mitigation/compensation for cumulative loss of farming land.	Criterion 9 requires development to be subject to ecological assessment and for appropriate mitigation and enhancement measures to be implemented. The land is valued is grade 3b which is not the best and most versatile	No change.
				Ensure a brief for the proposed open space for providing accessible natural green space, delivering links in the local habitat network and securing long term management.	It is considered that this matter is already dealt with adequately by criterion 2 which states: "The southern area will be retained undeveloped to provide open space and ecological mitigation areas". The provision of accessible natural green space, links to the local habitat network and its long term management are the subject of criteria 2, 4, 9 and 14. Any further specific requirements to emerge in association with a particular development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				Ensure proper waste water management near River Beult	Criterion 12 addresses this issue.	No change.
				Assessment of local sewerage	Noted and welcomed that this is not a fundamental constraint. Developers will be expected to liaise with Southern Water to confirm connection arrangements at the time of a planning consent.	No change.
				Network capacity is insufficient in the immediate vicinity of this site to meet the anticipated demand but this is not a fundamental constraint to development. Proposed amendment: insert additional development criterion: "Utility infrastructure - A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."	Sewage capacity: noted that this is not a fundamental constraint to development. The detailed connection requirements will be subject to specific consideration at planning application stage and, will need to be agreed between the developer and Southern Water.	No change
General observations	1	2	3	Site considered to have low-level archaeology.	Noted	No change
				Site does not contain any designated heritage assets nor are any adjacent.	Noted	No change

				No known non-designated heritage assets on site.	Noted	No change
				Not clear what the "ecological mitigation areas" refer to	"Ecological mitigation areas" refer to those areas of the undeveloped part of the site which may warrant specific protection given that the site has a mixture of woodland adjacent, field boundaries marked by hedging and trees as well as ponds within and adjacent although the fields themselves are intensively cultivated.	No change
				Possible need for a new bus stop	Noted	No change
				Consider transferring areas proposed for conservation, allotments and open space to a public body.	Noted. This will be a matter to be dealt with in the context of a planning application through associated planning condition and/or legal agreement.	No change

Policy H1 (70) – Land at junction of Church Street and Heath Road						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
General objections to the policy and site allocation		2		Loss of agricultural land and has concerns at putting extra traffic on Heath Road	Agricultural land: There is insufficient previously-developed land in the borough to accommodate all of the development required. Hence the development of agricultural land is inevitable. The National Planning Policy Framework requires that where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. As revealed by the SHLAA, an overall assessment of the candidate sites supports the development of this site if the overall borough requirement for additional housing land is to be met. Based on this overall assessment, the loss of higher quality agricultural is not considered to override the factors in support of the proposed development. Financial contributions will be made towards improving the junction of the B2163 Heath Road with the A229 Linton	No change
				Site would not meet an objective of the Landscape Character Area No 29 to “improve the sense of place between swathes of development”		

				Road/Linton Hill.	
	1		Detail into the required improvements to the highways is not specified	Detail of required improvements will be drawn up as and when necessary.	No change
	1		Impact on safety of Boughton Monchelsea Primary School	Kent County Council, as the highway authority, requires access to only be from Church Street but acknowledges that it is currently heavily parked both sides at school drop-off and pick-up times. This is a highway management/enforcement issue that KCC as the highway and education authority should seek to resolve if necessary.	No change
	1		Concentration of development in Boughton Monchelsea has a detrimental impact on local character and identity	Sites are put forward as development proposals which individually and collectively would contribute to the plan's objective of meeting the borough's development needs by delivering sustainable growth which includes focusing limited new development at the 5 larger villages where appropriate.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

General support for the policy and site allocation			1	Site is of low level archaeology. Assessment has shown that the site and adjacent land does not contain any designated heritage assets or non-designated assets	Noted	No change
Amendments/considerations to the policy			1	To reduce the impact a strong buffer at the edges of any development will be required as well as green infrastructure	Criterion 2 requires the retention of the existing hedgerow to Heath Road and an appropriate buffer to the existing woodland. Criterion 10 requires open space provision but offers scope for this being off-site. It is considered that these criteria are sufficient to result in adequate landscape buffers and appropriate green infrastructure.	No change
		1		Insert additional development criterion: "Utility infrastructure – existing underground sewers on site are protected, or appropriate arrangements are made for their diversion"	Noted - however this is a detailed matter which is appropriately dealt with at the planning application stage and does not necessitate a specific addition to the policy.	No change
	1	2		Criterion 4 – amend as follows: "Vehicular access shall only be taken from Heath Road"	Kent County Council, as the highway authority, requires access to only be from Church Street.	No change
		2		Consideration – provision should be made for open space and additional parking	Criterion 10 of the policy requires the provision of publicly accessible open space, as proven necessary. This is a highway management/enforcement issue that KCC as the highway and education authority should seek to resolve if necessary.	No change
		1		Capacity of the local sewage network is insufficient in the immediate vicinity of the site	Noted that this is not a fundamental constraint to development. The detailed connection requirements will be subject	No change

				<p>(however not a fundamental constraint).</p> <p>To ensure the sewerage network can meet demand new or improved infrastructure should be provided in parallel with the development. Recommend additional development criteria: "Utility infrastructure – A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."</p>	<p>to specific consideration at planning application and, will need to be agreed between the developer and Southern Water.</p>	
--	--	--	--	---	--	--

Policy H1(71) - Lyewood Farm, Green Lane, Boughton Monchelsea						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Housing density, scale, distribution and location		3	1	Site has greater capacity than proposed 25 dwellings	The consultation document points out that the village comprises, and is characterised by, a number of distinct groups/clusters of dwellings. Development on this site would result in the creation of a further such group of dwellings, provided it was limited to the 1.25ha area of the current built development (i.e. the chicken sheds which are large utilitarian structures that are out of character with and visibly prominent in the landscape). The appropriateness of a low to medium density development, to ensure that it fits into the landscape, results in the proposed yield.	No change
				Yield of site should be 70 dwellings Yield of 50-60 dwellings with screening to north, south, and west		
		1		Site is in isolated location and will set precedent for future	An amendment to Policy DM1 – Development on Brownfield L and is proposed to clarify the specific, exceptional circumstances when the redevelopment of a brownfield site in the countryside would be acceptable	No change to Policy H1(71) (but please refer to the change proposed to Policy DM1 which has resulted from the consideration of representations to Policy SP5 – Countryside)

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

		2		Proposed housing numbers too high and no allowance has been made for windfall sites	<p>The housing requirement is derived from the Strategic Housing Market Assessment which is meant to assess authorities' full housing needs.</p> <p>An appropriate, substantiated windfall allowance has been included in the 20 year housing land supply.</p> <p>Sites are put forward as development proposals which individually and collectively would contribute to the plan's objective of meeting the borough's development needs by delivering sustainable growth which includes focusing limited new development at the 5 larger villages where appropriate.</p>	No change
				Cumulative effect of nearby developments		
Impact on countryside		2		Object to loss of agricultural land	This proposal is restricted to the area of the current chicken sheds.	No change
				Proposal contradicts policy SP5	<p>The proposed development will result in the removal of chicken sheds which are visibly prominent in the landscape. A small, low density development with appropriate landscaping is considered to be likely to be beneficial to the landscape in this location.</p> <p>An amendment to Policy DM1 – Development on Brownfield L and is proposed to clarify the specific, exceptional circumstances when the redevelopment of a brownfield site in the countryside would be acceptable.</p>	No change to Policy H1(71) (but please refer to the change proposed to Policy DM1 which has resulted from the consideration of representations to Policy SP5 – Countryside)
				Object to development on greenfield site		
Impact on highway safety, road network and traffic flow		4		Development requires notable improvements to road network. Requirement for Integrated	The ITS is in course of preparation and will be available together with the Reg. 19 consultation document.	No change

104				Transport Strategy		
		3		Increased traffic flow on narrow roads	Kent County Council, as the highway authority, expressed concern about the impact of 12.97ha development proposal on local junctions. Now that the site area has been reduced considerably, traffic should not be such an issue. Removal of the sheds should also result in a reduction in HGV movements into the area.	No change
		2		Object to requirement for development to contribute to Linton crossroads improvements as site is not in close enough proximity	This requirement stems from cumulative impact of various development proposals upon this junction. Development proposals would be subject to a Transport assessment.	No change
		1		Impact on safety of non-road users	The probable need to upgrade pedestrian footways into the village is recognised. Hence criterion 9 requires a footpath/cycle path to be provided along the frontage to Green Lane on land within the landowner's control to the north of the existing hedgerow.	No change
	Impact on sewerage and drainage infrastructure	1		Additional criterion required: "Utility infrastructure A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider. Existing underground sewers on site are protected, or appropriate arrangements are made for their diversion."	This is a matter which will be dealt with at/after the point of a planning application. The developer will be expected to liaise directly with Southern water to confirm the connection arrangements.	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN2015 CONSULTATION: ISSUES AND RESPONSES

General support for site	1			Low level archaeology and no heritage assets on site or adjacent	Noted	No change
Impacts on privacy for existing residents		1		Loss of privacy will occur due to overlooking of new development	Any prospect of overlooking of neighbouring properties and their gardens will be dealt with in the design of the development at planning application stage.	No change

Policy H1(72) – Land adjacent to The Windmill PH, Eyhorne Street, Hollingbourne

Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Enhance ecology and biodiversity			1	Development requires attention to detail of hedgerow management and enhancement	Criterion 8 requires an appropriate ecological survey and the implementation of resulting mitigation measures which could encompass hedgerow management measures. Further specific requirements with regard to the hedgerow will be dealt with by planning condition in association with the grant of any planning permission.	No change
Impact on character and setting of countryside and surrounds			1	Reference in policy should be made to the fact the site lies within setting of the AONB	It is a requirement of criterion 6 that a visual impact assessment is undertaken. Viewpoints for this would need to be agreed with the council.	No change
		2		Object to this site as it is greenfield and outside of village envelope	There is insufficient previously-developed land in the borough to accommodate all of the development required. The Local Plan strategy is to allocate sufficient greenfield land at the edge of the most sustainable settlements including Eyhorne Street in order deliver sufficient housing over the 20 year plan period.	No change
		1		Loss of Grade 2 and 3 agricultural land	This site is Grade 2 agricultural land. There is insufficient previously-developed land in the borough to accommodate all of the	No change

107					development required. The National Planning Policy Framework requires that where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. As revealed by the SHLAA, an overall assessment of the candidate sites supports the development of this site if the overall borough requirement for additional housing land is to be met. Based on this overall assessment, the loss of higher quality agricultural land is not considered to override the factors in support of the proposed development.	
		1		Site has high potential for archaeological remains, although does not contain any designated heritage assets on site.	Noted. This will be addressed at the planning application stage and dealt with by an appropriate planning condition. Criterion 4 requires an archaeological assessment to accompany a planning application.	No change
		2		Impact on historic character of area needs consideration	Noted. Any planning application will be required to comply with Policy DM10 which, amongst other things, will ensure that the qualities and local distinctiveness of the historic environment are recognised and protected. Criterion 4 of the policy also specifically requires the findings of a heritage impact assessment to be taken into account in the design of development.	No change
	Impacts on highway safety, road network,	4		Unsuitable access from Eythorne Street and inadequate road	Noted. Kent County Council, as the highway authority, has expressed concern	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

and traffic flow				infrastructure	about access, as it lies along a narrow track next to the pub and is particularly difficult for pedestrians. However, KCC have not objected to this proposal. Track also serves as access to the pub, pub car park, car park of Hollingbourne Village Hall and to Grove Mill House further to the SE. This would be subject to detailed assessment at application stage.	
Inadequate Sewerage / drainage infrastructure		1		Additional criterion should be added: "Utility infrastructure - Existing underground sewers on site are protected, or appropriate arrangements are made for their diversion"	Noted - however this is a detailed matter which is appropriately dealt with at the planning application stage and does not necessitate a specific addition to the policy.	No change
		1		Inadequate sewerage capacity	Southern Water has not identified this as a fundamental constraint to development	No change
Impact on recreational facilities		1		Object to loss of playing field for development	The site is not a playing field; it comprises a paddock used for horse grazing.	No change

Policy H1(73) – Brandy’s Bay, South Lane, Sutton Valence						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Biodiversity, ecology, and green infrastructure preservation			1	General support for para 1, 2, and 10 but more details required	Noted. More detailed information will be submitted as part of a planning application. Indeed this site now has a full planning consent (14/504556)	No change
Highways safety and access		2	1	Pedestrian access to public transport on A274 needs further consideration	This issue has been addressed by the developers and is the subject of a proposed amendment to criterion 4.	Amend criterion 4 as shown below.
Impact on environment quality		3		Pollution Flood risk	The SHLAA indicates that:- <ul style="list-style-type: none"> the site is not in a declared AQMA noise very unlikely to be a problem the site is not in Flood Zone 2 or 3 there may be land contamination in the area of the existing stables/yard and waste bedding material pile. This would be addressed at the planning application stage – indeed this site now has detailed consent 	No change
Impact on countryside		2		Site is located on Greensand Ridge	The SHLAA concludes that “The site is suitable for development and will not extend development unacceptably into the countryside.”	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

		4		Object as site is greenfield outside of the village envelope and would adversely impact character and setting.	There is insufficient previously-developed land in the borough to accommodate all of the development required. The councils SHLAA concludes that “The site is suitable for development and will not extend development unacceptably into the countryside.” The acceptability of development on the site has been tested and confirmed through the granting of a detailed consent (14/504556).	No change
Inadequate social infrastructure / local amenities		2		Lack of social infrastructure and village facilities	Sites are put forward as development proposals which individually and collectively would contribute to the plan’s objective of meeting the borough’s development needs by delivering sustainable growth which includes focusing limited new development at the 5 larger villages where appropriate. Sutton Valance has been assessed as one of the locations in the borough with sufficient services/facilities to sustain limited additional development.	No change
Inadequate sewerage / drainage infrastructure		1		History of serious sewerage and drainage issues	Mitigation can only be required where proposed development exceeds existing capacity. It is not appropriate to use development to solve existing issues.	No change
Local amenity		1		Loss of light and privacy for those in close proximity	Any prospect of loss of light and overlooking of neighbouring properties and their gardens will be dealt with in the context of the assessment of any planning application which will need to comply with Policy DM4 ‘Principles of good design’ criterion v.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

Amendments to specific wording		1		Para 3 – remove the words ‘an avenue of’	Noted that this is due to impracticalities of planning trees adjacent to the street due to differing levels.	Amend criterion 3 as follows:- “The layout shall provide for a centrally positioned access road off South Lane with landscaping to the site boundaries and an avenue of trees along the new access road.”
		1		Para 4 – suggest wording: “The development shall provide a footpath link from the site’s entrance on South Lane, through the site to link into PROW KH505 at an appropriate access point on the southern boundary to improve pedestrian connectivity with the existing settlement, the adjacent bus stops in Headcorn Road, and the countryside to the east”	Noted that the suggested wording specifies the intention more clearly.	Amend criterion 4 as follows:- “The scheme shall provide for a footpath link from <u>the site’s entrance on</u> South Lane to PROW KH505 at an appropriate access point on the southern site boundary to improve <u>pedestrian</u> connectivity <u>with the existing settlement, the adjacent bus stops in Headcorn Road,</u> and to the countryside <u>to the east</u> beyond .”
		1		Para 8 – not necessary for additional landscape information for this site due to self-contained and well screened	Notwithstanding that this site has a detailed consent, this criterion provides important safeguard to ensure landscape impact is fully considered as part of the design of developments retain	No change
		1		Para 11 – not relevant as no historic evidence of contamination	SHLAA indicates the possibly of contamination in the area of the existing stables/yard and waste bedding material pile.	No change
		1		Para 13 – Too vague and require more details	Given that planning permission has been approved, subject to a legal agreement, then the subject matter of this criterion is already being dealt with in that context. The wording of this and equivalent	No change at this stage

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					criterion in other allocation policies will be revised comprehensively in the course of preparing the Regulation 19 version of the Local Plan.	
		1		Insert additional criterion - "Utility infrastructure - Existing underground sewers on site are protected, or appropriate arrangements are made for their diversion."	Noted - however this is a detailed matter which is appropriately dealt with at the planning application stage and does not necessitate a specific addition to the policy.	No change
General support for policy			1	Low level archaeology and no heritage assets on the site or adjacent	Noted	No change
Loss of recreational facility			1	Object to loss of playing field	Site is a paddock, house and garden, as such, not be subject to Sport England's policy.	No change
Overdevelopment of the site		2		40 dwellings will overdevelop the site	Development density is 26.7 dwellings/ha which is less than the 30/ha 'expected' in 'larger villages' specified in Policy H2. This site now has a detailed consent for 40 dwellings.	No change

112

Policy H1(74) – Wren’s Cross, Upper Stone Street, Maidstone						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Impact on road infrastructure, traffic flow, and highways safety			1	More appropriate use would be care home as it wouldn’t exacerbate traffic flow as housing would	It is imperative to accommodate the objectively assessed housing need. Should the site not be developed for housing then it may accommodate a care home if any such development proposal complies with Policy DM42.	No change
			1	Require joined up strategy for pedestrian and cycle routes	Maidstone’s Integrated Transport Strategy is in course of preparation and will be available together with the Reg. 19 version of the Local Plan.	No change
General support for policy	2			Support proposal to improve air quality and creating pedestrian and cycle track	Support noted and welcomed	No change
	3			Support policy for site redevelopment	Support noted and welcomed	No change
	3			Support site development to enable restoration and protection of heritage assets	Support noted and welcomed	No change
Impact on environment quality			1	Poor air quality at this location – concerns for increased residents	The SHLAA identifies the site as being a suitable one for development in a sustainable Town Centre location but notes that it is constrained by air quality and	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					noise issues which may have some impact on the potential design of the development. Criteria 13 and 14 deal with air quality and noise respectively such that necessary/appropriate mitigation/attenuation measures are implemented and criterion 8 requires the development to be set back from Upper Stone Street.	
Historic value of site			1	Site redevelopment needs to be informed by an Archaeological Desk-based assessment due to having high potential for archaeological remains	Noted. Criterion 10 specifies the need for a Heritage and Archaeological Impact Assessment. Any other specific requirements to emerge in association with this development proposal will be dealt with by planning condition in association with the grant of any planning permission.	No change

Policy H1(75) – Land north of Heath Road (Older's Field), Coxheath						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Impact on ecology, and biodiversity		1		Site comprises broadleaf woodland with significant biodiverse habitats	Criteria 6 & 7 relate to tree retention/protection and habitat/species surveys. Adherence to criteria is expected to address these issues adequately.	No change
		1		Loss of ancient woodland	According to 'a revision of the Ancient Woodland Inventory for Maidstone borough, August 2012') there are no designated Ancient Woodlands on site.	No change
		2		Site includes area of BAP woodland Contrary to Maidstone Biodiversity Action Plan	Mitigation will be secured through any application as required. Criterion 7 specifies that this will be the case. An arboricultural survey is also required (criterion 6).	No change
Issues regarding green infrastructure / open space		5		Site provides vital semi-natural green amenity space for residents and anti-coalescence buffer	It is considered that the application of criteria 6, 7 and 10 will ensure that not only is adequate public open space made available but that part or all will also serve as a wildlife habitat.	No change
		1		Object to site as contrary to Policy SP5	Not accepted. Policy SP5 applies to the countryside which will comprise the area outside of the towns, villages and associated sites allocated for development.	No change
	1			Support in principle – add	The need for a management plan will be a	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

116				requirement for management plan	matter to be addressed in the context of determining a planning application.	
	1			Support in principle - do not understand provision for open space as amount in excess of that required under Policy DM11 is already proposed	An overall review of open space requirements is detailed in the responses to Policy DM11 and OS1 and in the covering report for the Strategic Planning Sustainability and Transport Committee on 14 th December 2015. In addition to public open space requirements, a function of the undeveloped land/open space proposed with this development is to secure the separation of the development from Dean Street to the west. In this basis the location and amount of land safeguarded is justified.	No change (but please additionally refer to the issues/responses/ proposed amendments for Policies DM11 and OS1).
		1		Include the adjacent land south of Pleasant Valley Lane in the open space for this site as forms part of Coxheath Neighbourhood Plan	This area has permission as an area of public open space under application 13/1999.	No change
		1		Policy should refer to PROW as per easy access circular route proposed in Coxheath Neighbourhood Plan	This will not be necessary because, once adopted, the emerging neighbourhood plan will constitute part of the development plan.	No change
	Object due to coalescence	1		Site will coalesce Coxheath and Linton	Noted. SHLAA concludes that development of the site would result in the coalescence of development in Coxheath to the east and the settlement in Dean Street to the west. A function of the undeveloped land/open space proposed with this development is to secure the separation of the development from Dean Street to the west.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

Inadequate social infrastructure / local amenities		2		Inadequate social infrastructure / local amenities	Sites are put forward as development proposals which individually and collectively would contribute to the plan's objective of meeting the borough's development needs by delivering sustainable growth which includes focusing limited new development at larger villages consistent with their range of services and role. Criterion 9 of the policy also requires contributions to community infrastructure to mitigate the impact of development.	No change
Inadequate sewerage and drainage supply, and water infrastructure		1		Object to site due to pressure on already inadequate sewerage / drainage and water supply	Sewerage capacity has not been identified by Southern Water as a constraint to development.	No change
		1		Insert additional development criteria: "Utility infrastructure - A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."	This is a detailed matter which will be addressed at/after planning application stage. Developers will be expected to liaise directly with Southern Water to put the necessary connection arrangements in place.	No change.
Inadequate road infrastructure, impact on traffic flow and highways safety		4		Site will cause increased congestion and impact on existing road network Need an Integrated Transport Strategy	There is no highway objections to the site being delivered. Proposals would (and have been as part of the current application) subject to a transport assessment that will identify significant mitigation.	No change
		1		No consideration to parking provision	The council's adopted parking standards will be applied to any development proposal.	No change
		1		Inadequate public transport service	Not agreed. Coxheath is served by a regular bus service (89). The nearest	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					existing bus stop is located approximately 150m east of the site.	
		1		Object to site access	Kent County Council, as the highway authority, has not objected to the proposed access but commented that, whilst there is no apparent serious problem, there would be a need to extend the speed limit and possibly traffic calming.	No change
		1		Para 13 – include requirement for the provision of gateway facilities to the village	Such provision would be subject to detailed negotiation as part of the planning application and section 278 processes with Kent Highways.	No change
Impact on environment quality		1		Site will cause an increase in pollution	This site is not in the AQMA or a noise hotspot.	No change
Object to housing scale, density, distribution		1		Housing numbers too high for this area, and no allowance made for windfall sites	The housing requirement is derived from the Strategic Housing Market Assessment which is meant to assess authorities' full housing needs. An appropriate windfall allowance has been included in the 20 year housing supply.	No change
General support for policy	2			Support policy H1 (75) Site has low level archaeology and does not have designated heritage assets on site or adjacent	Support welcomed.	No change
	1			Support but delete H1(45)	Support welcomed. Policy H1(45) is not included in the current Regulation 18 consultation	No change

Policy H1(76) – Hubbards Lane, Boughton Monchelsea						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
General support for Policy	1			Support for policy	Support welcomed	No change
	1			Low level archaeology and no designated heritage assets on site or adjacent	Noted	No change
Road infrastructure and highways safety concerns			1	Carefully design site to ensure no conflict between all road users and residents	Noted	No change
		1		Will create increased traffic	Kent County Council, as the highway authority, has not objected on this basis.	No change
		1		Requirement for an Integrated Transport Strategy for the Plan	The ITS is in course of preparation and will be available together with the Reg. 19 Local Plan.	No change
Object due to greenfield site			3	Site is greenfield and high quality agricultural land	There is insufficient previously-developed land in the borough to accommodate all of the development required. The National Planning Policy Framework requires that, where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. Given that, the loss of higher quality agricultural is not considered to override the factors in support of the proposed development if	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					the overall borough requirement for additional housing land is to be met.	
120	Object to scale, density, distribution, and cumulative impacts of housing in area/on site	2		Housing number is too high with no allowance for windfall sites	The housing requirement is derived from the Strategic Housing Market Assessment which is meant to assess authorities' full housing needs. Local planning authorities may make an allowance for windfall if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. A windfall allowance is included within 20 year land supply	No change
		2		Object to ribbon development	Given the apparent conflict between criteria 1 and 3, it would be appropriate to replace both with a new criterion. To read; development proposals should seek to retain as much of the existing hedgerows or the western boundary as possible, to help retain the existing natural character of the site.	Delete criteria 1 and 3. Replace with a new criterion to read; <i><u>"development proposals should seek to retain as much of the existing hedgerows on the western boundary as possible, to help retain the existing natural character of the site."</u></i>
	Support but delete criterion 1	1		Support but delete criterion 1 in order to maximise potential of site and retain the hedgerow.	Given the apparent conflict between criteria 1 and 3, it would be appropriate to replace both with a new criterion. To read; development proposals should seek to retain as much of the existing hedgerows or the western boundary as possible, to help retain the existing natural character of the site.	Delete criteria 1 and 3. Replace with a new criterion to read; <i><u>"development proposals should seek to retain as much of the existing hedgerows or the western boundary as possible, to help retain the existing natural character of the site."</u></i>

Policy H1(77) – Bentletts Yard, Laddingford						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Viability of housing number proposed		1		Proposed yield is unviable – minimum 25 dwellings required. Amend policy to provide indicative yield of 25 – 31 dwellings.	Criterion 11 requires the submission of a viability assessment. This will demonstrate the minimum level of development necessary to remediate the site.	No change
	1			Support site and allocate for more than 10 units.	Criterion 11 requires the submission of a viability assessment. This will demonstrate the minimum level of development necessary to remediate the site.	No change
	1			Support site and consider viability.	Criterion 11 requires the submission of a viability assessment. This will demonstrate the minimum level of development necessary to remediate the site.	No change
Further protection of ecology and biodiversity required	1			Support in principle subject to ecological survey and protected species mitigation	Noted. This issue is addressed by criteria 8 and 9.	No change
Amendments to specific wording			1	Para. 7 – insert word ‘existing’ before trees	Accepted	Amend criterion 7 as follows:- “Retention, enhancement and reinforcement of <u>existing</u> trees and hedgerows.....”
Support for Policy	1			Support as brownfield site despite location	Support welcomed	No change

	1			Low level archaeology and no designated heritage assets on site or adjacent	Noted	No change
--	---	--	--	---	-------	-----------

Housing site allocations proposed for deletion						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Deletion of Haynes, Ashford Road H1(12)	4	1		Support this policy and the deletion of Haynes, Ashford Road H1(12)	Support welcomed	No change
		1		Like to see renewed discussion on the re-inclusion of this site	The landowner has indicated that the site is no longer available for residential development. See response below.	No change
			1	Concerned that previous comments have not been considered; site should be allocated for retail/mixed use	The proposed allocation of the Haynes site as a mixed use site to include retail floorspace was considered in the covering report to the Strategic Planning, Sustainability and Transportation Committee to the 18 th /19 th August 2015 and in the schedule of responses which was agreed by the Committee. For clarity, the mixed use retail allocation of the site is not recommended. The Maidstone East/Sorting Office site is the priority location to meet retail needs over the Plan period and the redevelopment of The Mall provides for longer term needs. Both these locations are sequentially preferable to the Haynes site which is 'out of centre' in retail planning terms.	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

			2	Allocated site is an urban brownfield site and should be used	Noted. The landowners have confirmed that the site is not available for residential development.	No change
Deletion of Tong's Meadow H1(25)	51	3		Support this policy and the deletion of Tong's Meadow H1(25)	Support welcomed	No change
		3		Safeguard land for educational purposes within the emerging Plan to enable Harrietsham Primary School to expand	As the site is no longer proposed for housing development, a proportion of land is no longer demonstrably available for a primary school extension and such an allocation for this use is not 'deliverable'. Such development could nonetheless come forward through a planning application should the landowner and education authority reach an agreement about the transfer of appropriate land.	No change.
		2		Site should be not be deleted as it is in a good location and would help to ease traffic in West Street; Need to retain allocation to ensure overall housing delivery is met. Site should be allocated on a reduced site area that does not include the receptor site	The site is not considered suitable for residential development in the light of Natural England's advice that it would be unlikely to issue a European Protected Species development license give that the site was a receptor site for a previous development.	No change
Deletion of Ham Lane H1(31)	4			Support this policy and the deletion of Ham Lane H1(31)	Support welcomed	No change
		1		Object to the deletion of Ham Lane.	Cabinet on 2/4 February 2015, following consideration of the Reg. 18 representations, recommended that it should not be allocated and should be subject to a further Regulation 18	No change

					<p>consultation for its deletion on the grounds 'of (the) unacceptably adverse impact on the AONB and on the character of the village because it is peripheral to the settlement and beyond the open space occupied by Swadelands School playing field.'</p> <p>The site was again considered by SPS&T Committee on 14/23 July 2015 who re-affirmed the earlier decision of Cabinet that the site should not be allocated for the same reasons.</p> <p>Application 14/502973/FULL for 82 units has been REFUSED and is currently subject to an appeal.</p> <p>It is considered that there has been no change in circumstances relating to the site to warrant Councillors previous decision being reversed.</p>	
Deletion of Heath Road H1 (48)	5			Support this policy and the deletion of Heath Road H1 (48)	Support welcomed	No change
Allocation of Tong's Meadow as an allocation for open space (Policy OS1 (8))	11			Support the allocation of Tong's Meadow as an allocation for open space (Policy OS1 (8)); Important community facility for dog walkers and creates a sense of community; Guarantee open space for future generations	Noted. This issue is considered in detail under Policy OS1.	[Please refer to the responses to Policy OS1]

Policy H1(10) – South of Sutton Road, Langley						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Inadequate social infrastructure / local amenities		38		Inadequate social infrastructure / lack of existing capacity of local amenities to facilitate more development in area i.e. doctors surgeries, hospitals, shops, schools, broadband internet, mobile signal	The Infrastructure Delivery plan to be published with the Regulation 19 version of the Local Plan will set out the infrastructure required to service the development proposals in the Local Plan. The term 'community infrastructure' in criterion 17 would encompass contributions to health facilities, schools, libraries, village hall etc. The Infrastructure Delivery Plan, which will be published with the Regulation 19 version of the Local Plan, will help to more precisely identify the services/facilities for which contributions will be sought.	No change
Insufficient employment to sustain development		4		Insufficient employment in the area	The Economic Sensitivity Testing and Employment Land Forecast, and the Final Qualitative Employment Site Assessment Report have been produced for the Council by consultants GVA and form part of the evidence base underpinning the Local	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				No understanding of severe impact on the town's economy	Plan. These documents together provide the Council of a robust assessment of current employment land and forecast of the potential of future demand. Policy EMP1 sets out the Council's proposed employment allocations to deliver the employment needs across the Borough during the plan period. The NPPF is clear that providing sufficient housing is an important element in supporting wider economic growth.	
127	Inadequate sewerage/drainage/water/electricity infrastructure	26		Lack of sewerage system, adequate drainage, and water supply	Noted. The developer will be expected to liaise with Southern Water at the planning application stage to identify and deliver any required additional infrastructure.	No change
	Inadequate road infrastructure, and impact on traffic flow	84		Will cause increased levels of traffic (including HGVs) in an already congested area Object to the site due to cumulative impacts on highway to the southern approaches to Maidstone and severe impact on local highway network Present road network including narrow lanes cannot support further	The policy requires the provision of bus priority measures along Sutton road in conjunction with the other development sites in the area. The Council is working on the production of an Integrated Transport Strategy not only for junction improvements but also to seek to encourage a shift towards the use of public transport and a reduction on the reliance of the use of the private car. It is noted that planning approvals have either been permitted or	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				development to the south of Maidstone	resolutions to grant provided for applications on other proposed allocation sites in the area – H1(6), H1(5), H1(21), and H1(22). These applications all included detailed transport assessments and have had mitigation measures agreed with Kent Highways for improvements to Sutton Road, providing substantial financial contributions.	
Highways safety issues		33		Development will cause safety issues for other non-vehicle road users. Lack of pavements and street lighting Inappropriate access to site	Issues regarding highways safety, lighting, and appropriate provisions for non-road users such as pavements will be dealt with in the detailed design stage of the development management process.	No change
Inadequate public transport		23		Bus lane is not a solution. No planned Park and Ride. Unsustainable location - not close to railway station	Whilst there is no planned new park and ride facility, the Plan does sets out under Policy DM15 the criteria to which new or replacement park and ride facilities will be assessed. The policy requires the provision of bus priority measures along Sutton road in conjunction with the other development sites in the area. They aim to encourage a shift towards the use of public transport and a reduction on the reliance of the use of the private car which will also be	No change

					supported by the wider objectives of the emerging Integrated Transport Strategy.	
Object on grounds of creating coalescence / urban sprawl		17		The development will create coalescence with neighbouring /urban areas and extend urban sprawl.	<p>The SHLAA recognises the impacts that development on this site may have on the character of this area, and the fact that it would extend the built up area of Maidstone significantly to the east.</p> <p>However, it is considered that the need to provide sites suitable for housing holds significant weight which outweighs this visual harm.</p> <p>The rural character of the Borough is afforded protection throughout the Plan, and emphasized in the spatial strategy Policy SS1, SP5, and DM10. Any proposal for development on this site will be subject to the requirements of these policies.</p>	No change
Object to scale and density of development proposed in this area		19		<p>Scale and density of development of this site is inappropriate in this rural area. Should be smaller than existing residential scale of Langley.</p> <p>Too many homes allocated for this area</p>	<p>As revealed by the SHLAA, an overall assessment of this site supports its development if the overall borough requirement for additional housing land is to be met.</p> <p>The rural character of the Borough is afforded protection throughout the Plan, and emphasized in the spatial</p>	No change

					<p>strategy Policy SS1. Therefore any proposal for development on this site will be required to take account of landscape and visual impact, as set out in Criterion 3 of Policy H1(10).</p> <p>The form of development will be subject to appropriate standard of design and layout as dealt with in policy and Policies DM4 'Principles of good design' and DM10 'Historic and natural environment, which will be given due consideration in the development management process.</p>	
130	Impact on rural and historic character of the area		13	Impact on character and identity of villages	<p>As revealed by the SHLAA, an overall assessment of this site supports its development if the overall Borough requirement for additional housing land is to be met.</p> <p>The rural character of the Borough is afforded protection throughout the Plan, and emphasized in the spatial strategy Policy SS1. Any proposal for development on this site will be required to take account of landscape and visual impact, as set out in Criterion 3 of Policy H1(10).</p> <p>The form of development will be subject to appropriate standard of design and layout as dealt with in policy and Policies DM4 'Principles of</p>	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

131					good design' and DM10 'Historic and natural environment, which will be given due consideration in the development management process.	
		4		Development will result in loss of ancient woodland	The site is not located within any areas of Ancient Woodland	No change
		10		Development will cause detrimental effect on listed buildings and conservation area	Criterion 5 of H1(10) affords preservation or enhancement of the setting of the listed buildings surrounding the site. The form of development will be subject to appropriate standard of design and layout as dealt with in policy and Policies DM4 'Principles of good design' and DM10 'Historic and Natural Environment, which will be given due consideration in the development management process.	No change
		5		Loss of agricultural land	The site is identified as largely Grade 3b agricultural land with small pockets of Grade 3a. The National Planning Policy Framework requires that where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. The higher grades are denoted as grades 1, 2 and 3a. As revealed by the SHLAA, an overall assessment of this site supports its development if the overall borough requirement for additional housing	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					land is to be met. Based on this overall assessment, the loss of some grade 3a agricultural land is not considered to override the factors in support of the proposed development.	
Object to proposed strategic transport requirements		26		Object to proposed junction improvement at Gore Court Road as it will divert traffic through Otham and Downswood to avoid congestion Not acceptable or appropriate solution	This measure is listed as one of a suite of improvements being sought in connection with development on a number of sites at south east Maidstone. This specific improvement to Gore Court Road will be delivered in association with development at sites H1 (6) – North of Sutton Road and H1(7) – North of Bicknor Wood. The Regulation 19 version of the Local Plan will refine the presentation of these requirements so they are more specific to each site. A Transport Plan has been approved as part of the permission granted for the development of H1(6).	The Regulation 19 version of the Local Plan will refine the presentation of these requirements so they are more specific to each site.
		1		Objection to a number of the proposed strategic transport requirements due to not being directly related to the site, have already been completed, or would not be CIL compliant as contributions have already	Noted. The Regulation 19 version of the Local Plan will refine the presentation of these requirements so they are more specific to each site.	The Regulation 19 version of the Local Plan will refine the presentation of these requirements so they are more specific to each site.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

				been received		
Provision of a Leeds/Langley bypass is required		7		Risk of further increased traffic and articulated lorries using local roads so bypass should be provided.	This scheme does not have an identified alignment, has not been fully assessed and funding sources have not been confirmed. At present there is no evidence to justify such a requirement as part of this policy.	No change
Impacts on ecology, open space and Green Infrastructure		2		Stronger protection required for ecological features, open space, and green infrastructure.	<p>Ecological features: Criterion 1 sets out the requirements for development proposals to provide open space at this site.</p> <p>Open space: Criterion 11 sets out the requirement for development proposals to produce a phase one ecological survey.</p> <p>Green infrastructure: NPPF para 99 sets out that where new development is brought forward in vulnerable areas, care should be taken to ensure that risks can be managed through suitable adaption measures including the planning of green infrastructure. Scope for further enhancement of this requirement will be given in the emerging Green and Blue Infrastructure Strategy. Policy SS1 also sets out that green and blue network will be generally maintained.</p> <p>Consideration and more detailed</p>	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

134					discussions of these aspects with appropriate stakeholders will be made during the development management process to ensure appropriate design of any proposal.	
		1		Concern that upgrade of PROWs sought (criterion 6 and 18) will require improvements to land outside of owner control with no formal plans/agreement in place.	<p>Noted.</p> <p>An amendment is proposed to the Policy to detail the alignment of the proposed cycle path across the site which will link Sutton Road to Brishing Road via the Langley Park development immediately to the west of Site H1(10).</p> <p>As a result of this amendment it is also proposed that the existing criterion 18 be deleted.</p>	<p>Delete Criterion 18 and amend Criterion 6 to read:</p> <p><u>A new PROW with a cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park Farm</u></p>
		8		Object to general loss of countryside /green space.	<p>The NPPF clearly sets out the requirement for local authorities to meet their objectively assessed needs unless specific policies in the framework indicate development should be restricted. The NPPF does not preclude development which would result in the general loss of the countryside or green space. It does however emphasis the need to contribute to and enhance the natural and local environment.</p> <p>The Local Plan as a whole provides significant protection and enhancement in line with the NPPF for natural and historic</p>	No change

135					<p>environments. This also includes a specific policy (SP5) identifying areas of Landscapes of Local Value across the Borough. The rural character of the Borough is afforded protection throughout the Plan, and emphasized in the spatial strategy Policy SS1.</p> <p>Therefore these considerations will be given due weight during the development management process for any proposal that comes forward for this site.</p>	
		22		Object to adverse impact on wildlife and biodiversity	<p>Criterion 11 sets out the requirement for development to be subject to the results and recommendations of a phase one ecological survey. Policy DM10 also sets out further criteria which any development proposals for this site will be subject to for matters of ecology and biodiversity.</p>	No change
		4		<p>Impacts on rural activities / recreation</p> <p>This site constitutes all, or part of, a playing field. It therefore objects to this policy allocation unless any application is considered in the light of Sport England's Playing Fields Policy.</p>	<p>Development proposals for this site are required to retain and enhance PROWs associates with the site, as specified within Criterion 6. An area of public open space is also to be retained as per Criterion 1.</p> <p>The site does not contain any formal playing fields. The developable area of the site does encompass a golf driving range however in addition the</p>	No change

					policy provides for a substantial element of publically accessible open space (14ha) to the east of the proposed development area.	
Impact on environmental quality		22		Development will cause noise, air and light pollution, and increased litter	Any development proposals for this site will be subject to a noise survey to determine attenuation measures, and appropriate air quality mitigation measures will be required. The design of any development proposal will be required to take account of policy DM4 Principles of Good Design and will be dealt with during the development management process.	No change
		6		Increased flood risk	The SHLAA notes for this site that the southernmost edge of the site is in flood zone 2 & 3, and flooding of the remainder of the site is highly unlikely. The EA have not objected to the principal of development at this site, and will be consulted on any development proposal that comes forward to determine suitable flood mitigation measures. This is also inferred in the Policy criterion 2 which states that the area set aside for natural/semi natural open space shall incorporate SuDs. As the site is greater than 1ha in area, a Flood Risk Assessment will be required at planning application stage.	No change

		1		<p>Objections to Criterion 15 drainage:</p> <ul style="list-style-type: none"> - drainage is not achievable here and the reservoir is not suitable as a flood management asset - not necessary to include this as SUDs proposed on site will manage the run-off to a greater degree and improve water quality 	<p>Noted.</p> <p>The EA have undertaken a site specific assessment of flood mitigation measures which the Council are awaiting response of to inform the Infrastructure Delivery Plan.</p> <p>Appropriate contributions will be required for this site due to the location partially within the flood zone 2&3. Further discussion with the EA will be required as part of the development of any planning proposal on this site. Therefore, in light of their response, it is necessary to remove reference specifically to the reservoir at Brishing Lane, and allow a more flexible approach to contributions.</p>	<p>Amend criterion 15 to read:</p> <p>The provision of appropriate contributions as proven necessary towards the long term maintenance and improvement of the flood mitigation reservoir at Brishing Lane <u>will be sought for the improvement of flood mitigation impacting this site.</u></p>
				<p>Element of flexibility over boundary for area set aside as open space is sought due to the allowance for better connection with existing village. The developable area proposed would have a significant impact on the provision of a school and the quality of the landscaping proposed. It also fails to</p>	<p>The eastern portion of the site is especially open in character with the exception of the small scale development at Langley village. Rumwood Nurseries are located to the north of the site, and the new development of Langley Park is immediately adjacent to the west of the site.</p> <p>It is therefore considered more appropriate in terms of reducing the</p>	<p>Amend Policy H1(10) with the inclusion of an additional criterion as follows:</p> <p><u>"The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority."</u></p>

				recognise the need for tow accesses into the site and the landscape topography.	<p>impact of coalescence and character of the open countryside in this area to direct higher density development to the western and northern portion of the site, keeping the eastern portion for open space.</p> <p>KCC in its response to the Local Plan has indicated that, with the other existing and planned housing development at south east Maidstone, there is limited surplus primary school place capacity. This being the case, an additional primary school (2 form entry) can expect to be required.</p> <p>At 29ha, the developable area of the site is, prima facia, sufficient to deliver 800 dwellings together with a range of community facilities (primary school, community centre) and to achieve this at an overall site density range of 30-35 dwellings/hectare which accords with Local Plan Policy H2. An amendment to Policy H1(10) is proposed to clarify the primary school requirement.</p>	
Impact on privacy for existing local residents		3		Cause impact on privacy for existing residents	The exact design details will be determined during the development management process in accordance with Policy DM4 Principles of Good Design.	No change
Designate site for Open Space / Green buffer and not housing		3		Delete housing allocation and designate under OS1	There is no robust evidence to suggest that this site should be	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					designated purely for open space. As revealed by the SHLAA, an overall assessment of this site supports its development if the overall borough requirement for additional housing land is to be met	
Increase windfall allowance		4		If increased windfall allowance to 500 dpa this site would not be required to be allocated	A windfall allowance of 114 dpa is included in the 20 year housing land supply. This allowance is both robust and justified.	No change
General support for policy	3			Will provide opportunity to enhance bus service. Support inclusion of this site for housing – viable site to create new community with good access to A274	Support for allocation is welcomed	No change

Policy EMP1(5) – Land at Woodcut Farm						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Nature of the jobs created		4		Warehousing creates few, low paid jobs. Cannot guarantee the site will deliver high quality jobs.	Jobs will be created in a range of sectors in the period up to 2031. Demand for this range of jobs is evidenced through the 'Economic Sensitivity Testing and Employment Land Forecast report' prepared by GVA (2014). The Local Plan identifies land for office, industrial and retail uses as well as warehousing/ distribution uses. Further jobs will be created in other sectors such as service sectors, health and education. Warehousing jobs are therefore an element of the range of employment that will be created.	No change.
Transport		1		Development should include a connection to HS1.	There are no current proposals to add further stations/stops to the HS1 line.	No change.
		20		Poor public transport connections. Employees will use cars and add to congestion on local roads, particularly when Operation Stack is in place.	KCC has not objected to the proposed allocation of Woodcut Farm on highways grounds. Policy EMP1(5) specifically requires a significant package of transport measures to significantly improve sustainable access to the site.	No change.
Appeals dismissed for		24		There have been 2 dismissed	There has been careful consideration of	No change.

KIG and at Waterside Park				appeals for KIG and at Waterside Park. The value of the land has not changed since these appeals. The Inspectors weighted the attractive, rural character of the countryside and failure to protect the setting of the AONB highly. The Waterside Park Inspector identified that the significant environmental harm was not outweighed by the economic benefits.	the implications of the latest Waterside Park appeal decision on the case for allocating a site at Junction 8 in the Local Plan (see report to the Strategic Planning, Sustainability & Transport Committee 18/19 th August 2015). The findings of the KIG Inspector have also been explicitly considered through the assessment of potential sites at Junction 8 in the Strategic Housing and Employment Development Land Availability Assessment. Having regards to the appeal Inspectors' findings, it is considered that there is a strong economic case, supported by evidence, to allocate the Woodcut Farm site and that the criteria in the Policy EMP1(5) provide appropriate safeguards to help mitigate the adverse impacts of development.	
Object to the allocation of Woodcut Farm		30		Object, including objections on the following grounds <ul style="list-style-type: none"> • Loss of agricultural land (Grade 2) • Air pollution from motorway for workers on site • Impact of local residents' amenity • Impact on highway safety • Hazardous materials • Removed from the built up area • Impact on Leeds Castle and other listed buildings (Old 	Agricultural land: The Agricultural Land Classification Study (November 2014) reveals the site to comprise a mixture of Grades 2 and 3a. The National Planning Policy Framework requires that where development of agricultural land is required, a sequential approach is adopted whereby lower quality land is utilised in preference to that of higher quality. As revealed by the Strategic Housing Economic Development Land Availability Assessment, an overall assessment of the candidate sites supports the development of the Woodcut Farm site. Based on this	No change.

				<p>England cottage, Woodcut Farmhouse). Archaeological assessment is required</p> <ul style="list-style-type: none"> • Site contributes to a green gateway to Maidstone; loss of greenfield land/ countryside; development would be detrimental to the rural character of the area; loss of visual amenity 	<p>overall assessment, the loss of higher quality agricultural is not considered to override the factors in support of the proposed development.</p> <p>Air quality: Junction 8 is outside the Maidstone Air Quality Management Area. Criterion (3) requires substantial landscape buffers along the M20 boundary which will distance development (and hence the workers) from the moving vehicles along M20.</p> <p>Residential amenity: criterion (3) requires landscape buffers to help secure the amenity of the adjoining residential properties.</p> <p>Highway safety: KCC Highways and Highways England have not objected to the proposed allocation.</p> <p>Hazardous materials: Businesses occupying the site will need to comply with relevant environmental management legislation.</p> <p>Location removed from the built up area: Policy EMP1(5) specifically requires a significant package of transport measures to significantly improve sustainable access to the site.</p> <p>Heritage impacts:</p>	
--	--	--	--	---	--	--

					<p>At the KIG Inquiry, objectors raised concerns about the impact of that development on visitors to the area, in particular Leeds Castle. The KIG Inspector did not support this view however and the current proposal, which is of a much smaller scale than KIG, should not be rejected on this basis. The Council's Conservation Officer identifies the likelihood of an adverse impact on the setting of the listed Woodcut Farmhouse, which the policy criteria seeks to help mitigate, but this is not considered to outweigh the overall economic case in favour of the allocation. The Conservation Officer did not identify an adverse heritage impact on Old England Cottages from the proposal.</p> <p>KCC Archaeologist identified that targeted archaeological fieldwork may be needed to inform further consideration of this site. Criterion (9) of Policy EMP1(5) specifically requires that an archaeological survey is undertaken and the development designed to take account of the findings.</p> <p>Impact on rural character: 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 adverse impacts are proposed to be</p>	
--	--	--	--	--	---	--

144					mitigated through the detailed and specific requirements of the policy.	
		23		Landscape impact: Impact on AONB setting. Will result in damage in views to AONB (with scarp slope as a backdrop) and views from public vantage points within the AONB (in particular the North Downs Way). Notwithstanding the policy criteria, there will be unacceptable landscape change and harm to the AONB setting. Council's Landscape capacity evidence shows that the site has low development capacity for economic development. The SA shows sustainability concerns.	<p>Development of the Woodcut Farm site will have an adverse impact on the setting of the AONB and on the wider landscape.</p> <p>It is considered that there is a strong economic case, supported by evidence, to allocate a site for B class employment uses at Junction 8. Site assessment through the Strategic Housing and Economic Development Land Availability Assessment concludes that the Woodcut Farm site is the most appropriate site to allocate. This site gives the best opportunity for mitigation measures to help ameliorate the adverse impact of development. The criteria in the Policy EMP1(5) are considered to provide appropriate safeguards through landscaping, building coverage, building heights and building orientation to help mitigate the adverse environmental impacts of development. Policy EMP1(5) also specifically requires a significant package of transport measures to significantly improve sustainable access to the site.</p>	No change
		5		Proposed floorspace is not needed, especially warehousing. It is speculative development.	The Council's evidence in the Economic Sensitivity Testing and Employment Land Forecast (2014) and the Qualitative Employment Site Assessment (2014) indicates that there is a need for the	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					additional employment land in the period to 2031, including for warehousing, and that there is a gap in the Council's portfolio of employment land which can be best met by an allocation at junction 8.	
Support the allocation of Woodcut Farm	7			Support Policy EMP1(5)	Support welcomed	No change.
Alternative sites		16		There are vacant industrial sites elsewhere such as J6, J7 and Detling Aerodrome. Office blocks in the town centre are being redeveloped for residential so there is no need to develop this site. A more strategic approach needs to be taken to employment land needs in the borough. The council should engage in Duty to Co-operate as sites are available in adjacent boroughs (Medway, Swale, Ashford, Tonbridge & Malling)	<p>Alternative, available employment sites have been assessed through the Strategic Housing and Economic Development Land Availability Assessment. This assessment, in conjunction with the evidence about the nature and scale of demand for additional employment land, is considered to support the allocation of a site at junction 8 and specifically the Woodcut Farm site. Expansion of the Detling Aerodrome site to for mixed employment/residential development has been considered and has been rejected on the grounds of unacceptable harm to the AONB and its relatively unsustainable location.</p> <p>There is recognition in the Council's evidence (Qualitative Employment Site Assessment (2014)) that there is an oversupply of poorer quality office stock in the town centre and that some of this stock could and should be redeveloped to other uses as part of an overall stock rationalisation process. It is estimated in the Assessment that some 25,000sqm of poorer quality stock can be lost and not</p>	No change.

					<p>directly replaced without detriment to the local economy. This rationalisation process is not, however, an indicator of a lack of demand for any additional floorspace. Rather, what is required is additional, modern business floorspace in appropriate locations to meet the needs of a growing economy to 2031 which is what the Local Plan aims to deliver through the allocations in Policies EMP1 and RMX1.</p> <p>The National Planning Policy Framework states that local planning authorities should aim to meet the needs of the economy in their Local Plans (paragraph 21) and that they should plan positively for the development required in the area (paragraph 157). The clear expectation is that authorities should aim to meet needs within their own area first. Policy EMP1(5) provides the appropriate criteria to deliver an acceptable form of development in this sensitive location and thereby help ensure that the forecast economic growth can be delivered in the borough.</p>	
		1		Should aim to create high quality employment (not warehousing) along Ashford-Tonbridge railway line.	<p>The sites at Marden and Headcorn for employment development which were identified as suitable, available through the Strategic Housing and Economic Development Land Availability Assessment have been allocated in the Local Plan. Staplehurst benefits from extant consents</p>	No change.

147					at Lodge Road. The qualitative and quantitative assessments of future employment land needs prepared for the Local Plan have not revealed a specific demand for any particular type of 'high quality' employment along the alignment of the railway. Should this demand arise during the timeframe of the Plan, Policy SP3 (Rural Service Centres) gives explicit support new employment opportunities in these villages.	
		1		There has been no comparative evaluation of all potential sites.	All the available potential employment sites have been assessed through the Strategic Housing and Economic Development Land Availability Assessment to identify the most appropriate sites for allocation in the Local Plan.	No change
	Object to the omission of Waterside Park	6		Object to the omission of Waterside Park from the Plan on the following grounds: <ul style="list-style-type: none"> Need for additional employment land has been underestimated in the Council's evidence meaning Woodcut Farm is not sufficient to meet needs EMP1(5) does not meet the known needs of local businesses (Scarab) in terms of building footprint or sufficiently of new/expanding business/inward 	<p>Evidence underestimates employment land requirements: It is considered that the forecast scenarios, density assumptions and frictional vacancy rates applied in the council's employment land evidence are reasonable and defensible and that the resulting employment land requirement is soundly based and an increase is not justified by the evidence.</p> <p>Known business needs: the Council's evidence provides an appropriate strategic view of employment land needs. Evidence of future employment requirements indicates that the prevailing demand is expected to be for small – medium sized</p>	<p>No specific change to Policy EMP1(5).</p> <p>The introductory sections of the Local Plan will be updated to take account of changed circumstances since the Regulation 18 draft of the Local Plan was published in March 2014.</p>

<p>148</p>				<p>investment.</p> <ul style="list-style-type: none"> • Mismatch in planned job growth relative to housing growth which will lead to increased commuting • Office floorspace is being converted to residential under permitted development rights. Employment floorspace must be provided elsewhere. • Allocate Waterside Park with a smaller development footprint/lower building heights than the appeal schemes. Development on 5.8ha at the north east part of the site would require less site excavation and reduced height retaining walls. Development on the Waterside Park site would be the least visible of all the sites at J8. <p>Also, the economic vision/strategy of the Local Plan need updating in the light of the updated economic evidence and the decision to allocate a site at J8.</p>	<p>units (up to 5,000sqm) which is at a scale which could be accommodated within the criteria of the allocation policy. Indeed the requirements of Scarab and ADL are exceptional in scale when put in the context. There have been only 4 land deals exceeding 2,000sqm in the borough since 2007, the largest of which was 6,344sqm.</p> <p>Alignment between employment needs and housing needs: the employment land requirements used in the Local Plan are based on nationally recognised Experian economic forecasts. These forecasts have been further refined to take account of the specific strengths and potential of the local economy. The forecast, and the resulting employment land requirements, are considered to represent a robust assessment of the actual capacity of the local economy for growth. Based on this evidence, if further employment sites over and above this requirement were allocated with the aim of aligning housing and employment targets, the outcome would be unused or underused employment site allocations.</p> <p>Lost town centre office floorspace: There is recognition in the Council's evidence (Qualitative Employment Site Assessment (2014)) that there is an oversupply of poorer quality office stock in the town</p>	
------------	--	--	--	--	--	--

					<p>centre and that some of this stock could and should be redeveloped to other uses as part of an overall stock rationalisation process. It is estimated in the Assessment that some 25,000sqm of poorer quality stock can be lost and not directly replaced without detriment to the local economy.</p> <p>Waterside Park: development of this site, even at a reduced scale, would necessitate significant alteration to the landform, and the introduction of features such as bunding and retaining walls which the appeal Inspector considered to be alien features. The Woodcut Farm site is considered to provide better opportunities for mitigation.</p> <p>The introductory sections of the Local Plan will be updated to take account of changed circumstances since the Regulation 18 draft of the Local Plan was published in March 2014.</p>	
Pressure for further sites to be developed		7		The allocation will result in pressure for further sites to be developed at J8 and/or ribbon development along A20.	A key purpose of the Local Plan is to identify suitable locations for development to give certainty about where development is acceptable and, as a corollary, where it is not. Woodcut Farm is considered to be the most appropriate site for B class employment uses at Junction 8. The Local Plan Policy SP5 – Countryside would apply Other areas in the vicinity which puts clear limitations on the scale and type of	No change.

					development which would be acceptable.	
Specific criteria/policy amendments		1		Criterion (4): the undeveloped area should be established and maintained as 'wood pasture' to restore the historic land use and to secure landscape and biodiversity benefits.	Agree that amendments to the wording of the policy and the supporting text would help to clarify appropriate management arrangements for this area of land.	Amend criterion 4 to read "An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area <u>in the form of open woodland</u> including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity. " Amend the supporting text at paragraph 6.10 to add the following sentence to the end of the paragraph: " <u>This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future</u> "
		1		Amend ridge heights on building to the west of the stream to 10m (from 8m). 8m is below the requirement for light industrial occupiers.	In view of the landscape sensitivity of this location, control over the building heights is necessary and justified. Development is required to be designed in accordance with a detailed Landscape and Visual Impact Assessment (criterion 7) by which impact on the landscape will be evidenced and tested. It is through this detailed LVIA that any case for an element of buildings of greater height would need to be made and justified.	No change.
		1		Extend the range of uses to include B1(b) to give the policy	The evidence of employment land requirements does not identify a specific	Add an additional paragraph to Policy EMP1(5) after the first paragraph in

151				greater flexibility.	requirement for additional hi-tec/research & development floorspace (class B1(b)) in the borough to 2031. Such uses, however, could be appropriately included on the site as part of a mixed employment development, subject to compliance with the criteria the policy. To recognise this, and to provide appropriate clarity in the event of such a demand arising, it is agreed that the text of the policy should be amended.	the policy to read: <u><i>In the event of a demand arising, an element of hi-tec and/or research and development (B1(b)) would be appropriate as part of the overall mix of B class uses on the site.</i></u>
		1		Amend criterion (7) to refer to financial contributions to wider enhancements. It should not be the intention to seek off site enhancements on land outside the control of the landowner/developer.	Agreed	Amend the last sentence of criterion (7) as follows: This will include environmental enhancements of the wider landscape beyond the allocation boundaries <u><i>through financial contributions</i></u> using the mechanism of a s106 agreement.
			1	Policy criterion re public transport is welcomed.	Comment welcomed.	No change.
		1		Proposed limits to building size (<10,000sqm) do not meet the needs of specific local firms (ADL; Scarab) who are/were looking to relocate to J8	The site is in a sensitive location, situated within the setting of the AONB, and it contributes to the attractive rural character of the wider area. In this context it is considered vital that appropriate safeguards are included in the allocation policy to help mitigate the adverse impacts on development on these features. Evidence of future employment requirements indicates that the prevailing demand is expected to be for small – medium sized units (up to 5,000sqm)	No change.

152					which is at a scale which could be accommodated within the criteria of the allocation policy. Indeed the requirements of Scarab and ADL are exceptional in scale when put in the context. There have been only 4 land deals exceeding 2,000sqm in the borough since 2007, the largest of which was 6,344sqm.	
		1		TPO references need amendment	Agreed.	Amend the supporting text at paragraph 6.9 to read "... including those subject to <u>T</u> ree <u>P</u> reservation <u>O</u> rders <u>n</u> o. 19 of 2007 and <u>n</u> o. 17 of 2007..."
		1		The Economic Development Strategy should be quoted in the supporting text.	Agreed. The introductory sections of the Local Plan will be updated to take account of changed circumstances since the Regulation 18 draft of the Local Plan was published in March 2014.	The introductory sections of the Local Plan will be updated to take account of changed circumstances since the Regulation 18 draft of the Local Plan was published in March 2014.
		1		Plan does not set out the required floorspace for the plan period. It should confirm that only B class uses contribute to the required floorspace figure.	Agreed. Development requirements (housing, employment, retail) are included in the text of the full draft Local Plan.	No change.
		1		The sequential approach to the identification of office sites has not been followed.	Policy EMP1(1) allocates land at Mote Road, within the town centre, for offices. The employment land evidence additionally identifies distinct office markets whereby the demand for town centre floorspace is separate from that for office accommodation in business park style developments, generally with good connections to the highway network. The extant consents at Eclipse Park and the	No change.

					allocation at Woodcut farm aim to cater for the latter demand.	
--	--	--	--	--	--	--

Policy GT1 – Gypsy & Traveller allocations						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
National guidance in Planning for Traveller Sites (PTS)		4		Should not allocate additional sites until the implications for overall needs of the changed definition of Gypsies and Travellers is known.	<p>The revised definition is likely to have the effect of reducing the overall number of households that are 'gypsies and travellers' for the purposes of planning but, as the 2012 Assessment did account for travelling habits, the reduction is likely to be relatively modest.</p> <p>The 2012 Assessment identified a need for 187 pitches (2011-31) and this is the best evidence of needs available at this point in time, recognising that actual needs may be a degree lower. Any individual applicant's compliance with the definition will be tested at planning application stage.</p>	No change.
		1		There has not been effective and early engagement with the settled community.	The Local Plan, and the Gypsy and Traveller policies and site allocations contained within it, have been subject to public consultation in 2011, 2014 and 2015. A sequence of 20 dedicated meetings with Parish Councils were held during October/November 2014 at which Gypsy	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

155					and Traveller matters and potential gypsy site allocations were raised and discussed.	
		1		The allocated sites are in open countryside but the revised PTS states that sites in open countryside should be strictly limited. The guidance points to finding sites in/edge of settlements.	A comprehensive and extensive site identification process has been followed to identify available, suitable sites for allocation in the Local Plan. Sites in or at the edge of settlements were not discounted unless there were sound planning grounds for doing so. These grounds included the landowner confirmation that a site was not available for Gypsy and Traveller accommodation and hence not deliverable as a site allocation for this use.	No change.
	Allocation of sites – overall points	1		Need to explain why Gypsy & Traveller sites are not being allocated as part of housing sites; should have been exploration of the removal of sites from the Green Belt	Taking account of completions to date, proposed allocations, turnover on public sites and an appropriate windfall allowance, it is expected that the overall requirement for pitches can be met and in these circumstances the options suggested in this representation are not necessary. The government has very recently further strengthened Green Belt policy in 'Planning for Traveller Sites' by indicating that Gypsy and Traveller development should only be permitted in <u>very</u> special circumstances. Green Belt boundaries should be altered only in exceptional circumstances. Existing sites within the Green Belt have been assessed through the evidence base and found not to be suitable for allocation	No change
		1		Allocated sites do not offer a choice of tenure. There is no	The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment	No change.

156				additional social provision. There is no exploration of the need for transit sites in the light of the revised guidance.	found no clear evidence of demand for transit provision in the borough. This is consistent with previous KCC analysis for the South East Plan (2007/8) which similarly found that there was no case for transit site provision in the borough. Maidstone has historically had a relatively low incidence of unauthorised encampments which are an indicator for transit site need. Historically, travelling routes in Kent have focused on links along the north Kent coast It is, at this stage, too early to determine conclusively whether the revised definition will alter this pattern of low/nil demand and/or the pattern of travelling movements. MBC in conjunction with KCC and other Kent authorities is keeping this matter under review and it may be a matter for a future review of the Gypsy & Traveller needs.	
		1		Policies should support minor extension/infilling of existing sites.	Policy DM26 - Gypsy, Traveller and Travelling Showpeople Accommodation provides the criteria by which such applications would be determined.	No change.
	1			Support principle of increasing density on existing sites.	Support welcomed	No change.
Omission sites		1		The Coster/Coates site at Yalding should be allocated	Symonds Lane: Pear Paddock and Pear View were granted personal temporary consent at appeal (09/0732 & 09/0731). Subsequent applications (13/0103 & 13/0104) were submitted seeking	No change.

157					permanent consents for 2 mobiles & 2 tourers on each site. The assessment of these applications concluded that the development would be harmful to the character and appearance of the countryside and that mitigation has not been achieved and is unlikely to be so. On this recent analysis, these sites are considered unsuitable for allocation in the Local Plan.	
		1		Sites which are subject to current applications should have been considered	The suitability of such sites will be determined through the development management process.	No change.
		1		Land at Congelow Farm, Benover Road, Yalding	This site has been previously assessed and rejected as a potential Gypsy and Traveller site allocation (Site GT-1) on the grounds of flood risk, landscape harm and potential harmful impact on setting of listed buildings.	No change.
General issues		2		Account should be taken of temporary consents when assessing whether Gypsy and Traveller site targets have been met	Sites in the borough with temporary consent have been assessed for their suitability as permanent sites as part of the site identification process. Those which have not been identified as suitable for allocation cannot appropriately be counted towards the Gypsy pitch requirement because the consents are time limited and they do not add the overall supply of permanent sites.	No change.
		3		Concerns about retrospective applications being accepted for consideration and insufficient	The Council is not able to refuse to determine retrospective applications. The recent ministerial statement does confirm	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

151				enforcement/enforcement of conditions.	that unintentional unauthorised development is a factor which can be weighed in the determination of any subsequent planning application. With respect to enforcement, all enforcement complaints are investigated and where appropriate and proportionate, enforcement action taken.	
		1		With the allocation of sites in Staplehurst, expansion of sites elsewhere in the parish should be resisted.	With the allocation of the proposed sites in the Local Plan there will still be a shortfall against the identified need for pitches, estimated to be some 45 pitches. This will mean the granting of further consents on sites not yet identified (windfall sites). Policy DM26 provides the criteria for assessing planning applications for such sites.	No change.
	Policy GT1(8) – Kilnwood Farm, Old Ham Lane, Lenham.	1		Object pending further details of Local Wildlife Site impacts	KCC Ecology was consulted on this site and responded that development should not impact on the designated Ancient Woodland and the LWS. The criteria in Policy GT1(8) require a 15m buffer to the ancient woodland which is consistent with that required for the approved application 12/1276 for the same site. The policy criteria also require an ecological assessment, by which impacts and mitigation will be identified, and an approved ecological enhancement and wildlife management plan.	No change.
		2	1	The BAP woodland to the north and east, the ancient woodland	The criteria in Policy GT1(8) require a 15m buffer to the ancient woodland which is	No change

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

159				and the habitat associated with the remained for the site should be managed and protected; a 15m buffer to the ancient woodland is insufficient; risk of domestic encroachment into the ancient woodland.	consistent with that required for the approved application 12/1276 for the same site. The policy criteria also require an ecological assessment, by which impacts and mitigation will be identified, and an approved ecological enhancement and wildlife management plan.	
		2		Object; there are too many Gypsy and Traveller sites in this area;	Government guidance in 'Planning for Traveller Sites' directs that councils should identify suitable sites in their Local Plans where there is an identified need for additional pitches. A comprehensive planning assessment of this site has found this site to be suitable for additional Gypsy and Traveller pitches.	No change.
			1	Occupants must comply with the new definition.	Noted. This is a matter for the planning application stage when a specific individual's compliance with the revised definition can be tested.	No change.
Policy GT1(9) – The Kays, near Boughton Monchelsea (Linton parish)			1	The site is in Linton parish, not Boughton Monchelsea.	Noted.	Amend the site address in Policy GT1(9) to refer to Linton, not Boughton Monchelsea
			1	The BAP woodland to the south and east should be managed	Comment noted. This area is outside the allocated site and is not known to be in the same ownership or control as the allocated site so cannot be a requirement of the policy.	No change
	1			Support	Support welcomed	No change.
		1		Object	Objection noted.	No change.
	GT1(10) – Greenacre,	1		Object	Objection noted.	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

(Plot 5), Church Hill, Boughton Monchelsea						
GT1(11) – Chart View, Chart Hill Road, Chart Sutton		1		Object	Objection noted.	No change.
GT1(12) – Neverend Farm, Pye Corner, Ulcombe.			1	Give consideration to the potential use of the pond by protected species.	Comment noted. There is a condition on the current consent for the site requiring a biodiversity enhancement strategy for the site. This should be incorporated as a requirement in the policy	Amend Policy GT1(12) to include an additional criterion as follows: <u>5 – A biodiversity enhancement strategy for the site is approved.</u>
		2		Object; object even to the expansion of existing sites as there are already too many sites in this area	Government guidance in ‘Planning for Traveller Sites’ directs that councils should identify suitable sites in their Local Plans where there is an identified need for additional pitches. A comprehensive planning assessment of this site has found this site to be suitable for additional Gypsy and Traveller pitches.	No change.
GT1(13) – The Paddocks, George Street, Staplehurst	1			Support	Support welcomed.	No change.
		6		Object due to access issues, surface water flooding, this is an unsustainable location with poor pedestrian links to village as highlighted in the recent appeal decision for affordable housing off George Street, site is in the open countryside contrary to national guidance.	KCC Highways and the Environment Agency have not objected to this allocation. In April 2012, after the Planning for Traveller sites national guidance had been published, the appeal Inspector for this and the adjacent site (APP/U2235/ A/11/2166525) determined that the location was suitable for permanent Gypsy sites. This included its suitability in terms of its proximity to services and transport links as the sites are within walking distance of local facilities.	No change.

161						
		5		There are too many Gypsy & Traveller sites. The existing community is being overwhelmed.	Government guidance in 'Planning for Traveller Sites' directs that councils should identify suitable sites in their Local Plans where there is an identified need for additional pitches. A comprehensive planning assessment of this site has found this site to be suitable for additional Gypsy and Traveller pitches. National planning policy in Planning for Traveller Sites does refer to councils ensuring 'sites in rural areas respect the scale of, and do not dominate, the nearest settled community'. Whilst some local residents strongly believe that the threshold of 'domination' has already been met in some parts of the borough, in practice Inspectors frequently test this against the capacity of local infrastructure (schools, medical facilities, for example) and are not supporting it as an argument at appeal, particularly when they must also give weight to the overall shortfall in the supply of Gypsy sites. The achievement of some alternative distribution of Gypsy sites is crucially dependant on there being alternative suitable sites which are demonstrably available for Traveller accommodation. Despite concerted efforts, a choice of such sites has not come forward.	No change.
		1		There is a risk of sites GT1(13) and (14) merging.	The site boundaries for these two allocations as defined in the Local Plan	No change.

					shows clear separation between the sites.	
GT1(14) – Bluebell Farm, George Street, Staplehurst		6		Object due to access issues, surface water flooding, this is an unsustainable location with poor pedestrian links to village as highlighted in the recent appeal decision for affordable housing off George Street, site is in the open countryside contrary to national guidance.	KCC Highways and the Environment Agency have not objected to this allocation. In April 2012, after the Planning for Traveller sites national guidance had been published, the appeal Inspector for this and the adjacent site (APP/U2235/A/11/2166525) determined that the location was suitable for permanent Gypsy sites. This included its suitability in terms of its proximity to services and transport links as the sites are within walking distance of local facilities.	No change.
		5		There are too many Gypsy & Traveller sites. The existing community is being overwhelmed.	Government guidance in 'Planning for Traveller Sites' directs that councils should identify suitable sites in their Local Plans where there is an identified need for additional pitches. A comprehensive planning assessment of this site has found this site to be suitable for additional Gypsy and Traveller pitches. National planning policy in Planning for Traveller Sites does refer to councils ensuring 'sites in rural areas respect the scale of, and do not dominate, the nearest settled community'. Whilst some local residents strongly believe that the threshold of 'domination' has already been met in some parts of the borough, in practice Inspectors frequently test this against the capacity of local infrastructure (schools, medical facilities,	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

					for example) and are not supporting it as an argument at appeal, particularly when they must also give weight to the overall shortfall in the supply of Gypsy sites. The achievement of some alternative distribution of Gypsy sites is crucially dependant on there being alternative suitable sites which are demonstrably available for Traveller accommodation. Despite concerted efforts, a choice of such sites has not come forward.	
		1		There is a risk of sites GT1(13) and (14) merging.	The site boundaries for these two allocations as defined in the Local Plan shows clear separation between the sites.	No change.
GT1(15) – Land rear of Granada, Lenham Road, Headcorn		2		Object. Too many sites in the area.	Government guidance in ‘Planning for Traveller Sites’ directs that councils should identify suitable sites in their Local Plans where there is an identified need for additional pitches. A comprehensive planning assessment of this site has found this site to be suitable for additional Gypsy and Traveller pitches. The achievement of some alternative distribution of Gypsy sites is crucially dependant on there being alternative suitable sites which are demonstrably available for Traveller accommodation. Despite concerted efforts, a choice of such sites has not come forward.	No change.
		1		The site should only be approved if it is part of the framework for Gypsy & Traveller sites in the Headcorn Neighbourhood Plan.	The emerging Headcorn Neighbourhood Plan (Regulation 14 version) proposes to set a limit on the number of permanent pitch consents to be granted in Headcorn	No change.

					up to 2031 parish at 5 pitches. This approach applies an overall proportional approach to the distribution of future Gypsy pitches in the borough and does not appear to be based on an analysis of actual planning constraints in the parish and/or a search for available and suitable sites. It is not agreed that the neighbourhood plan's proposed limit is soundly based on planning grounds.	
GT1(16) – Blossom Lodge, Stockett Lane, Coxheath		1		Concern about the traffic implications for B2163 and Linton Crossroads	KCC Highways has raised no objection on highways grounds to this proposed allocation.	No change
		1		Criterion (2) should state 'existing' not 'exiting'; criterion (4) should refer to all the site boundaries; there should be strong protection of the public right of way and enforced implementation of the landscaping requirements.	<p>Agree that criteria (2) and (4) need amendment.</p> <p>It is a legal requirement for public rights of way to be kept open by landowners through the CROW Act. KCC Public Rights of Way team has responsibility for enforcement.</p> <p>Where non-compliance with conditions is identified, applicants are contacted to undertake the necessary action. If appropriate and proportionate, enforcement action may be taken.</p>	<p>Amend criteria (2) and (4) as follows:</p> <p>(2) Access to the site is via the existing <u>existing</u> access of Stockett Lane</p> <p>(4) A landscaping scheme for the site is approved which provides for the retention and future maintenance of the hedgerows and tree planting along the site's northern, southern, western and eastern boundaries and the native hedgerow bordering the public footpath which crosses the site.</p>

Policy OS1 – Proposed new open space allocations						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Suggested amendments to policy wording	1	6	5	Policy should include blue spaces and improvements. As well as creating for new wet habitat, much could be done to improve the existing blue spaces adjacent or near to proposed developments.	Noted. The Council is currently progressing with a Green and Blue Infrastructure Strategy which once adopted will form the basis for a Supplementary Planning Document which will include qualitative standards for different types of green and blue space and provide detailed guidance to developers, partners and decision makers on future provision for both green and blue infrastructure.	No change.
				Policy is unjustified. Need to explain the rationale behind the open space allocations and how the figures have been arrived at. Some of the policies conflict with the parameters of approved planning consents whilst others will prejudice the proper delivery of sites before more detailed appraisal and master planning work has been undertaken.	It is acknowledged that the evidence base which justifies the approach was not made available alongside the Regulation 18 consultation document and this will be rectified for publication of the Regulation 19 Local Plan. A comprehensive review of the policy and supporting evidence has been undertaken in order to establish a more accurate and justified set of open space requirements. This has included a review of open space provision already secured through existing	Relevant OS1 and H1 policies to be amended to incorporate minimum or approximate quantum and, where possible, location and typology of open space where justified.

166					<p>planning consents.</p> <p>OS1 allocations have been taken forward and/or amended where justified, with corresponding amendments to H1 policies.</p> <p>Where there is an identified need for open space and capacity within the site to accommodate it but the precise location is to be determined later in the planning process, amendments to the relevant H1 policies are recommended.</p>	
				Consider providing a design brief for each open space recognising the benefits.	Supporting text for policy DM11 states the benefits of open space in terms of social interaction, inclusion, sports facilities and the positive impact upon the quality of the built environment and its benefits in terms of ecological value.	No change.
				Specify that amenity trusts for long-term management of open spaces are supported.	The council will expect future management and maintenance of new open spaces to be appropriately secured to the satisfaction of the council, which can include amenity trusts.	No change.
				Include the allocation of buffer zones to mitigate impacts of development.	The primary purpose of open space provision through OS1 is to provide public access to open space infrastructure. In some cases provision may also provide an element of landscape screening however issues of landscaping are covered, where necessary, in other policy criteria within	No change.

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

167					relevant H1 policies.	
				Question how the areas will be managed and whether they will be protected in perpetuity.	The council will expect future management and maintenance of new open spaces to be appropriately secured to the satisfaction of the council.	No change.
	3		1	All sites	Support is noted.	No change.
	3			1 East of Hermitage Lane (Bluebell Wood)	Support is noted. Since publication of the Regulation 18 consultation document this site has been granted planning permission on appeal. The inspector and Secretary of State have approved the principle of some residential development within this area and therefore the policy has been reviewed.	Policy to be deleted with an amendment to Policy H1 (2) "Open Space": <u>Provision of 12.95ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity greenspace, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.</u> Corresponding amendment to Policy H1 (2) "Community Infrastructure": <u>The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of</u>

168						community infrastructure is strongly encouraged.
	3			2 Oakapple Lane, Barming	Support is noted.	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: “1.5ha of <u>natural /semi natural open space.</u> ” Corresponding amendment to Policy H1 (4) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
	3			4 Bicknor Farm, Otham	Support is noted. However representations received from landowners/developers of the site have identified that the site will not be made available for public open space unless an element of housing development is incorporated. The site is therefore not deliverable and cannot be allocated for public open space.	Policy to be deleted with an amendment to Policy H1 (9) “Open Space”: <u>Provision of a minimum of 2.3ha of open space provision within the site together with contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u>
	2			5 south of Sutton Road, Langley	Support is noted.	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: 14.00ha of <u>natural/semi-natural open space.</u>

						Corresponding amendment to Policy H1 (10) "Open Space": <u>Provision of open space in accordance with Policy OS1 (3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
	3			6 S of Ashford Rd., Harrietsham	Support is noted.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>1.37ha of natural/semi-natural open space and 0.5ha of allotments.</u></p> <p>Corresponding amendment to Policy H1 (26) "Open Space": <u>Provision of open space in accordance with Policy OS1 (4) together with contributions towards outdoor sports facilities and provision for children and young people at Glebe Fields.</u></p>
	3			7 Church Road, Harrietsham	Support is noted.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"1.22 0.91ha of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (28) "Open Space": <u>Provision of open space in accordance with Policy OS1 (5) together with contributions towards outdoor sports facilities and equipped areas at Booth Field and</u></p>

170						<u>Glebe Field. Additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
	44			8 Tongs Meadow, Harrietsham	Support is noted. However comments received from landowners/developers of the site have identified that the site will not be made available for public open space unless an element of housing development is incorporated. The site is therefore not deliverable and cannot be allocated for public open space.	No direct change.
	1			10 Hen & Duckhurst Farm	Support is noted.	Policy to be deleted with an amendment to Policy H1 (36) "Open Space": <u>Provision of a minimum of 4.66ha of formal/semi-natural/allotment open space provision within the site together with contributions towards Lime Trees Playing Fields.</u>
	1			11 Fishers Farm, Staplehurst	Support is noted.	Policy to be deleted with an amendment to Policy H1 (37) "Open Space": <u>Provision of a minimum of 4.47ha of natural/semi natural open space provision within the site together with contributions towards off-site provision/improvements required in accordance with Policy DM11. Should the site be sub-divided through the development management process proportionate</u>

171						<u>provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.</u>
	1			12 N of Henhurst Farm.	Support is noted.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: “5.78ha <u>1.22 of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (68) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (10) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
	1			16 Former Syngenta Works	Support is noted.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: “26.20ha <u>4.4ha of natural /semi natural open space.”</u></p> <p>Corresponding amendment to Policy RMX1 (5) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required</u></p>

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

						<u>in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u>
172	Suggested amendments to size/boundary of area of proposed open space.		11	5	Sites 1, 7 & 9 - Open space allocations should reflect planning permission.	<p>A full review of the policy and supporting evidence has been undertaken in order to establish a more accurate picture of open space provision secured through existing planning consents. Where necessary amendments to OS1 and/or H1 policies have been recommended.</p> <p>Site 1: Policy to be deleted with an amendment to Policy H1 (2) "Open Space": <u>Provision of 12.95ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity greenspace, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.</u></p> <p>Corresponding amendment to Policy H1 (2) "Community Infrastructure": <u>The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.</u></p> <p>Site 7: Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "1.22 <u>0.91ha of</u></p>

173						<p><u>natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (28) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (5) together with contributions towards outdoor sports facilities and equipped areas at Booth Field and Glebe Field. Additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u></p> <p>Site 9: Policy to be carried forward to Regulation 19 Local Plan with the following amendment: “3.20 <u>2.16ha of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (34) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (7) together with a minimum of 0.85ha of allotments/amenity green space/provision for children and young people and contributions towards Marden Playfield Fields.</u></p>
-----	--	--	--	--	--	---

				<p>Sites 10, 11 & 13 - exact location of the open space to be determined in later stages.</p>	<p>Noted and agreed. There is an identified need for open space and capacity to accommodate provision within each of these sites. Amendments to relevant H1 policies are therefore recommended to stipulate the minimum or approximate quantitative requirements for open space provision within each site.</p>	<p>Site 10: Policy to be deleted with an amendment to Policy H1 (36) "Open Space": <u>Provision of a minimum of 4.66ha of formal/semi-natural/allotment open space provision within the site together with contributions towards Lime Trees Playing Fields.</u></p> <p>Site 11: Policy to be deleted with an amendment to Policy H1 (37) "Open Space": <u>Provision of a minimum of 4.47ha of natural/semi natural open space provision within the site together with contributions towards off-site provision/improvements required in accordance with Policy DM11. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.</u></p> <p>Site 13: Policy to be deleted with an amendment to Policy H1 (39) "Open Space": <u>Provision of a minimum of 1.50ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green Play Area. Open space should be sited to maximise accessibility to</u></p>
--	--	--	--	---	---	--

175						<u>new and existing residents.</u>
				Site 12 (north of Henhurst Farm, Staplehurst) - Open space allocation should include a residential element. – representation by agents	There is sufficient justification for the identification of this area of land for allocation as open space/undeveloped land/ecological mitigation however it is recognised that the need for publically accessible open space generated by this development is lower than previously identified.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>“5.78ha 1.22 of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (68) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (10) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>

176				Site 14 (south of Grigg Lane, Headcorn) - Enlarge open space allocation & shift south towards River Sherway	There is sufficient justification for the identification of this area of land for allocation as open space/undeveloped land however it is recognised that the need for publically accessible open space generated by this development is lower than previously identified.	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"2.40ha 1.18 of natural/semi natural open space.</u> Corresponding amendment to Policy H1 (41) "Open Space": <u>Provision of open space in accordance with Policy OS1 (12) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
				Site 15 (north of Heath Road, Coxheath) - Open space provision, in excess of the requirements of draft policy DM11, already proposed (H1(75))	There is sufficient justification for the identification of this area of land for allocation as open space/undeveloped land/ecological mitigation however it is recognised that the need for publically accessible open space generated by this development is lower than previously identified.	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"2.34ha 1.12 of natural /semi natural open space."</u> Corresponding amendment to Policy H1 (75) "Open Space": <u>Provision of open space in accordance with Policy OS1 (13) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents and should provide for connectivity to existing open spaces.</u>

177				<p>Site 5 (south of Sutton Road, Langley) - Expand to include whole site proposed for housing. - all the land to the east of the golf driving range should be shown as open space.</p> <p>Objection to arbitrary line forming western part of allocation.</p>	<p>The site is proposed for allocation to deliver some 800 units and therefore restricting the developable area as proposed would result in an unacceptable development density.</p> <p>The western boundary of the OS1 allocation follows an existing field boundary.</p>	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>14.00ha of natural/semi-natural open space.</u></p> <p>Corresponding amendment to Policy H1 (10) "Open Space": <u>Provision of open space in accordance with Policy OS1 (3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u></p>
				<p>Site 10 (Hen & Duckhurst Farm) - Eastern section 'green wedge' should extend further south.</p> <p>Western section should provide a boundary to future expansion to the west, (in line with emerging Neighbourhood Plan).</p>	<p>Noted. There is an identified need for open space and capacity to accommodate provision within this site. Amendments to the relevant H1 policy are therefore recommended to stipulate the minimum requirements for open space provision within the site. The primary purpose of open space requirements in the Local Plan is to provide public access to open space infrastructure.</p>	<p>Policy to be deleted with an amendment to Policy H1 (36) "Open Space": <u>Provision of a minimum of 4.66ha of formal/semi-natural/allotment open space provision within the site together with contributions towards Lime Trees Playing Fields.</u></p>
				<p>Site 4 (Bicknor Farm, Otham) - Boundary drawn out of alignment through a private garden.</p>	<p>Noted.</p>	<p>Policy to be deleted with an amendment to Policy H1 (9) "Open Space": <u>Provision of a minimum of 2.3ha of open space provision within the site together with contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open</u></p>

						<u>space should be sited to maximise accessibility to new and existing residents.</u>
Suggested deletions		1		Site 8 (Tongs Meadow, Harrietsham) - Unclear how the extent of allocated open space is justified or which growth the allocation is related to. The policy is contrary to NPPF. The site should be allocated for housing development.	Noted and partially agree. It is accepted that the draft allocation did not relate to any specific development sites in the Local Plan. The developer has confirmed that the land will not be made available for public open space unless an element of housing is included – which is not proposed. The draft open space allocation is therefore not deliverable and should not be allocated for public open space.	Policy to be deleted.
				Site 11 (Fishers Farm, Staplehurst) Do not believe that the site can accommodate 6.24 ha. of open space. Any requirement for open space should take account of the fact that two developers are pursuing applications on separate parts of the site.	Noted and agreed. There is an identified need for open space and capacity to accommodate provision within this site. Amendments to the relevant H1 policy are therefore recommended to stipulate the minimum requirements for open space provision at 4.47ha. A further amendment to the policy requires proportionate contributions should the site be sub-divided.	Policy to be deleted with an amendment to Policy H1 (37) “Open Space”: <u>Provision of a minimum of 4.47ha of natural/semi natural open space provision within the site together with contributions towards off-site provision/improvements required in accordance with Policy DM11. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.</u>

179						
		1		Site 12 (north of Henhurst Farm) - should not be allocated for housing so the open space is not required.	Not accepted. The site is proposed for allocation for some 60 units and has capacity to deliver open space.	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"5.78ha 1.22 of natural/semi natural open space."</u></p> <p>Corresponding amendment to Policy H1 (68) "Open Space": <u>Provision of open space in accordance with Policy OS1 (10) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
		1		Site 15 (North of Heath Road, Coxheath) - Need for this open space is not demonstrated; the local community should not have to meet the costs of the open space; the developer/landowner should meet the costs.	<p>It is acknowledged that the evidence base which justifies the approach was not made available alongside the Regulation 18 consultation document and this will be rectified for publication of the Regulation 19 Local Plan.</p> <p>The revised open space requirement represents a justifiable level of provision.</p>	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"2.34ha 1.12 of natural /semi natural open space."</u></p> <p>Corresponding amendment to Policy H1 (75) "Open Space": <u>Provision of open space in accordance with Policy OS1 (13) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open</u></p>

MAIDSTONE BOROUGH COUNCIL LOCAL PLAN 2015 CONSULTATION: ISSUES AND RESPONSES

180						<u>space should be sited to maximise accessibility to new and existing residents and should provide for connectivity to existing open spaces.</u>
		1		Sites 13 & 14 (Ulcombe Road+ south of Grigg Lane, Headcorn) – opposed to allocations unless sites are accessible from village and provide benefit to residents.	Noted. Policy to be amended to state that open space should be sited to maximise accessibility to new and existing residents.	<p>Site 13: Policy to be deleted with an amendment to Policy H1 (39) “Open Space”: <u>Provision of a minimum of 1.50ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green Play Area. Open space should be sited to maximise accessibility to new and existing residents.</u></p> <p>Site 14: Policy to be carried forward to Regulation 19 Local Plan with the following amendment: “2.40ha <u>1.18 of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (41) “Open Space”: <u>Provision of open space in accordance with Policy OS1 (12) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u></p>
	Suggested additions	1		Include land south of Pleasant Valley Lane, East Farleigh, (adjacent to land north of Heath Road (Olders Field), Coxheath).	The site was not submitted in response to the open space Call for Sites.	No change.

Policy DM11 – Open space and recreation						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Principle of policy	5	2		Support for policy.	Noted and welcomed.	No change.
				<p>Policy is unjustified and not based on robust evidence. Standards should be applied on a case-by-case basis with an understanding of viability as well as in the context of local needs.</p>	<p>It is acknowledged that the evidence base which justifies the approach was not made available alongside the Regulation 18 consultation document and this will be rectified for publication of the Regulation 19 Local Plan.</p> <p>The draft policy already establishes that the council will take account of existing provision in accordance with the quantitative and accessibility standards and where this may wholly or partially mitigate the impacts of development, the council may seek a reduced contribution.</p> <p>It is accepted that modifications would provide greater clarity and therefore amendments are recommended.</p>	<p>Where it can be demonstrated that existing open space provision can either wholly or partially mitigate the impacts of development in accordance with the above standards, the Council may seek a reduced <u>level of provision or financial contribution</u>. <u>Developers should take full account of open space requirements at an early stage of the development management process and are encouraged to engage with the council's Parks and Open Space team to determine the most appropriate quantum, type and location of open space provision.</u></p> <p><u>The council will operate the policy flexibly to secure the provision of the typologies of open space which are most needed in the relevant area, taking account of the above standards</u></p>

182						<u>and the suitability of the site to accommodate the identified needs.</u>
				Policy needs reappraisal unless most provision will be off-site.	A full review of the policy and supporting evidence has been undertaken in order to establish where open space can be located with development sites in accordance with DM11. Off-site provision is likely to be most appropriate in some cases.	No change.
	Technical considerations	1	5	Delete the outdoor sports standards from Point 1 as they are not based on a robust and up-to-date evidence base. Indoor sports facilities should be specifically stated in point 1.	1.6ha / 1000 people is an interim standard pending further work. This is in accordance with the Fields in Trust standard of 1.6ha/ 1000 population. Indoor sports facilities requirements will be reviewed as part of the updated evidence base. However, Indoor sports will not form part of an outdoor open space policy, but will be part of an community infrastructure policy.	No change to policy. Further evidence work will be undertaken in respect of outdoor and indoor sports provision.
				Residential development must be accompanied by the provision of public open space. This must not be seen as land for future residential development.	Noted and agreed. Where there is a need for addition open space as a result from development, and capacity to deliver provision within the site, the council has identified suitable sites to secure the provision of open space through Policy OS1 allocations and H1 policies.	No change.
				Remove "seek to" to give more positive approach to this policy.	Noted.	No change.

			Include a statement as to where any financial contribution towards off-site provision is spent. Any such contribution should be used to improve/upgrade local facilities rather than any further afield.	Noted and partially agreed. It is important to retain some flexibility in the operation of the policy and this is particularly appropriate for off-site contributions where the condition of facilities can change over time. The policy requires that financial contributions should be used towards provision/improvement of facilities within the relevant accessibility standards.	In such cases the council will seek to secure high quality, significant structural landscaping to compensate for the non-provision of open space and ensure a high quality environment is secured for future residents. <u>Financial contributions will be used towards the provision, improvement, maintenance and/or refurbishment of open space within the appropriate accessibility standard(s).</u>
			Unclear how the draft standard (ha/1000 population) will be implemented. How will residential developments be translated into population and will people employed in mixed use development schemes count towards the population figure.	It is acknowledged that the evidence base which justifies the approach was not made available alongside the Regulation 18 consultation document and this will be rectified for publication of the Regulation 19 Local Plan. Further detail will also be set out within the Open Space SPD. Policy DM11 sets out the draft standard per 1000 population for residential developments and also mixed use developments. The policy does not take account of the number of people employed within an area.	No direct change but further information will be made available through the evidence base and Open Space SPD.
			It is important that children's play space is provided on-site.	Noted and partially agreed. Where justified and there is sufficient capacity within a site, provision of on-site play space can be appropriate. Some sites do not generate sufficient need to meet the minimum size of facility threshold however whilst for other sites it may be more appropriate to improve existing facilities in the locality.	No change as DM11 facilities on site provision of play space where appropriate.

Policy DM42 – Nursing and care homes						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Principles underlying policy	6	3	6	The policy should also apply to brownfield sites/existing care homes outside the urban area, rural service centres or larger villages. Could result in reduced parking requirements and fewer trips as a result of fewer visitors and lower staff numbers; Nursing and care homes should be an “exception site” and allow construction/purchase outside of the village boundary.	<p>The wording of the current draft policy sets out the approach to nursing and residential care homes in the main settlements. It is justified on the basis that the identified main settlements have the best levels of accessibility by public transport.</p> <p>It is, however, acknowledged that:-</p> <ol style="list-style-type: none"> 1. there may be existing nursing/care homes in the rural area which can be suitably extended ; and 2. there may well be existing buildings in rural locations which readily lend themselves to conversion to such a use. <p>Policy DM32 ‘Conversion of rural buildings’ enables changes of use of buildings in rural areas (subject to compliance with certain criteria) to uses which may include nursing and care homes. Whilst the scope for the use of sustainable transport may be reduced in such locations, the NPPF</p>	<p>Amend para. 10.3 as follows for clarity:-</p> <p>“Nursing and care homes fall within the C2 use class (residential institutions). The identified need for additional nursing and care home places will be addressed through the granting of planning consents. Planning applications for nursing and care homes <i>in the identified settlements</i> will be assessed using the following policy. Such homes are places of work as well as residences and proposals for <i>new build and redevelopment</i> should be located within the borough’s identified main settlements which have the best levels of accessibility by public transport. <i>Proposals for the conversion of rural buildings to nursing and care homes will be assessed using Policy DM32 whilst an extension to an existing care home located in the rural area will be</i></p>

185					recognises that “.....opportunities to maximise sustainable transport solutions will vary from urban to rural areas” and specifies that “To promote a strong rural economy, local ...plans should: <ul style="list-style-type: none"> • support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings” 	<i>considered under Policy DM37.</i> Commensurate on-site parking will be required for both staff and visitors.”
				Difficult to implement criterion 2 (re. sufficient parking and in a manner that does not diminish the character of the street scene.)	This criterion will be applied through the operation of the development management process in the determination of a planning application in conjunction with the application of the parking standards.	No change
				Include a requirement that developments should be in a location that can be properly supported by the local ambulance service.	This is not a matter which can reasonably be the subject of a criterion in the policy. The ambulance service is obligated to serve these – and all other – uses irrespective of their scale, location	No change
Proposed allocation		1		Allocate land to the south east of the junction of New Cut Road and Bearsted Road for a nursing/ care home. Site is in close proximity to the Kent Institute of Medical Science and the proposed medical campus at Newnham Park (ref. 13/1163.)	In May 2015, a Planning Inspector dismissed the subsequent appeal (decision ref. APP/U2235/W/15/3002874) following MDC’s refusal of planning permission for “8 houses with garage and front and rear gardens”. The Inspector concluded that “.....the proposal would be harmful in terms of its	No change

					<p>impact on the landscape arising from both the proposed dwellings and the required acoustic boundary fencing. Significant weights can be given to those harms on the basis of the quality of the landscape setting. The significant weights arising from the harms identified outweigh the limited weight in favour of the proposal.”</p> <p>It should be noted that this conclusion was reached despite MBC being unable to demonstrate the existence of a 5 year housing land supply which is why the Inspector undertook the planning balance approach in his assessment.</p> <p>It is considered that the same factors would apply to the prospect of a nursing home on the site such that it would be unacceptable in principle.</p>	
--	--	--	--	--	---	--

Policy PKR1 (1) & (2) – deletion of park & ride						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
PKR1 (1) Linton Crossroads	11	3	3	<p>Deleting this site will not enable any relief for access to Maidstone from the south.</p> <p>Give urgent consideration to alternative layouts, such as a roundabout.</p>	<p>With respect to access from the south, a package of highway capacity improvements on A274/A229 has been developed to mitigate the impacts of increased traffic flows. To complement these capacity improvements for general traffic, bus priority proposals have also been developed which will protect buses from residual queues and delays. .</p>	No change
PKR1 (2) Old Sittingbourne Road	1	11	6	<p>Need a replacement service.</p> <p>State that “removal should only be permitted subject to a suitable alternative facility of at least equivalent capacity.”</p>	<p>The County Council’s comment is noted. The apparent contradiction to its response to Policy DM15, which provides no support for the provision of bus measures, is also noted.</p> <p>The merit in only losing a facility once a replacement is provided is acknowledged. However, the Sittingbourne Road site is being deleted because the landowner states the land is no longer available and there is a lack of potentially suitable sites available.</p>	No change

					Increases in the quality and frequency of bus services are proposed as part of the comprehensive measures, including on the A249 corridor currently served by the Sittingbourne Road Park & Ride service.	
General	1		1	Should not be removed due to improving traffic congestion and air quality.	Noted. The importance of park and ride facilities is acknowledged. Policy DM15 looks to identify sites and identify criteria that they are required to meet. The draft Integrated Transport Study will set out the overall framework for transport planning in the borough. It will provide a programme of specific schemes to support the growth proposed in the Local Plan. The aim is to deliver a package of highway improvements throughout the Borough which will add capacity at key junctions to the benefit of both public transport and car users.	No change

Policy DM15 – Park and Ride						
Key Issue	No. in support	No. of objections	No. of observations	Detail	Officer Response	Officer Recommendation
Overall response	4	2	5	<p>Opportunities need to be taken to create new sites wherever practical, particularly on strategic corridors such as Sutton Road, where land is earmarked for other developments.</p> <p>Improved bus services to the town centre and railway stations of Bearsted, Maidstone East and Maidstone West will be imperative should all the proposed development be approved or Willington Street will be full.</p> <p>Should be more pro-active in finding sites in south and west.</p> <p>Need to replace the closed Armstrong Road site to relieve problems from Langley</p>	<p>Policy DM15 sets the criteria against which proposals for new or replacement Park & ride sites will be considered.</p> <p>KCC states that there is no support for the provision of bus measures, including bus lanes, as the benefits they achieve do not represent good value when compared with highway capacity schemes that will deliver overall improvements in traffic flow. The draft Integrated Transport Study is the document which will set out the overall framework for transport planning in the borough. It will provide a programme of specific schemes to support the growth proposed in the Local Plan. The aim is to deliver a package of highway improvements throughout the Borough which will add capacity at key junctions to the benefit of both public transport and car users.</p> <p>A draft of the strategy was brought to 1st</p>	No change to Policy DM15.

			<p>westwards.</p> <p>Policy conflicts with Local Highway Authority and Joint Transportation Board who have consistently demonstrated no support for the provision of bus measures, including bus lanes, as the benefits they achieve do not represent good value when compared with highway capacity schemes that will deliver overall improvements in traffic flow.</p> <p>New park and ride facilities should only be provided where existing public transport services cannot be improved (in order to prevent users of existing public transport driving to park and ride facilities thus reducing the viability of rural bus services).</p>	<p>December meeting of the Strategic Planning Sustainability and Transport Committee. With respect to access from the south, a package of highway capacity improvements on A274/A229 has been developed to mitigate the impacts of increased traffic flows. To complement these capacity improvements for general traffic, bus priority proposals have been developed which will protect buses from residual queues and delays, contributing to quick and reliable bus services toward Maidstone town centre, with largely continuous bus priority between Wallis Avenue and Armstrong Road. Increases in the quality and frequency of bus services are also proposed as part of the comprehensive measures, including on the A249 corridor currently served by the Sittingbourne Road Park & Ride service.</p>	
--	--	--	--	---	--

APPENDIX B

Schedule of policies and amendments to be carried forward to the Regulation 19 Local Plan

Site reference	Site name & address	Change
Introduction to the public consultation		
Introduction and general comments	Introduction and general comments	No change. Introduction to be carried forward to Regulation 19 Local Plan
Amendments relating to landscape and landscapes of local value		
SP5	The Countryside	Policy to be carried forward to Regulation 19 Local Plan with the following amendments:
		1) Amend Para 2.13 to read: "Open countryside to the immediate south of the AONB forms <u>a large extent of</u> the setting for this designation.
		2) Amend Para 2.17 to read: " Preservation <u>Conservation</u> and enhancement of this area is also part of the Council's statutory duty and is covered under the guideline set out in national policy (National Planning Policy Framework and National Planning Practice Guidance).
		3) Amend Criterion 5 to read: "The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty and the extent and openness of the Metropolitan Green Belt will be rigorously protected <u>conserved</u> , maintained and enhanced where appropriate"
		4) Amend Criterion 1,i,a to read: "The reuse or extension of existing buildings except in isolated locations; "
		5) Amend Criterion 8 to read: "Natural <u>and historic</u> assets, including characteristic landscape features, wildlife and water resources, will be protected from damage with any unavoidable impacts mitigated."
		6) Amend Policy DM1 to read: "Proposals for development on previously developed land (brownfield land) <u>in Maidstone urban area, Rural Service Centres and Larger Villages</u> that makes effective and efficient use of land and which meet the following criteria will be permitted: 1 – The site is not of a high environmental value; and 2 – If the proposal is for the residential development, the density of new housing proposals reflects the character and appearance of individual localities and is consistent with Policy H2 unless there are

		<p>justifiable planning reasons for lower density development.</p> <p><u>Exceptionally, the residential redevelopment of brownfield sites which meet the above criteria and which are in close proximity to Maidstone urban area, a Rural Service Centres or Larger Village will be permitted provided the redevelopment will also result in a significant environmental improvement and the site is, or will be made, demonstrably accessible by sustainable modes to Maidstone urban area, a Rural Service Centre or Larger Village.</u></p> <p>7) Amend Para 2.2 to read: “....The countryside has intrinsic value <u>character and beauty</u> that should be conserved and protected for its own sake.”</p>
Proposed new housing site allocations		
H1(51)	Bridge Industrial Centre, Wharf Road, Tovil	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(52)	Dunning Hall (off Fremlin Walk), Week Street, Maidstone	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(53)	18-21 Foster Street, Maidstone	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(54)	Slencrest House, 3 Tonbridge Road, Maidstone	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(55)	The Russell Hotel, Boxley Road, Maidstone	Policy not to be carried forward to Regulation 19 Local Plan for the following reason: 1) It was granted planning permission before the housing supply base date of 1 st April 2015
H1(56)	Land at 180-188 Union Street, Maidstone	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 5 to read: “The development proposals are designed to take account the results of a detailed arbocultural survey, tree constraints plans and tree retention/protection plans. <u>Existing prominent trees should be retained as part of the development scheme where they have an appropriate safe useful life expectancy. Otherwise they should be removed and their loss mitigated with appropriate semi-mature feature trees</u> ”
		2) Delete criterion 3
H1(58)	Tovil Working Men’s Club, Tovil Hill, Tovil	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(59)	Bearsted Station Goods Yard, Bearsted	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 7 with the addition of the following to the end of the sentence: “.... <u>and Bearsted Conservation Area</u> ”.

H1(62)	Land at Boughton Lane, Loose and Boughton Monchelsea	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(63)	Land at Boughton Mount, Boughton Lane, Boughton Monchelsea	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(66)	Land south of The Parsonage, Goudhurst Road, Marden	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(68)	Land to the north of Henhurst Farm, Staplehurst	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(70)	Land at junction of Church Street and Heath Road, Boughton Monchelsea	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(71)	Lyewood Farm, Green Lane, Boughton Monchelsea	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(72)	Land adjacent to The Windmill PH, Eythorne Street, Hollingbourne	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(73)	Brandy's Bay, South Lane, Sutton Valence	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 3 to read: "The layout shall provide for a centrally positioned access road off South Lane with landscaping to the site boundaries and an avenue of trees along the new access road."
		2) Amend criterion 4 to read: "The scheme shall provide for a footpath link from <u>the site's entrance on</u> South Lane to PROW KH505 at an appropriate access point on the southern site boundary to improve <u>pedestrian</u> connectivity <u>with the existing settlement, the adjacent bus stops in Headcorn Road</u> , and to the countryside <u>to the east beyond</u> ."
H1(74)	Wren's Cross, Upper Stone Street, Maidstone	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(75)	Land north of Heath Road, (Older's Field), Coxheath	No change. Policy to be carried forward to Regulation 19 Local Plan
H1(76)	Hubbards Lane, Boughton Monchelsea	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: 1) Delete criterion 1 and 3

		2) Replace with a new criterion to read: “ <u>Development proposals should seek to retain as much of the existing hedgerows on the western boundary as possible, to help retain the existing natural character of the site.</u> ”
H1(77)	Bentletts Yard, Laddingford	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 7 to read: “Retention, enhancement and reinforcement of <u>existing</u> trees and hedgerows.....”
Housing site allocations proposed for deletion		
H1(12)	Haynes, Ashford Road, Maidstone	No change. Deletion to be carried forward to Regulation 19 Local Plan
H1(25)	Tongs Meadow, West Street, Harrietsham	No change. Deletion to be carried forward to Regulation 19 Local Plan
H1(31)	Ham Lane, Lenham	No change. Deletion to be carried forward to Regulation 19 Local Plan
H1(48)	Heath Road, Boughton Monchelsea	No change. Deletion to be carried forward to Regulation 19 Local Plan
Housing site allocation proposed for amendment		
H1(10)	South of Sutton Road, Maidstone	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Delete Criterion 18 and amend Criterion 6 to read: “ <u>A new PROW with a cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park Farm</u> ”.
		2) Amend criterion 15 to read: “The provision of appropriate contributions as proven necessary towards the long-term maintenance and improvement of the flood mitigation reservoir at Brishing Lane <u>will be sought for the improvement of flood mitigation impacting this site.</u> ”
		3) Additional criterion to read: “ <u>The development will provide for a primary school within the developable area of the site, the details of which shall be agreed with the local education authority.</u> ”
Proposed new employment site allocation		
EMP1(5)	Woodcut Farm, Ashford Road, Bearsted	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 4 to read: “An area of 9ha to the north and north west of Woodcut Farm is

		secured as an undeveloped landscape area <i>in the form of open woodland</i> including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity. “
		2) Amend paragraph 6.10 to add the following sentence to the end of the paragraph: “ <i>This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future</i> ”
		3) Additional paragraph after the first paragraph in the policy to read: “ <i>In the event of a demand arising, an element of hi-tec and/or research and development (B1(b)) would be appropriate as part of the overall mix of B class uses on the site.</i> ”
		4) Amend the last sentence of criterion 7 to read: “This will include environmental enhancements of the wider landscape beyond the allocation boundaries <i>through financial contributions</i> using the mechanism of a s106 agreement.”
		5) Amend paragraph 6.9 to read: “... including those subject to <i>T</i> ree <i>P</i> reservation <i>O</i> rders <i>no.</i> 19 of 2007 and <i>no.</i> 17 of 2007...”
Gypsy and Traveller site allocations		
GT1(8)	Kilnwood Farm, Old Ham Lane, Lenham	No change. Policy to be carried forward to Regulation 19 Local Plan
GT1(9)	The Kays, Heath Road, Boughton Monchelsea	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: 1) Amend the site address to refer to Linton, not Boughton Monchelsea
GT1(10)	Greenacres (Plot 5), Church Hill, Boughton Monchelsea	No change. Policy to be carried forward to Regulation 19 Local Plan
GT1(11)	Chart View, Chart Hill Road	No change. Policy to be carried forward to Regulation 19 Local Plan
GT1(12)	Neverend Lodge, Pye Corner, Ulcombe	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: 1) Addition of criterion: “ <i>A biodiversity enhancement strategy for the site is approved.</i> ”
GT1(13)	The Paddocks, George Street, Staplehurst	No change. Policy to be carried forward to Regulation 19 Local Plan
GT1(14)	Bluebell Farm, George Street, Staplehurst	No change. Policy to be carried forward to Regulation 19 Local Plan
GT1(15)	Land rear of Granada, Lenham Road, Headcorn	No change. Policy to be carried forward to Regulation 19 Local Plan

GT1(16)	Land at Blossom Lodge, Stockett Lane, Coxheath	Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend criterion 2 to read: "Access to the site is via the existing <u>existing</u> access of Stockett Lane" 2) Amend criterion 4 to read: "A landscaping scheme for the site is approved which provides for the retention and future maintenance of the hedgerows and tree planting along the site's northern, southern, western and eastern boundaries and the native hedgerow bordering the public footpath which crosses the site. "
Proposed new open space allocations		
OS1		Policy to be carried forward to Regulation 19 Local Plan with the following amendments: 1) Amend Para 8.1 to read: "To support the appropriate delivery of development identified the key strategic locations identified for growth in the local plan, the council has identified suitable sites to secure the provision of strategic natural and semi-natural open space to meet and/or contribute towards the open space <u>requirements in accordance with the standards set out in Policy DM11.</u> " 2) Amend OS1 to read: " Strategic open space allocations" and "The following sites, as shown on the policies map, are identified for the provision of <u>publically accessible strategic natural and/or semi-natural</u> open space to complement the growth identified in the key settlements local plan." 3) Amend OS1 heading to read: "Approx. ha <u>and typology of strategic</u> open space"
OS1 (1)	East of Hermitage Lane, Maidstone	Policy to be deleted with an amendment to Policy H1 (2) "Open Space": <u>Provision of 12.95ha of open space within the site comprising 6.62ha woodland/landscape buffers, 5.41ha amenity greenspace, 0.77ha of allotments (community orchard), 0.15ha of provision for children and young people and contributions towards outdoor sports facilities at Giddyhorn Lane. Development should maximise the use of the southern part of the site including Bluebell Wood and the "hospital field" for the provision of open space, making best use of existing features within the site.</u> Corresponding amendment to Policy H1 (2) "Community Infrastructure": <u>The use of the north western part of the site (land to the north of the restricted byway and south of the borough boundary) for the siting of community infrastructure is strongly encouraged.</u> Corresponding amendments to the numbering of subsequent OS1 policies:
OS1 (2) (1)	Oakapple Lane, Barming	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "1.5ha <u>of natural /semi natural open space.</u> "

		Corresponding amendment to Policy H1 (4) "Open Space": <u>Provision of open space in accordance with Policy OS1 (1) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
OS1 (3) (2)	Langley Park, Sutton Road, Boughton Monchelsea	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "5.00 <u>7.65ha of informal open space (nature conservation area).</u>"</p> <p>Corresponding amendment to Policy H1 (5) "Open Space": <u>Provision of open space in accordance with Policy OS1 (2) together with provision of 1.93ha of amenity green space, 0.30ha of allotments, 0.21ha of provision for children and young people and contributions towards outdoor sports facilities within two miles of the site.</u></p>
OS1 (4)	Bicknor Farm, Sutton Road, Otham	<p>Policy to be deleted with an amendment to Policy H1 (9) "Open Space": <u>Provision of a minimum of 2.3ha of open space provision within the site together with contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p> <p>Corresponding amendments to the numbering of subsequent OS1 policies:</p>
OS1 (5) (3)	South of Sutton Road, Langley	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>14.00ha of natural/semi-natural open space.</u></p> <p>Corresponding amendment to Policy H1 (10) "Open Space": <u>Provision of open space in accordance with Policy OS1 (3) together with any additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u></p>
OS1 (6) (4)	South of Ashford Road	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>1.37ha of natural/semi-natural open space and 0.5ha of allotments.</u></p> <p>Corresponding amendment to Policy H1 (26) "Open Space": <u>Provision of open space in accordance with Policy OS1 (4) together with contributions towards outdoor sports facilities and provision for children and young people at Glebe Fields.</u></p>

OS1 (7) (5)	Church Road, Harrietsham	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"1.22 0.91ha of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (28) "Open Space": <u>Provision of open space in accordance with Policy OS1 (5) together with contributions towards outdoor sports facilities and equipped areas at Booth Field and Glebe Field. Additional on-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u></p>
OS1 (8) (6)	Tongs Meadow, West Street, Harrietsham	<p>Policy to be deleted and replaced by: <u>Kent Police HQ, Maidstone: 1.6ha of outdoor sports provision (3 – 5 sports pitches)</u></p> <p>Corresponding amendment to Policy H1 (21) "Open Space": <u>Provision of open space in accordance with Policy OS1 (6) together with contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation Ground or Mote Park Adventure Zone.</u></p>
OS1 (9) (7)	The Parsonage, Goudhurst Road, Marden	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"3.20 2.16ha of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (34) "Open Space": <u>Provision of open space in accordance with Policy OS1 (7) together with a minimum of 0.85ha of allotments/amenity green space/provision for children and young people and contributions towards Marden Playfield Fields.</u></p>
OS1 (10) (8)	Hen & Duckhurst Farm, Staplehurst	<p>Policy to be deleted with an amendment to Policy H1 (36) "Open Space": <u>Provision of a minimum of 4.66ha of formal/semi-natural/allotment open space provision within the site together with contributions towards Lime Trees Playing Fields.</u></p> <p>OS1 (8) to be replaced by: <u>Heathfield, Coxheath: 0.5ha of amenity green space</u></p> <p>Corresponding amendment to Policy H1 (44) "Open Space": <u>Provision of open space in accordance with Policy OS1 (9) together with contributions towards improvements to facilities at Stockett Lane.</u></p>

OS1 (11) (9)	Fishers Farm, Fishers Road, Staplehurst	<p>Policy to be deleted with an amendment to Policy H1 (37) "Open Space": <u>Provision of a minimum of 4.47ha of natural/semi natural open space provision within the site together with contributions towards off-site provision/improvements required in accordance with Policy DM11. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.</u></p> <p>OS1 (9) to be replaced by: <u>Cross Keys, Bearstead: 2.4ha of natural/semi natural open space</u></p> <p>Corresponding amendment to Policy H1 (61) "Open Space": <u>Provision of open space in accordance with Policy OS1 (10).</u></p>
OS1 (12) (10)	North of Henhurst Farm, Staplehurst	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"5.78ha 1.22 of natural/semi natural open space.</u></p> <p>Corresponding amendment to Policy H1 (68) "Open Space": <u>Provision of open space in accordance with Policy OS1 (10) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
OS1 (13) (11)	Ulcombe Road and Mill Bank, Headcorn	<p>Policy to be deleted with an amendment to Policy H1 (39) "Open Space": <u>Provision of a minimum of 1.50ha of natural/semi-natural open space within the site together with contributions towards Hoggs Bridge Green Play Area. Open space should be sited to maximise accessibility to new and existing residents.</u></p> <p>OS1 (11) to be replaced by: <u>Land at Lenham Road, Headcorn: Provision of 0.1ha of amenity green space</u></p> <p>Corresponding amendment to Policy H1 (65) "Open Space": <u>Provision of open space in accordance with Policy OS1 (11) together with contributions towards open space and equipped play area and outdoor sports facilities at Hoggs Bridge.</u></p>
OS1 (14) (12)	South of Grigg Lane, Headcorn	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: <u>"2.40ha 1.18 of natural/semi natural open space.</u></p>

		Corresponding amendment to Policy H1 (41) "Open Space": <u>Provision of open space in accordance with Policy OS1 (12) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
OS1 (15) (13)	North of Heath Road, (Older's Field)	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "2.34ha <u>1.12 of natural /semi natural open space.</u>"</p> <p>Corresponding amendment to Policy H1 (75) "Open Space": <u>Provision of open space in accordance with Policy OS1 (13) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents and should provide for connectivity to existing open spaces.</u></p>
OS1 (16) (14)	Former Syngenta Works, Hampstead Lane, Yalding	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "26.20ha <u>4.4ha of natural /semi natural open space.</u>"</p> <p>Corresponding amendment to Policy RMX1 (5) "Open Space": <u>Provision of open space in accordance with Policy OS1 (14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
OS1 (17) (15)	Boughton Lane, Loose and Boughton Monchelsea	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "7.10ha <u>1.49ha of natural /semi natural open space.</u>"</p> <p>Corresponding amendment to Policy H1 (62) "Open Space": <u>Provision of open space in accordance with Policy OS1 (15) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
OS1 (18) (16)	Boughton Mount, Boughton Monchelsea	Policy to be carried forward to Regulation 19 Local Plan with the following amendment: " 2.80ha <u>0.15ha of natural /semi natural open space.</u> "

		Corresponding amendment to Policy H1 (63) "Open Space": <u>Provision of open space in accordance with Policy OS1 (16) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u>
OS1 (19) (17)	Lyewood Farm, Boughton Monchelsea	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment: "2.00ha 0.15ha of natural /semi natural open space."</p> <p>Corresponding amendment to Policy H1 (71) "Open Space": <u>Provision of open space in accordance with Policy OS1 (17) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11. Open space should be sited to maximise accessibility to new and existing residents.</u></p>
In addition to the changes recommended above to Policy OS1 and H1, the following amendments are recommended for other H1 policies where it is possible to identify a minimum or approximate quantum of open space provision and/or contributions:		
H1 (1)	Bridge Nursery, Maidstone	Amendment to Policy H1 (1) "Open Space": <u>Provision a minimum of 1.5ha of natural/semi natural open space together with contributions towards existing areas of open space, equipped play, outdoor sports facilities and allotments at Adisham Drive, Allington Open Space and Giddyhorn Lane.</u>
H1 (3)	West of Hermitage Lane, Maidstone	Amendment to Policy H1 (3) "Open Space": <u>Provision of a minimum 25 plot allotment within the site together with contributions towards Oakwood Cemetery and sports facilities and equipped play areas at Barming Heath and Gatland Lane, and contributions towards open space within 1km of the site or to be offset against enhancement of Oakapple Lane. Additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (6)	North of Sutton Road, Otham	Amendment to Policy H1 (6) "Open Space": <u>Provision of an equipped play area within the site together with contributions towards improvements at Senacre Recreational Ground or Parkwood Recreational Ground or any other open space area within two mile radius of the development.</u>
H1 (7)	North of Bicknor Wood, Otham	Amendment to Policy H1 (6) "Open Space": <u>Provision of around 3.99ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>

H1 (8)	West of Church Road, Otham	Amendment to Policy H1 (6) "Open Space": <u>Provision of around 2.88ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (11)	Springfield, Maidstone	Amendment to Policy H1 (11) "Open Space": <u>Provision of around 4.8ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (17)	Barty Farm, Thurnham	Amendment to Policy H1 (17) "Open Space": <u>Provision of a minimum of 0.4ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (19)	North Street, Barming	Amendment to Policy H1 (19) "Open Space": <u>Provision of around 0.77ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (20)	Postley Road, Tovil	Amendment to Policy H1 (20) "Open Space": <u>Provision of a play/amenity area within the site together with contributions towards improvements at the publically accessible areas of the Loose Valley Local Wildlife Site and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (22)	Kent Police Training School, Maidstone	Amendment to Policy H1 (22) "Open Space": <u>Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation Ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (24)	West of Eclipse, Maidstone	Amendment to Policy H1 (24) "Open Space": <u>Provision of around 0.15ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (32)	Howland Road, Marden	Amendment to Policy H1 (32) "Open Space": <u>Provision of around 0.83ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site</u>

		<u>provision/improvements as required in accordance with Policy DM11.</u>
H1 (33)	Stanley Farm, Marden	Amendment to Policy H1 (33) "Open Space": <u>Provision of around 1.6ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (35)	Marden Cricket and Hockey Club, Marden	Amendment to Policy H1 (35) "Open Space": <u>Provision of 0.497ha of amenity green space within the site together with contributions towards outdoor sports facilities, children's and young people's equipped play areas and allotment and community gardens at Marden Playing Fields, Cockpits and Napoleon Drive.</u>
H1 (38)	Old School Nursery, Headcorn	Amendment to Policy H1 (38) "Open Space": <u>Contributions towards provision for children and young people and outdoor sports facilities within a one mile radius of the development.</u>
H1 (40)	Grigg Lane and Lenham Road, Headcorn	Amendment to Policy H1 (40) "Open Space": <u>Provision of a minimum of 0.09ha of natural/semi natural open space within the site together with contributions towards improvements to existing facilities within the vicinity of the site, including Hoggs Bridge Play Area and Playing Fields, Hoggs Bridge Green Allotments, Headcorn Recreation Ground and Grigg Lane Sports Ground.</u>
H1 (43)	Linden Farm, Coxheath	Amendment to Policy H1 (43) "Open Space": <u>Provision of 0.6ha of outdoor sports facilities within the site</u>
H1 (45)	Forstal Lane, Coxheath	Amendment to Policy H1 (45) "Open Space": <u>Provision of a minimum of 1.4ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>
H1 (50)	West of Eyehorne Street, Hollingbourne	Amendment to Policy H1 (50) "Open Space": <u>Contributions towards improvements to existing play equipment and outdoor sports facilities at Hollingbourne Recreational Ground and Cardwell Play Area.</u>
H1 (55)	The Russell Hotel, Boxley	Amendment to Policy H1 (55) "Open Space": <u>Contributions towards improvements to existing facilities within one mile of the development.</u>
H1 (66)	Land south of The Parsonage, Marden	Amendment to Policy H1 (66) "Open Space": <u>Provision of a minimum of 0.57ha of open space within the site together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with Policy DM11.</u>

H1 (73)	Brandy's Bay, Sutton Valence	Amendment to Policy H1 (73) "Open Space": <u>Contributions towards enhanced play and open space facilities.</u>
For a number of sites there remains some uncertainty whether open space can be delivered within the site. The following amendments are recommended for relevant H1 policies:		
H1 (13);	Medway Street, Maidstone	Amendment to Policy H1 (13) "Open Space": Provision of open space as required in accordance with DM11.
H1 (14)	American Golf, Maidstone	Amendment to Policy H1 (14) "Open Space": Provision of open space as required in accordance with DM11.
H1 (15)	6 Tonbridge Road, Maidstone	Amendment to Policy H1 (15) "Open Space": Provision of open space as required in accordance with DM11.
H1 (16)	Laguna, Maidstone	Amendment to Policy H1 (14) "Open Space": Provision of open space as required in accordance with DM11.
H1 (18)	Whitmore Street, Maidstone	Amendment to Policy H1 (18) "Open Space": Provision of open space as required in accordance with DM11.
H1 (23)	New Line Learning, Loose	Amendment to Policy H1 (23) "Open Space": Provision of open space as required in accordance with DM11.
H1 (26)	Mayfield Nursery, Harrietsham	Amendment to Policy H1 (26) "Open Space": Provision of open space as required in accordance with DM11.
H1 (29)	Tanyard Farm, Lenham	Amendment to Policy H1 (26) "Open Space": Provision of open space as required in accordance with DM11.
H1 (30)	Glebe Gardens, Lenham	Amendment to Policy H1 (30) "Open Space": Provision of open space as required in accordance with DM11.
H1 (42)	Knaves Acre, Headcorn	Amendment to Policy H1 (42) "Open Space": Provision of open space as required in accordance with DM11.
H1 (46)	Vicarage Road, Yalding	Amendment to Policy H1 (46) "Open Space": Provision of open space as required in accordance with DM11.
H1 (47)	Hubbards Lane and Haste Hill Road, Boughton Monchelsea	Amendment to Policy H1 (47) "Open Space": Provision of open space as required in accordance with DM11.
H1 (49)	East of Eyehorne Street, Hollingbourne	Amendment to Policy H1 (49) "Open Space": Provision of open space as required in accordance with DM11.
H1 (51)	Bridge Industrial Centre, Wharf	Amendment to Policy H1 (51) "Open Space": Provision of open space as required in accordance with

	Road, Tovil	DM11.
H1 (52)	The Dunning Hall, Maidstone	Amendment to Policy H1 (52) "Open Space": Provision of open space as required in accordance with DM11.
H1 (53)	8-21 Foster Street, Maidstone	Amendment to Policy H1 (53) "Open Space": Provision of open space as required in accordance with DM11.
H1 (54)	Slencrest House, Tonbridge Road, Maidstone	Amendment to Policy H1 (54) "Open Space": Provision of open space as required in accordance with DM11.
H1 (56)	180-188 Union Street, Maidstone	Amendment to Policy H1 (56) "Open Space": Provision of open space as required in accordance with DM11.
H1 (58)	Tovil Working Men's Club, Tovil Hill, Maidstone	Amendment to Policy H1 (58) "Open Space": Provision of open space as required in accordance with DM11.
H1 (59)	Bearsted Station Goods Yard, Bearsted	Amendment to Policy H1 (59) "Open Space": Provision of open space as required in accordance with DM11.
H1 (70)	Land at Church Street/Heath Road, Boughton Monchelsea	Amendment to Policy H1 (70) "Open Space": Provision of open space as required in accordance with DM11.
H1 (72)	Land adjacent to The Windmill PH, Hollingbourne	Amendment to Policy H1 (72) "Open Space": Provision of open space as required in accordance with DM11.
H1 (74)	Wren's Cross, Maidstone	Amendment to Policy H1 (74) "Open Space": Provision of open space as required in accordance with DM11.
H1 (76)	Hubbards Lane, Boughton Monchelsea	Amendment to Policy H1 (76) "Open Space": Provision of open space as required in accordance with DM11.
H1 (77)	Bentletts Yard, Laddingford	Amendment to Policy H1 (76) "Open Space": Provision of open space as required in accordance with DM11.
Open space and recreation		
DM11	Open space and recreation	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendments:</p> <ol style="list-style-type: none"> 1) Amend DM11 (3) to read: "Where it can be demonstrated that existing open space provision can either wholly or partially mitigate the impacts of development in accordance with the above standards, the Council may seek a reduced <u>level of provision or financial contribution</u>. <u>Developers should take full account of open space requirements at an early stage of the development management process and are encouraged to engage with the council's Parks and Open Space team to determine the most appropriate quantum, type and location of open space provision.</u>

		<p>2) Introduce a new policy criterion (4) (with subsequent amendments to the numbering of the existing criteria 4 – 7) to read: <u>The council will operate the policy flexibly to secure the provision of the typologies of open space which are most needed in the relevant area, taking account of the above standards and the suitability of the site to accommodate the identified needs.</u></p> <p>3) Amend Para 9.4 to read: “...In such cases the council will seek to secure high quality, significant structural landscaping to compensate for the non-provision of open space and ensure a high quality environment is secured for future residents. <u>Financial contributions will be used towards the provision, improvement, maintenance and/or refurbishment of open space within the appropriate accessibility standard(s). Priorities for the improvement to existing spaces will be set out in the Action Plan to the Green and Blue Infrastructure Strategy.</u></p> <p>4) Amend Para 9.5 to read: “The council will produce an Open Space Supplementary Planning Document to provide further detail to support the policy, including qualitative open space standards <u>the technical detail on how the quantitative standards will be applied taking account of existing provision within the relevant accessibility standards. The SPD will include qualitative open space standards and will outline the priorities for improvements to existing provision.</u></p> <p>5) Amend Policy DM11 (1) (i) to reflect the definitions of open space typologies set out in the Quantitative Open Space Study 2014: Amenity Green Space <u>(e.g. informal recreation spaces, recreation grounds, village greens, urban parks, formal gardens and playing fields); Provision for children and young people (e.g. Equipped play areas, ball courts, outdoor basketball hoop areas, skateboard parks, teenage shelters and “hangouts”); Publically accessible outdoor sports (e.g. outdoor sports pitches, tennis, bowls, athletics and other sports); Allotments and community gardens (e.g. Land used for the growing of own produce, including urban farms. Does not include private gardens); Natural/semi-natural areas of open space (e.g. woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, banks to rivers, land and ponds; wastelands; closed cemeteries and graveyards.)</u></p>
Nursing and care homes		
DM42	Nursing and care homes	<p>Policy to be carried forward to Regulation 19 Local Plan with the following amendment:</p> <p>1) Amend Para 10.3 to read: “Nursing and care homes fall within the C2 use class (residential institutions). The identified need for additional nursing and care home places will be addressed through the granting of planning consents. Planning applications for nursing and care homes <i>in</i></p>

		<i>the identified settlements</i> will be assessed using the following policy. Such homes are places of work as well as residences and proposals for <i>new build and redevelopment</i> should be located within the borough's identified main settlements which have the best levels of accessibility by public transport. <i>Proposals for the conversion of rural buildings to nursing and care homes will be assessed using Policy DM32 whilst an extension to an existing care home located in the rural area will be considered under Policy DM37.</i> Commensurate on-site parking will be required for both staff and visitors."
Park and Ride site allocations proposed for deletion		
PKR1 (1)	Linton Crossroads	No change. Deletion to be carried forward to Regulation 19 Local Plan
PKR1(2)	Old Sittingbourne Road	No change. Deletion to be carried forward to Regulation 19 Local Plan
Park and Ride		
DM15	Park and Ride	No change. Policy to be carried forward to Regulation 19 Local Plan

OAKAPPLE LANE, BARMING



Open space

OS (1)



NORTH OF HENHURST FARM, STAPLEHURST



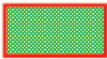
Open space \ Undeveloped land \ Ecological mitigation

OS (10)

Staplehurst



LAND AT LENHAM ROAD, HEADCORN



Open space

OS (11)

Oak Farm Oast

Horseshoes

21

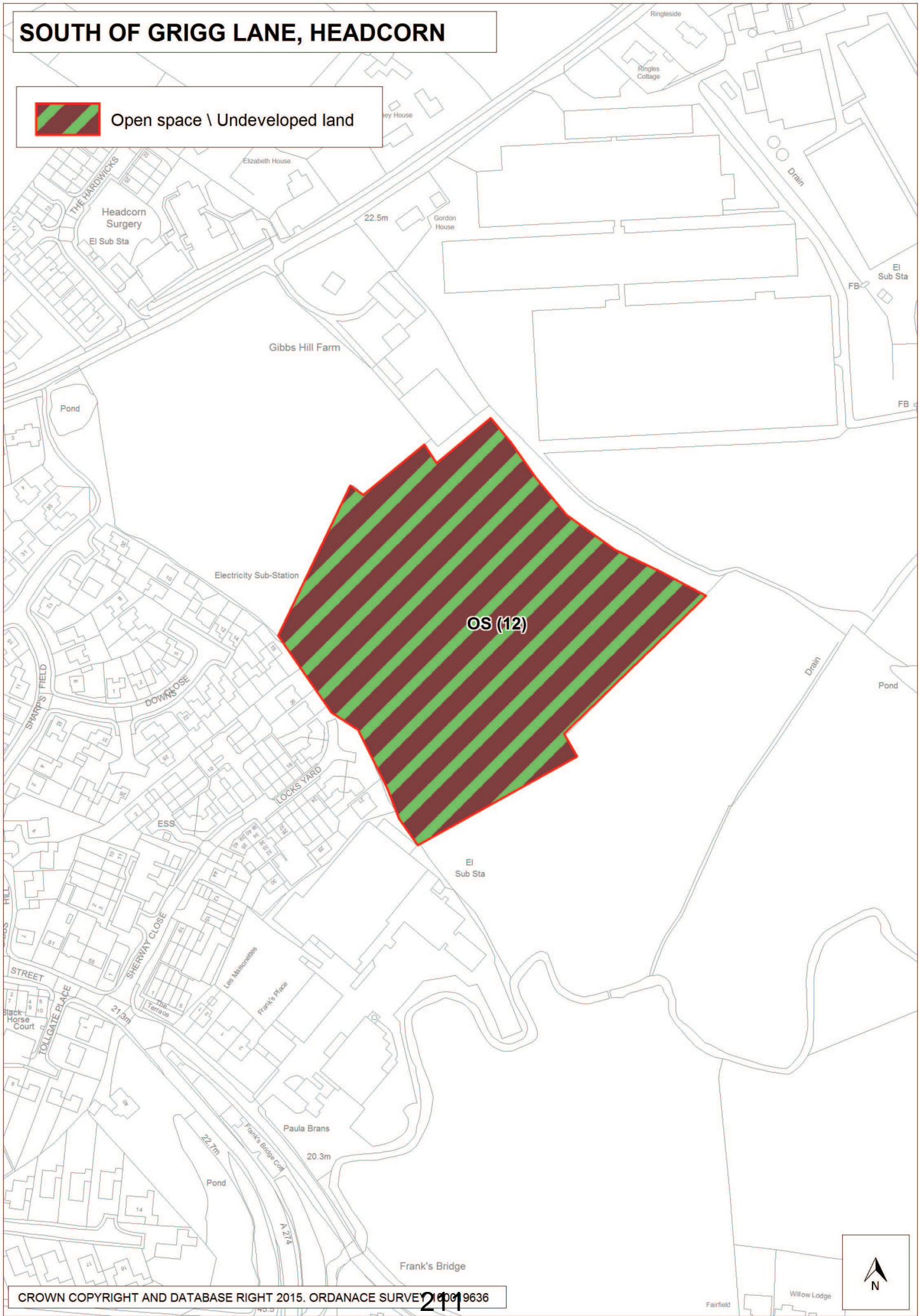
26
27



SOUTH OF GRIGG LANE, HEADCORN



Open space \ Undeveloped land



NORTH OF HEATH ROAD, COXHEATH (OLDER'S FIELD)



Open space \ Undeveloped land \ Ecological mitigation



FORMER SYNGENTA WORKS, HAMPSTED, YALDING



Open space \ Undeveloped land \ Ecological mitigation

OS (14)



LAND AT BOUGHTON LANE, LOOSE AND BOUGHTON MONCHELSEA



Open space \ Undeveloped land

OS (15)



BOUGHTON MOUNT, BOUGHTON LANE, BOUGHTON MONCHELSEA



Open space \ Undeveloped land

OS (16)



LYEWOOD FARM, GREEN LANE, BOUGHTON MONCHELSEA



Open space \ Undeveloped land \ Landscaping



LANGLEY PARK, SUTTON ROAD, BOUGHTON MONCHELSEA



Open space

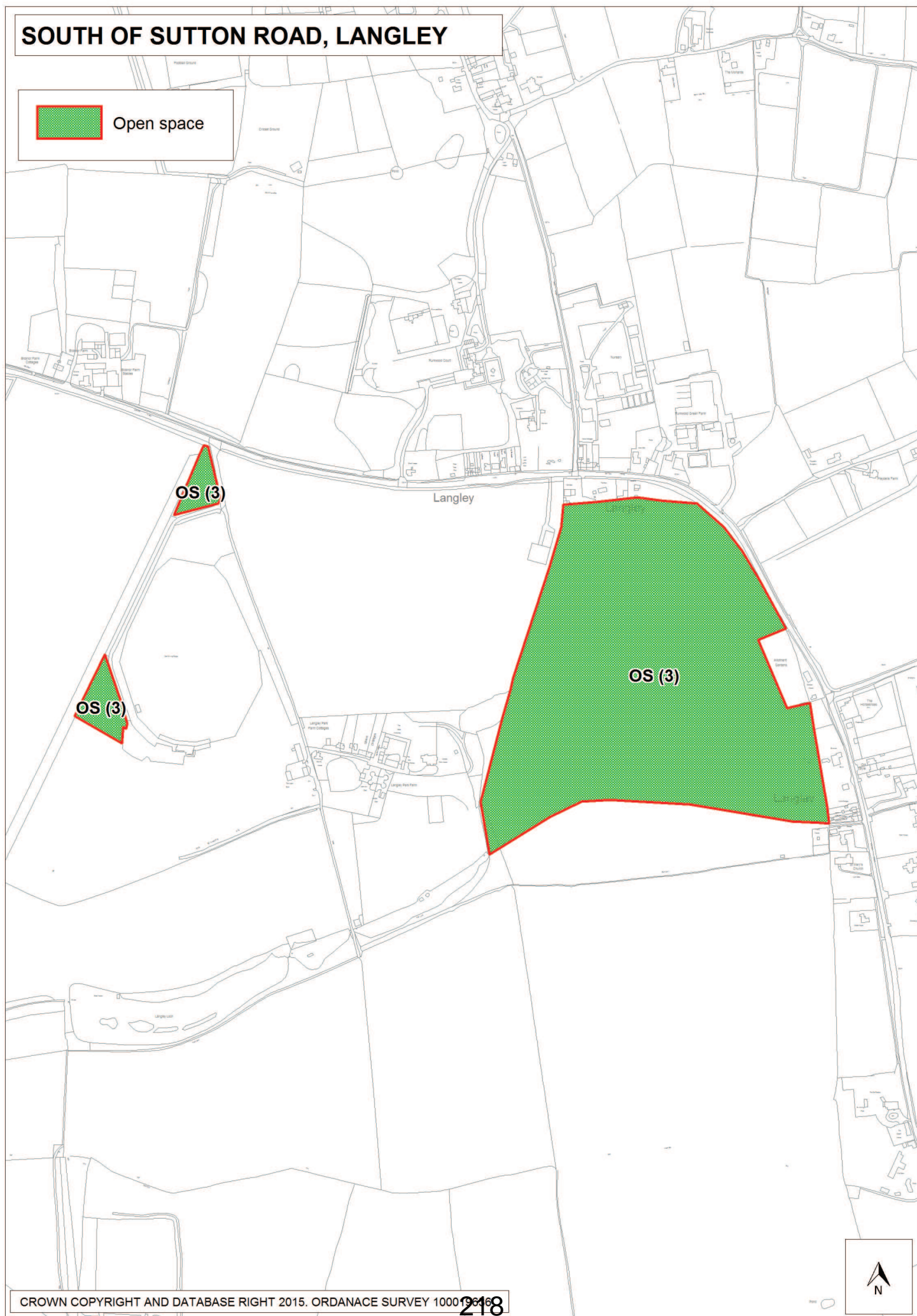
OS (2)



SOUTH OF SUTTON ROAD, LANGLEY



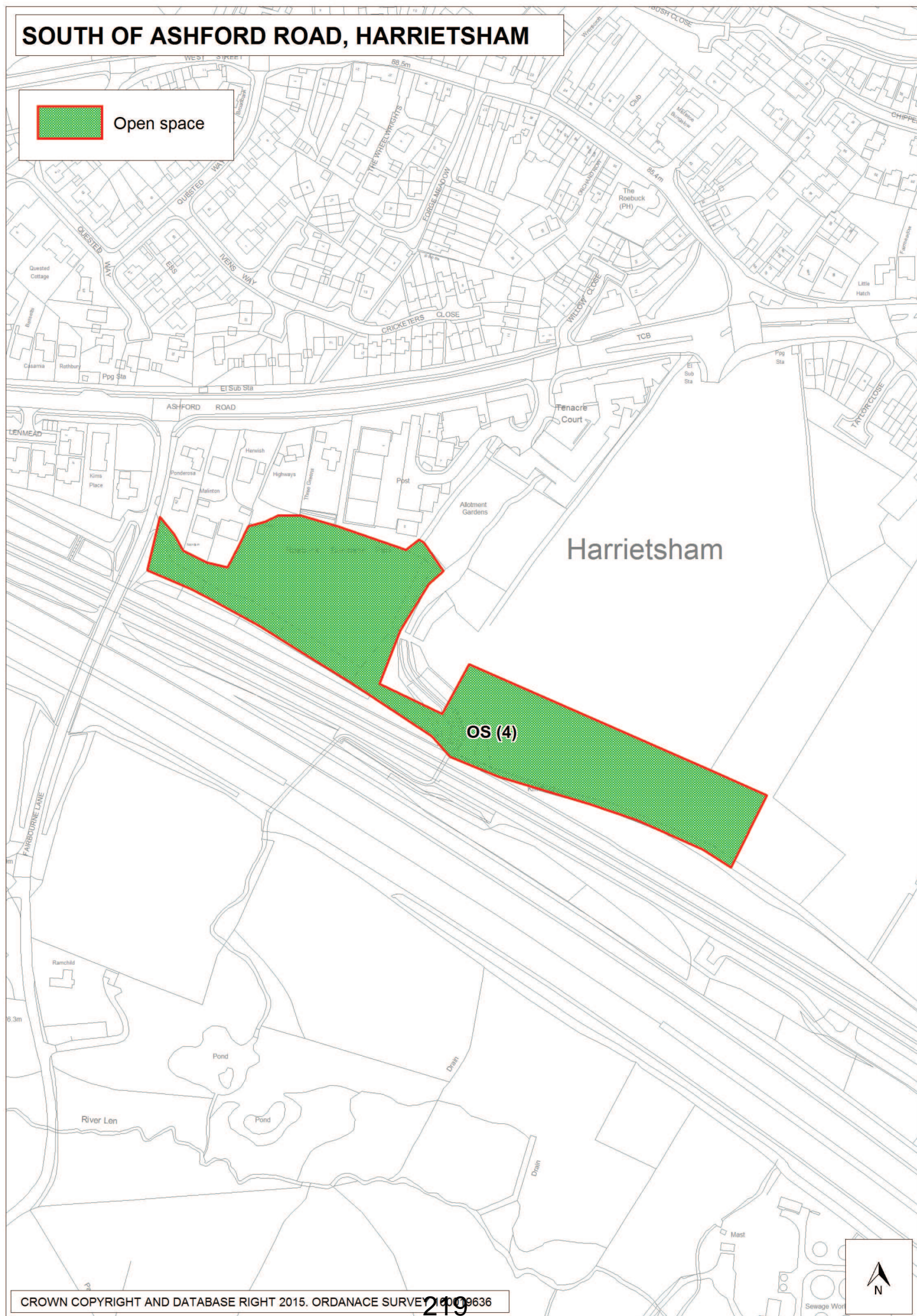
Open space



SOUTH OF ASHFORD ROAD, HARRIETSHAM



Open space



Harrietsham

OS (4)



CHURCH ROAD, HARRIETSHAM



Open space



LAND AT KENT POLICE HQ, SUTTON ROAD




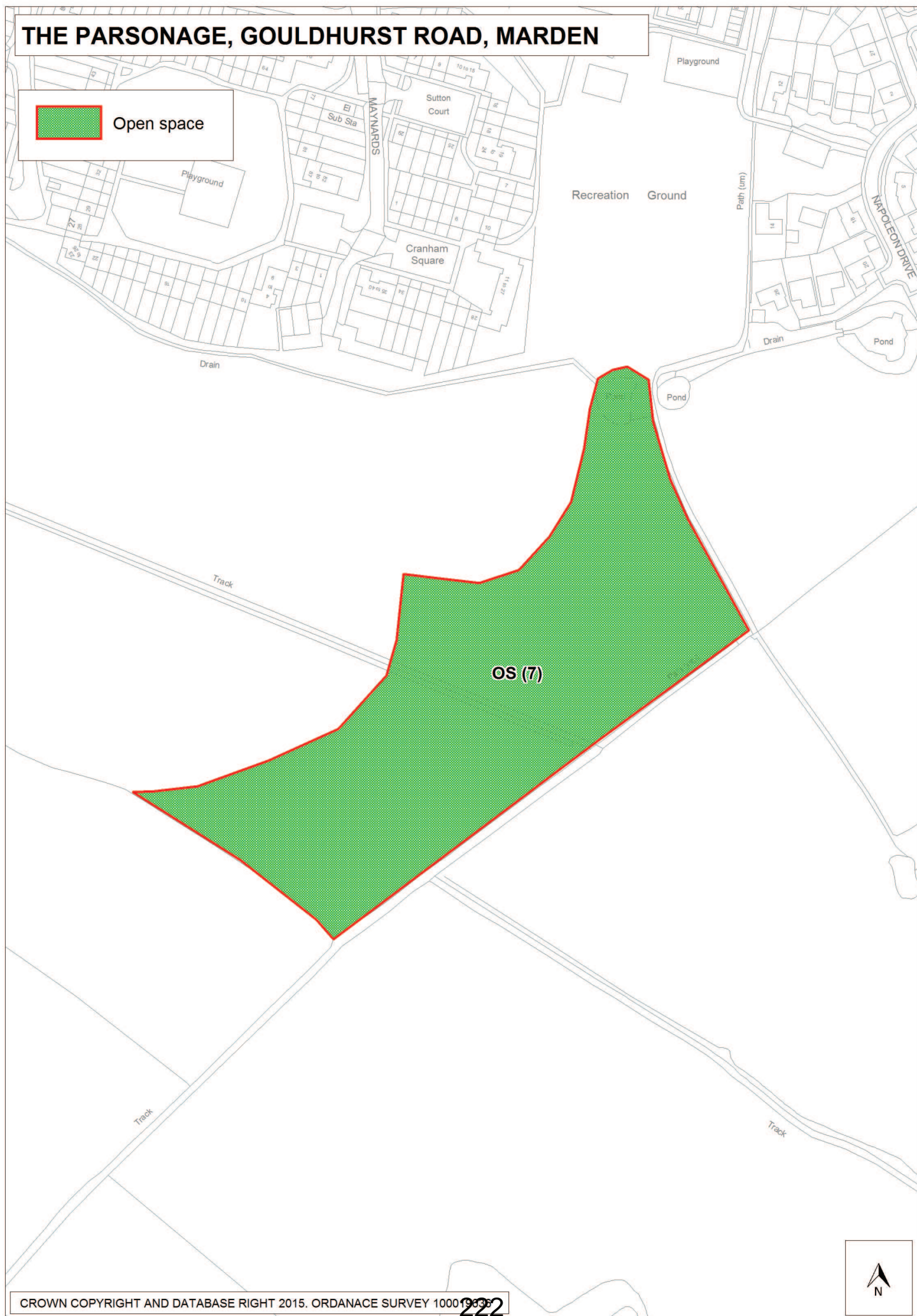
Open space

OS (6)



THE PARSONAGE, GOULDHURST ROAD, MARDEN

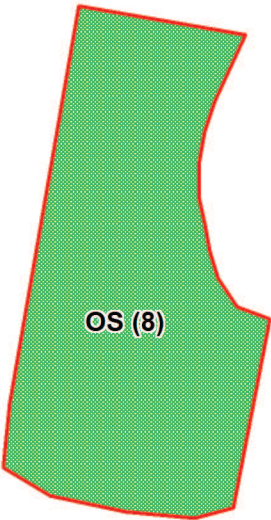
 Open space



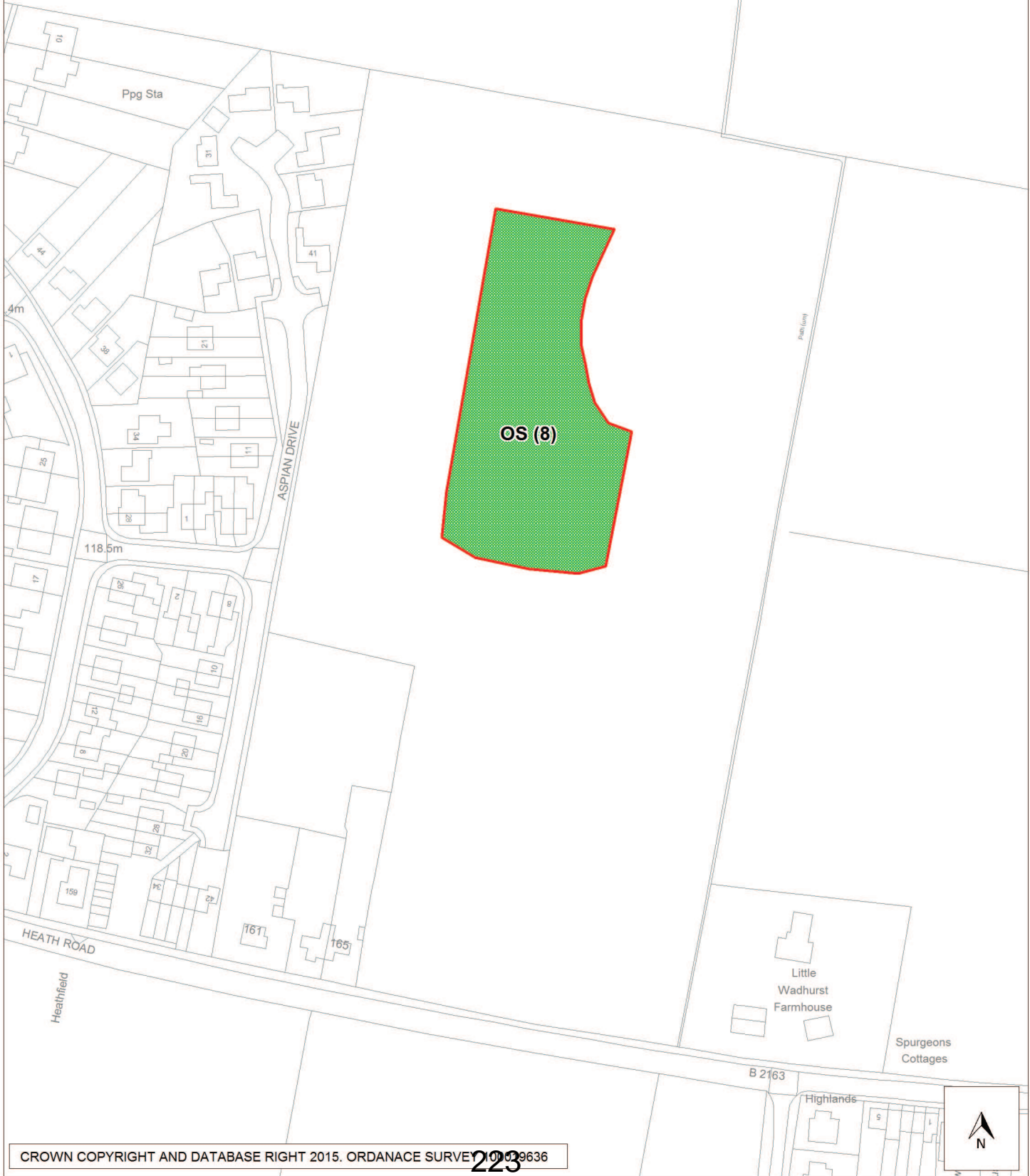
HEATHFIELD, HEATH ROAD, COXHEATH



Open space



OS (8)



CROSS KEYS, BEARSTED



Open space

OS (9)



APPENDIX C

Maidstone Borough Local Plan: Regulation 18 Consultation October 2015:

Newly proposed sites:

Site ref	Location	Commentary	Recommendation
H03-301	Land at Kilnwood East of Old Ham Lane Lenham	<p>Site area approximately 9.8ha Yield: Not specified</p> <p>The site is located south of the railway-line and would not sit well with the existing pattern and grain of development in the existing village to the north. This site is different to the recent appeal decision on the site at The Old Goods Yard as that has a better relationship to the village and its facilities and was also partly previously developed land.</p> <p>The site is adjacent to a Local Wildlife Site and designated Ancient Woodland.</p> <p>Access to the site would be via a narrow road with poor horizontal alignment and visibility and would need to use a narrow railway bridge that would be likely to need substantial improvement to accommodate traffic likely to be generated by the development.</p>	Do not allocate
H03-312	Land adj. Old Goods Yard Lenham	<p>Site area 1.4ha Yield not specified</p> <p>This site is located to the south of the existing settlement boundary of Lenham and on a site south of the railway line which has long provided a defensible boundary to the southward expansion of the village.</p> <p>The site relates poorly to the existing pattern of built development of Lenham village.</p>	Do not allocate

		<p>Notwithstanding the fact that the site adjoins a larger site which has gained permission in an appeal decision dated 2 October 2015, there is a primary difference, namely that this site is a greenfield site.</p> <p>It is considered that this key difference and the fact that this site is slightly more remote from existing village facilities than the adjoining land coupled with the site relating poorly to the existing pattern of development in the village and that further encroachment into the countryside will occur, are such that the site is not suitable for development.</p>	
HO3-313	Land adj. Detling Aerodrome Industrial Estate	<p>Site area approximately 177.5ha Residential: 40ha (approx. 1200 units) Commercial: 24ha (in addition to existing industrial estate (13.5ha) Country park: 100ha Park and Ride Facility: 1000+ spaces</p> <p>This site was previously assessed as a proposed employment site. Despite the additional information that has been submitted (including the LVIA and highway technical note) as well as the offer of a 100ha Country Park and the Park & Ride car park, there has been no change in the site's status as lying within the nationally designated protected landscape of the Kent Downs AONB. The quantum of development proposed would result in unacceptable harm to the landscape and be contrary to the advice in the NPPF.</p> <p>Whilst the site would comprise mixed residential and employment development, nevertheless it is still in an unsustainable location with no community infrastructure and residents and workers would be reliant on the private car to meet their day-to-day needs.</p> <p>The Park & Ride Car Park whilst mooted as a replacement for the</p>	Do not allocate

		<p>existing car park at M20 Junction 7 is considered to be too far from the town and the motorway junction to be likely to be effective in securing modal shift, due to the length of the onward bus journey and the return.</p> <p>The site is considered unsuitable for the development proposed.</p>	
HO3-314	Land at Bydews Place Tovil	<p>Two parcels of land Parcel A (North of existing access road): 0.3ha Parcel B (South of existing access road): 2.1ha Yield: Not specified</p> <p>The sites are well-related to the existing urban area and to existing and proposed residential development and local infrastructure.</p> <p>Appropriate design and landscaping is required to preserve the boundary between the urban area and the countryside beyond the site as well as the setting of both Bydews Wood and the designated Heritage Assets at and adjacent to Bydews Place. The existing hedgerow and important trees should also be retained and the line of PROW KB14 maintained.</p> <p>In particular, the impact of any new development on the existing rural setting of the approach to the listed buildings would be of particular importance. The relationship of Parcel A to this access and any new development would also be of concern.</p> <p>It is considered that it may be most appropriate to limit development to Parcel B and leave Parcel A as open space to provide the setting to the group of listed buildings and to enable a more appropriate relationship and treatment of the existing access to Bydews Place to maintain its rural nature and form.</p> <p>The design of site access will be key. If an appropriate solution can be found it should link to the roundabout access approved to serve the development approved under application 10/0256</p>	Allocate site

		<p>ACCEPT</p> <p>YIELD - 50 UNITS (To take account of the need to preserve the rural aspect of the existing access to Bydews Place and existing trees and the PROW that crosses the site. Approximately 0.74ha of open space (to include the 0.3ha of parcel A) to be provided on site</p>	
HO3-315	Land at Downsoak Stud, West Street Harrietsham	<p>Site area: 1.28ha Yield: Up to 20 units</p> <p>The topography of this site does not lend itself towards a development that would be easily integrated into the existing landscape character in this part of the village.</p> <p>Furthermore, although the site is in a relatively sustainable location in terms of village facilities, it lies outside the village boundary and development here would further extend the built environment to the west, altering the character of the approach to the village on this side of West Street, particularly through the loss of a number of existing trees on the site.</p> <p>Substantial residential development on this side of West Street (as proposed) should not extend further than the primary school.</p>	Do not allocate
HO3-316	Land at Ledian Farm Upper Street Leeds	<p>Site area: 3.06ha Yield: 113 units (Class C2 Care village) or 60 units (Class C3 dwellings)</p> <p>Leeds is a village with very few community facilities apart from a village hall and school. The last shop/post office closed a number of years ago and it is not considered suitable for classification as a larger village.</p> <p>A purely Class C3 development (60 units proposed) in a village with so few community facilities serving day-to-day needs would be unsustainable given the likely need for reliance on the private car and poor public transport options.</p>	Do not allocate

		There are two extant permissions for a mixed C3 and C2 development and a C2 development the latter of which would provide some facilities available for public use. Given these it is not considered that the site should be allocated due to the impact on the countryside	
HO3-317	Land West of Ledian Farm Upper Street Leeds	<p>Site area: 1.4ha Yield: 30 Units</p> <p>Despite the reduction in the proposed development area from the previous submission (HO3-299), development of the site would still result in the significant incursion of built development west of the Upper Street settlement into open countryside.</p> <p>Neither nearby settlement of Leeds nor Langley has an adequate range of community facilities. As a sole Class C3 residential development (30 units are proposed) given the lack of community facilities in the village for basic day-day needs and the likely reliance on the use of the private car, this is an unsustainable settlement.</p>	Do not allocate
HO3-318	Land North East of Forge Lane Bredhurst	<p>Site area 0.18ha Yield: Not specified</p> <p>Bredhurst is a settlement with very limited facilities and no local convenience store together with a poor bus service. It is not therefore within the preferred hierarchy for allocation.</p> <p>Given the site's location within the Kent Downs AONB and the site history which includes residential development on adjacent land and a quashed enforcement notice on the site itself any redevelopment of the site would best be pursued through the application process rather than an allocation in the emerging local plan.</p> <p>Not suitable for further development</p>	Do not allocate
HO3-319	Land South of Tovil	Site area:	Allocate site

	(East of B2010 Dean Street)	<p>9.25ha: A new site for (outdoor sports facility (likely to be Maidstone Rugby Club) together with new doctors' surgery/community clinic 12.9ha: Up to 452 dwellings 2.67 and 3.54ha: Strategic Landscaping Areas</p> <p>Yield: Up to 452 dwellings (see above)</p> <p>The site is well-related to the existing urban area and to existing/allocated residential development.</p> <p>The site is relatively sustainably located being in close proximity to local services/shops and infrastructure and on a local bus route with regular services.</p> <p>Careful attention to appropriate design, landscaping and open space provision is required to preserve the boundary between the urban area and the countryside beyond and significant attention is required to respect the setting of Abbey Gate Place and to a lesser extent, Bydews Place. Careful consideration of a lighting scheme is required to ensure the impact on the countryside, especially on long distance views from the AONB and the setting on the surrounding designated Heritage assets, is properly considered.</p> <p>The existing internal and boundary hedging should be maintained with appropriate buffer areas, especially along Stockett Lane with improved upgrading and additional provision of PROW's linking up with the site.</p> <p>Mix of uses proposed is considered acceptable and use of former landfill site for rugby club provision would enable the openness of the site to the east to be maintained, whilst meeting a recognised need for medical provision in the locality. Emphasis should be on wide community use and not just rugby club provision and attention should be paid to issues relating to the landfill.</p> <p>Principle access should only be from B2010 with emergency</p>	
--	-----------------------------	--	--

		access from Stockett Lane and this should be considered alongside the consented scheme under application 10/0256.	
HO3-320	Land South of Warmlake Road Chart Sutton	<p>Site area: 1.1ha Yield: 20 units</p> <p>Chart Sutton is a village with very few services.</p> <p>Access to services in adjoining villages is likely to be by means of the private car given the poor bus service and the distances involved which would deter walking. The village is not identified in the Council's preferred spatial development hierarchy as suitable for further development as a result.</p> <p>Development on this site would represent a significant visual expansion of built development eastwards from the current limit of the village.</p> <p>The arbitrary boundary across the open field is not related to any existing hedgerows /landscape features etc.</p>	Do not allocate
HO3-321	'Nutbrow' Land off Boyton Court Road Sutton Valence	<p>Site area: 5.26ha Yield: 150 units</p> <p>The site is in open countryside in a prominent location on the Greensand Ridge scarp slope.</p> <p>It is not well related to the nearby settlement of Sutton Valence and is in an unsustainable location with poor connection to local facilities and no reasonable access to public transport.</p> <p>Residential development of any significant level on this site would be harmful to the character and appearance of the area, let alone the 150 units envisaged in the submission.</p>	Do not allocate

APPENDIX D

Maidstone Borough Local Plan Regulation 18 Consultation October 2015

Omission sites that have previously been assessed

Site Ref	Location	Commentary	Recommendation
H1 (19) (HO-113)	Bell Farm North Street Barming	<p>The site promoters are seeking a significant westward extension to the development area of this allocated site. The proposed area would accord with the area proposed at the time of the Local Plan Inquiry into the MBWLP 2000.</p> <p>The Local Plan Inspector at the time recommended that the site should not be allocated for the following main reasons.</p> <p><i>'4.243 From the arguments that I heard at the inquiry I have considered the impact of housing on this site from two main areas: from a distance to the south in Lower Road looking across the Medway valley; and from close to in North Street.</i></p> <p><i>4.244 Dealing with the distant views first, I found on my visits in both summer and winter that the site can be clearly seen from various places in Lower Road, particularly from directly to the south in views which were not illustrated by the objectors' landscape witness. In these views, this edge of Maidstone has an attractive, rather diffuse character, described by this witness as "... a quite subtle merging of town and country. ..." (MB/PR.104, paragraph 3.14).</i></p> <p><i>4.245 At present the site contributes to the character and appearance of the area when seen from Lower Road because its openness contrasts with the housing development around it, and extends the rural character of the area to the west amongst that housing. The urban boundary is therefore not clear cut, and town and country merge in an attractive, subtle way. I have no doubt that this would change if the site were</i></p>	No Change

		<p><i>developed for housing since, even with the landscaping proposed, the green and open character of much of the site which I saw on my visits would be lost. The effect of housing, therefore, would be to consolidate the urban element in the area at the expense of the rural, and the subtlety of their merging would be lost.</i></p> <p><i>4.246 I agree with the objectors that housing on the site would not be extend the urban area along the valley since there is housing along its northern and southern boundaries. However, to my mind the opposite effect, of reducing the countryside incursion amongst the houses, is equally harmful. I do not agree with the objectors that the site does not appear as an obvious part of the countryside, particularly in those views directly from the south which were not illustrated at the inquiry. I accept that the western boundary is well treed, but the site still appears open, in marked contrast to the urban area to the east.</i></p> <p><i>4.247 The objection site is in an area which has no special landscape designation. However, I note the advice in paragraph 2.14 of PPG7 that the countryside should be protected for its own sake. Moreover, in Chapter 3 I have recommended that the Council should extend the Medway Valley ALLI to cover this area north of its present boundary. I conclude on this part of the issue, therefore, that housing on the site would materially harm the distant views of this part of Maidstone when seen from the south across the Medway valley.</i></p> <p><i>4.248 I turn now to consider the effect of the proposal on North Street. Architecturally the appearance of North Street is dominated by modern housing. Nevertheless, the extensive views west and south-westwards across the objection site from the northern end of the Street, and the views due south along it and across the Medway valley, give it a rural character to be expected on the edge of the town. This would be completely changed by housing on the objection site, even with the area of open space proposed on the eastern edge and which it has been agreed would be included in a site specific policy. The</i></p>	
--	--	--	--

		<p><i>rural views across the site, towards and beyond the shelter belt planting, would be replaced by views across urban open space towards housing. Even the extensive landscaping which is illustrated cannot alter the change from a rural to an urban character and appearance.</i></p> <p><i>4.249 My concern is reinforced when the illustrative road access proposals are considered. Whatever detailed design is chosen for the junctions proposed to give access to the objection site from North Street, they would introduce an urban form and scale wholly out of place in this largely rural setting. I note that traffic could be removed from the northern part of North Street, but this does not in any way overcome the harm that road proposals of this scale would cause.</i></p> <p><i>4.250 I accept the value of some of the elements in the design concept, internal landscaping, footways and cycleways, for example, but they do not address my concerns which are to the principle of development.</i></p> <p><i>4.251 For all these reasons I conclude on this issue that the proposal would materially harm the character and appearance of North Street, and the distant views of the area from Lower Road across the Medway valley.'</i></p> <p>The Inspector concluded that serious harm would arise sufficient to clearly outweigh the need for housing.</p> <p>The circumstances of the site have not changes in the interim period except that the Area of Local Landscape Value designation will not remain. The site is still visible across the Medway Valley which is part of the Medway Valley Landscape of Local Value.</p> <p>The physical characteristics of the site and its setting have not changed.</p> <p>Councillors should be advised that an application for 35 units on the allocated part of the site (adjacent to North Street) was REFUSED on 05/11/2015</p>	
--	--	---	--

H1 (25)	Tongs Meadow West Street Harrietsham	<p>This site was subject to Regulation 18 Consultation in March 2014 as a proposed allocation.</p> <p>Cabinet on 9 March 2015, following consideration of the Reg. 18 representations and advice from Natural England, recommended that it should not be allocated and should be subject to a further Regulation 18 consultation for its deletion on the following grounds;</p> <p><i>'In view of the recent advice from Natural England (NE) that they would be unlikely to consider issuing an EPS (European Protected Species) Development License given the fact that the site is a receptor site for a previous development.'</i></p> <p>The site promoters consider that the site should be reinstated as an allocation as a revised development that excludes the former receptor site is being developed.</p> <p>There has been no new information submitted that clearly indicates that development on a reduced site area would now receive an EPS licence.</p>	No change
H1 (31)	Land at Ham Lane Lenham	<p>This site was subject to Regulation 18 Consultation in March 2014 as a proposed allocation.</p> <p>Cabinet on 2/4 February 2015, following consideration of the Reg. 18 representations, recommended that it should not be allocated and should be subject to a further Regulation 18 consultation for its deletion on the grounds</p> <p><i>'of (the) unacceptably adverse impact on the AONB and on the character of the village because it is peripheral to the settlement and beyond the open space occupied by Swadelands School playing field.'</i></p>	No Change

		<p>The site was again considered by SPS&T Committee on 14/23 July 2015 who re-affirmed the earlier decision of Cabinet that the site should not be allocated for the same reasons.</p> <p>The site promoters are seeking the site's reinstatement into the local plan as an allocated site.</p> <p>Councillors are advised that application 14/502973/FULL for 82 units has been REFUSED and is currently subject to an appeal.</p> <p>It is considered that there have been no change in circumstances relating to the site to warrant Councillors previous decision being reversed.</p>	
H1 (57)	Land at Former Astor of Hever School Farm Oakwood Rd Maidstone	<p>This site has previously been recommended for allocation by officers on two occasions at Cabinet on 2/4 February 2015 and to SPS&T on 14/23 July 2015.</p> <p>Councillors resolved not to allocate the site on the grounds that <i>'the site is retained for education use and development would be unacceptably compromised by the lack of adequate access.'</i></p> <p>The applicants have resubmitted the highway information considered by Cabinet and SPS&T Committee and the information relating to the status of the land by the site promoters KCC</p> <p>The circumstances have not changed in the interim period.</p>	No Change
H1 (64)	Land south of East Street Harrietsham (Bell Farm North)	<p>This site has previously been recommended for allocation by officers on two occasions at Cabinet on 2/4 February 2015 and to SPS&T on 14/23 July 2015.</p> <p>The site was not accepted for allocation by Cabinet for the following reasons;</p>	No Change

		<p><i>'The cumulative impact of development having a detrimental effect on the character, size and shape of the village and community due to the increase in size and footprint of the village and unacceptable cumulative impact for the community for education provision, transport and other community infrastructure.'</i></p> <p>SPS&T Committee reaffirmed the earlier decision by Cabinet.</p> <p>The promoters are now seeking 45 units on the site.</p> <p>In other respects the circumstances of the site have not changed.</p>	
H1 69)	Land at Lodge Road Staplehurst	<p>This site has previously been recommended for mixed-use employment and residential allocation by officers on two occasions at Cabinet on 2/4 February 2015 and to SPS&T on 14/23 July 2015.</p> <p>The site was not accepted for allocation by Cabinet for the following reasons;</p> <p><i>'the site should be retained for employment use given the economic upturn and that infrastructure must be improved to enable this to happen and the cumulative impact of residential development in Staplehurst on social balance.'</i></p> <p>SPS&T Committee reaffirmed the earlier decision by Cabinet not to allocate the site with the proviso that the site should not be allocated solely on the need to retain its employment designation.</p> <p>There have been no further change in circumstances since SPS&T Committee last considered the site</p>	No change
HO2-173	Land at Court Lodge	This site was rejected following assessment in the 2013 and	No change

	Road Harrietsham	<p>2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'Whilst this site is close to the village of Harrietsham and the services it provides, it lies within the open countryside and is somewhat disjointed from the existing built up area. Development of the site would have a detrimental effect on the Kent Downs Area of Outstanding Natural Beauty.'</i></p> <p>Councillors are advised that planning permission has been refused for development on this site and is subject to a current appeal for which a Hearing has recently been held. A decision is currently awaited.</p> <p>There has been no further change in circumstances relating to the site since the previous rejection to warrant a different conclusion.</p>	
HO3-203	78 Heath Road Coxheath	<p>This site was rejected following assessment in the 2014 SHLAA Call-for-sites exercise on the following grounds;</p> <p><i>'There are site-size and relationship to adjoining dwellings issues with this site. It is not considered likely that development in the form suggested could be satisfactorily achieved, certainly if access is required to be from B2163 Heath Road as it is now'.</i></p> <p>The site promoters have provided further information in the form of a plan that shows by demolishing an existing garage, an access of some 3.0m to 4.8m in width can be provided.</p> <p>However this runs immediately past the dwelling (not included in the proposed site) that is located at the front of the site and its use would therefore result in amenity issues to the occupiers of this dwelling.</p> <p>The previous decision should still stand.</p>	No change

HO3-230	Baltic Wharf St Peter's Street Maidstone	<p>The promoter considers that this site should be allocated for a mixed retail/residential use.</p> <p>The site was considered by the SPS&T committee on 23/07/2015 in response to a Regulation 18 Representation the site should be allocated for a food store as part of a mixed use development.</p> <p>The report stated as follows:</p> <p>'4.19 A representation was received from the owners of Baltic Wharf, St Peters Street in Maidstone stating that their site should be allocated in the Local Plan for a large food store as part of a mixed use development.</p> <p>4.20 This representation to the Reg 18 Plan was made before the Public Inquiry into the Council's refusal of permission for a foodstore (A1 use class), offices (A2, B1), café/restaurant (A3) and assembly/leisure (D2) uses on the Baltic Wharf site was held in May 2014. The appeal Inspector concluded that a foodstore use was the only primary use which would secure the future of this Grade II listed building, provided a retailer would commit to the scheme and allowed the appeal in July 2014.</p> <p>4.21 The appeal Inspector highlighted what he regarded as an imbalance between the draft Local Plan's inclusion of a specific allocation for the Maidstone East/Sorting Office site and the lack of a policy for the Baltic Wharf building, a substantial listed building in the town centre. He stated this was not necessarily an incorrect approach, but the net result was that he gave little weight to the draft Local Plan at the point he was considering the appeal.</p> <p>4.22 Clearly the site now has planning consent; there is no need to allocate the site for the uses for which it has permission. Further, whilst other uses such as residential would be appropriate for the building, an allocation policy citing it as</p>	No Change
---------	--	---	-----------

		<p>an alternative main use would not be deliverable based on the viability information so recently tested at the appeal.</p> <p>4.23 That said, there is merit in making reference to the site in the Local Plan as a substantial and underused listed building in the town centre, should the position on viability change over the lifetime of the Plan. It is recommended that the supporting text to Policy SP1 – Maidstone Town Centre be amended to confirm that, should the consented scheme not come forward, the Council will consider positively alternative schemes that achieve the retention and restoration of the listed building. Appropriate uses would include housing, offices, leisure uses, cafes and restaurants.'</p> <p>Taking account of the further representations from the site promoter, it is still considered that the above considerations remain valid. The Maidstone East/Sorting office site is still regarded as the priority location for new retail floorspace in the town centre; it is an edge of centre site with direct connections to the heart of the town centre. The Council will respond positively to proposals for the site that would deliver residential development (or an element of residential development) which help to secure the future of the listed building and officers would be happy to engage in pre-application discussions with the landowners to this end.</p>	
HO3-254	Granada House Lower Stone Street Maidstone	<p>This site was accepted but not allocated for development in the 2014 SHLAA Call-for-sites exercise.</p> <p>The reason why it was not allocated was because it was located within the Town Centre Broad Location and also the Broad Location centred on the Mall Shopping Centre.</p> <p>The promoter considers that the site should be allocated for development and advises that preparations are under way for the submission of an application for a mixed use development of some 49 residential units (there are 20 on site at the</p>	No Change

		<p>present time) and commercial units at street level. Pre-application discussions have been held as well as a public exhibition.</p> <p>Given this and the fact that the emerging Local Plan gives broad support for development it is not considered necessary to allocate the site.</p>	
HO3-259 & H1 (68)	Land north of Pinnock Lane Staplehurst	<p>This larger site of between 22.4ha and 24ha in area was rejected following assessment in 2014 SHLAA Call-for-sites exercise.</p> <p>The primary reason for this was that the Landscape Capacity Study which assessed the site individually concluded in terms of the site's Opportunities and Constraints as follows.</p> <ul style="list-style-type: none"> • Scale of site is disproportionate to existing extent of Staplehurst • Crisp urban/rural divide between existing extent of Staplehurst and rural landscape to west does not lend itself well to further development • Site provides rural setting to Staplehurst and offers attractive views towards the existing settlement and church spire • Further development would not relate well to linear pattern of development to east • Development generally undesirable <p>There has been no change in circumstances to warrant a different decision</p>	No change
HO3-271	Land South of Cripple Street Loose	<p>This site was rejected following assessment in the 2014 SHLAA Call-for-sites exercise. The suitability assessment concluded as follows;</p> <p><u>'Conclusion</u> <i>Development of this site would extend the urban boundary from Westwood Road and Sheppey Road further west and</i></p>	No change

		<p>would encroach on the gap between the urban area and the beginning of the gradual slope into the Loose Valley.</p> <p><i>This site contributes significantly to the rural character of the area as one leaves the urban edge along Cripple Street. Residential development here would have an unacceptable impact upon the setting of the Loose Valley Conservation Area. Unlike other sites at the urban edge in this location, there are no dwellings between the site and the Loose Valley, which serves to enhance its rural character and warrants protection.'</i></p> <p>Since that assessment was undertaken the site has been incorporated into the Loose Valley Landscape of Local Value.</p> <p>There have been no other changes to the circumstances of the site other than the permission allowed on appeal on the north side of Cripple Street. It is considered that this decision has rendered this site more important in its role as part of the setting of the Loose Valley and its Conservation Area given the fact that unlike the northern side of Cripple Street there is no built development between the site and the valley edge.</p> <p>The changes in circumstances of the site are not sufficient to warrant a different decision being made.</p>	
HO3-273	Land Adj. Ivan's Field Warmlake Road Chart Sutton	<p>This site was rejected following assessment in the 2014 SHLAA Call-for-sites exercise on the following grounds;</p> <p><i>'Development on the site is achievable. However, Chart Sutton is a village with very few services. Access to services in adjoining villages is likely to be by means of the private car given the poor bus service and the distances involved which would deter walking.</i></p> <p><i>Development on this site would represent a significant visual expansion of built development eastwards from the current limit of the village. The arbitrary boundary across the open</i></p>	No change

		<p><i>field is not related to any existing hedgerows /landscape features etc.'</i></p> <p>The promoter of the site considers that the recent appeal decision (13.04.2015) on Land at The Oaks Maidstone Road Sutton Valance (application 14/0830) to allow the construction of 10 dwellings is sufficient change in circumstances to allow development on this site.</p> <p>It is considered that there are differences between this site and the site where development has been allowed at appeal. Sutton Valance is designated as a larger village in the Council's preferred spatial development hierarchy and has a greater range of facilities than Chart Sutton including a primary school. The bus service is also more regular than that which serves Chart Sutton.</p> <p>It is considered therefore that there have been no changes in circumstances to warrant a different decision being made.</p>	
HO-15	Land at Stanley Farm (South of) Headcorn Road Staplehurst	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>Overall conclusions: There are a number of transport mitigation measures in order to bring forward development on this site. There would be a relatively high impact upon the character and appearance of the locality, as the site contributes significantly to the locality. These factors along with the uncertainty of having a developer linked to the site bring into question its deliverability. Coupled with the probable reliance on the car given the distance to public transport links mean that on balance it is recommended for rejection.'</i></p> <p>The greatest change since the assessment was undertaken is that there is now a developer involved. In fact, an outline application for up to 110 dwellings (15/507124/OUT) has been submitted, but currently remains undetermined.</p>	No change

		<p>The proposed site in the representations received is also significantly smaller than that previously proposed.</p> <p>The site is currently located within the Low Weald SLA as defined in the MBWLP 2000 and does fall within the Low Weald Landscape of Local Value as defined in Policy SP5 of the emerging Local Plan. Development of this site even in its reduced form would have a negative impact on the character and appearance of the locality.</p> <p>Notwithstanding the reduction in site area from previous submissions it is considered that the site would represent an unacceptable extension of the village into the countryside. It is a site that remains separated from public transport links and is likely to lead to reliance on the use of the private car by future occupiers for their day-to-day needs.</p>	
HO-22	Land North of Cripple Street Loose	<p>The promoter considers that this site should be allocated following the recent appeal decision (03/11/2015) which allowed 36 units.</p> <p>Given that this is a full planning permission, it is not considered necessary to allocate the site</p>	No change
HO-64	Land at South Lane Sutton Valence	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'The landowner has given no indication in terms of the number of dwellings the site could accommodate. If the site were to be considered for residential development, taking into account its edge of village location, a low density development would be appropriate, with a potential yield of around 60 dwellings.</i></p> <p><i>However, notwithstanding the potential site capacity, it is not considered that this is an appropriate use for this site due to its</i></p>	No change

		<p><i>location. Indeed, whilst there may be no overriding consultee objections to delivering a residential scheme on this site, the redevelopment of the site would transform the existing character of the area; and there would be significant encroachment into the countryside that would harm the landscape and go against the pattern and grain of development in the surrounding area hereabouts.</i></p> <p><i>In addition to this, the site is located on greenfield land; and the site is not in easy access of a train station, local service centre, employment site or secondary school. It is therefore considered that the site should be rejected.'</i></p> <p>The site promoter considers that site should be allocated due to the continuing need to deliver greater housing numbers to meet the OAN and that the site is suitable as it is close to an identified larger village</p> <p>Since the last assessment, two appeal decisions on land opposite this site on the western side of South Lane have been made. Both have refused residential development. The key consideration in both cases was the need to maintain the existing gap between the upper village and the lower village at The Harbour to preserve the landscape character of the area.</p> <p>In the light of this and the fact that there has been no change since the last site assessment was undertaken, it is considered appropriate that the site is not allocated.</p>	
HO-65	(Part) Land at Mill Bank Headcorn	<p>This site is part of a larger site that was rejected following assessment in the 2013 SHLAA call-for-sites exercise on the following grounds;</p> <p><i>'Although adjoining the northern part of the RSC, the site would appear as a relatively isolated development in the open countryside detached from the core of the village, which despite existing screening would be quite visible from the</i></p>	No change

		<p><i>highway; significant landscaping belts would be required to mitigate the visual impact upon the open countryside. Protected and non-protected trees may represent a constraint on development. There are ponds and watercourses within the site and ecological mitigation may be required.'</i></p> <p>This site represents the SE corner of that larger site</p> <p>The Landscape Capacity Study published in January 2015 also assessed the larger site and concludes as follows;</p> <p>'Landscape Character Sensitivity: Moderate</p> <ul style="list-style-type: none"> • Site adjoins A274 which is locally intrusive on the western site boundary • Generally reasonable hedgerows to boundaries with some trees • Stream with ponds and adjoining hedgerow and tree cover runs across the site • Public footpaths on the western boundary and crossing the site towards the east • Remote from Headcorn and site has a generally rural feel • Pond, streams and trees amidst pasture gives conservation interest • Limited area of large scale (nursery) development to the north • Heritage feature includes a listed building near the site • Evidence of loss of field pattern through hedgerow removal, however the site links with wider countryside and is characteristic of the Low Weald <p>Visual Sensitivity: High</p> <ul style="list-style-type: none"> • Sensitive users of the strong footpath network around and crossing the sites are important in the flat landscape • Some generally filtered views from residential properties along the A247 Maidstone Road <p>Landscape Value: Moderate</p>	
--	--	---	--

		<ul style="list-style-type: none"> • Potential conservation value • Sense of remoteness although tranquillity reduced in areas close to Maidstone Road • Listed building close by gives heritage interest • Generally attractive with scenic value and a rural feel despite hedgerow loss <p>Opportunities and Constraints</p> <ul style="list-style-type: none"> • Low capacity to accommodate housing • Network of streams and vegetation • Opportunity to create a stronger rural boundary to the north • Retain rural character • Distant from urban centre of Headcorn and would substantially extend development into open countryside • Site acts as a green wedge between Headcorn and the settlement to the north <p>Mitigation</p> <ul style="list-style-type: none"> • Retain the green wedge function of the site • Network of streams and vegetation should be conserved • Create a stronger rural boundary to the north • Retain rural and undeveloped character' <p>It is considered that even with the reduced area proposed development of the site would result in a marked change to the character of the area by introducing a substantial additional length of developed frontage to Mill Bank and a consequent significant reduction in the gap between the pocket of development just south of Stonestile Road and the existing development along Mill Bank.</p> <p>It is thus considered that the site should not be allocated.</p>	
HO-74	Fant Farm Gatland Lane Maidstone	This site was recommended for inclusion in the draft Local Plan by officers following assessment in both the 2013 and 2014 SHLAA Call-for-sites exercises. It was rejected as an allocation site twice, most recently by Cabinet on 2/4 February 2015 who rejected the allocation of the site in the grounds that;	No change

		<p>'The site is valuable for agriculture use, and would have an unacceptable impact on the landscape, including the overall shape of the urban area of Maidstone and the unacceptable highways impact for the local community.'</p> <p>The promoters consider that site should be allocated given the continuing shortfall against the Objectively Assessed Need and that appropriate development would not result in the harm feared.</p> <p>The Council is planning to meet its Objectively Assess Need in full.</p> <p>There have been no other change in circumstances to warrant a different decision being made.</p>	
HO-94	Warmlake Business Park Maidstone Road Sutton Valence	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'Redevelopment would not cause significant visual harm to character or openness of countryside or harm to residential amenity.'</i></p> <p><i>The site currently contains commercial buildings, which do not contribute positively to the character and appearance of the countryside, and their replacement with housing could have a positive impact upon the setting of the adjacent listed building.</i></p> <p><i>However, the site is not closely related to a good range of facilities and many trips are likely to be made by car.</i></p> <p><i>Also, this site is in active employment use. Redevelopment would result in a loss of employment space in a rural area, which may impact upon local employment and thereby also upon sustainability.</i></p>	No change

		<p><i>On balance, considering the above, it is not recommended that this site be accepted. It is noted that there is the possibility of additional land adjoining this site – see HO-92 (Land to north of Redic House, Warmlake Road, Sutton Valence).'</i></p> <p>The promoter of the site considers that the recent appeal decision (13.04.2015) on Land at The Oaks Maidstone Road Sutton Valence (application 14/0830) to allow the construction of 10 dwellings is sufficient change in circumstances to allow development on this site.</p> <p>There are differences between this site and the site where development has been allowed at appeal despite the proximity of the two sites to each other.</p> <ul style="list-style-type: none"> • The site at the Oaks is approximately 1.7ha in area and has a road frontage to the A274. • The proposed site is situated to the rear of existing development on an undeveloped part of the existing business park and amounts to 0.55ha in area. <p>In addition this existing developed area of this site is identified in policy DM18 of the Local Plan as an identified Economic Development Area and thus should be retained. This decision was confirmed by Cabinet on 12 January 2015.</p> <p>It is considered therefore that the site should not be allocated for residential development.</p>	
HO-131	Land at Maidstone Road Marden	<p>This site was part of a larger 30.44ha site rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'The indicated site capacity (500+ dwellings) would appear to be achievable on this 30.44ha site and there are no abnormal</i></p>	No change

		<p><i>constraints applying to the site as far as can be ascertained and the landowner is willing to release the land although no developer has been identified.</i></p> <p><i>However, development of this site would result in a substantial expansion of the settlement, out of scale with the existing village.</i></p> <p><i>The railway line currently acts as a physical limit to the extent of the village to the north east. Beyond this point existing development is limited, being sparsely distributed along Maidstone Road.</i></p> <p><i>Development of the site would introduce an intensive form of development in a location which is physically removed from the existing built area of the village. A development of this scale could also adversely impact on the setting of nearby listed properties.'</i></p> <p>The revised submission relates to the southernmost area (approx. 6.7ha) of the previously assessed larger site (the land between Church Farm and the railway-line including some additional land to the west and south of The Old Vicarage.</p> <p>It is considered that the same considerations relating to the harm arising from a substantial area of new development north of the existing railway line and the poor relationship to the existing built area of the village apply.</p> <p>The site should not be allocated.</p>	
HO-150	Land North of Vicarage Road Yalding	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'The site is a wooded area on the edge of the village. It would have a significant impact on the character of the area and this change, loss of woodland, ecological impacts are likely to be</i></p>	No change

		<p><i>unacceptable. Whilst there is now a developer on-board, there have been no changes in the circumstances of the site since the previous assessment that would lead to a different conclusion.'</i></p> <p>The agent now states that approximately 30 dwellings are proposed for the site (previously 60) and indicates that further survey work on ecology and trees has been undertaken (results not provided) that indicate the development would not result in the harm feared in the earlier assessments.</p> <p>Councillors may recall that at the meeting of the SPS&T Committee on 14/23 July 2015 a booklet illustrating a potential a development option for the site largely in the form described above was circulated as part of the urgent update report and it was recommended that the site not be allocated. Members did not recommend the allocation of the site at that meeting.</p> <p>There have been no change in circumstances in relation to the site</p>	
HO-154	Broomfield Park Kingswood	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'This site is rejected for the reasons listed in the suitability category. The proposed Eco village at this site is simply inappropriate to add on to a settlement the size of Kingswood.</i></p> <p><i>The proposed development is reliant on the delivery of a link road that has not been built despite years of effort on the parts of the County Council and the Borough Council.</i></p> <p><i>The combination of these factors alone means that this proposal would be unlikely to ever be delivered as outlined by the developers. However, the brief that the developers submitted also proposes the delivery of a cinema, a pub, a library, a medical centre, a new primary school, a new village</i></p>	No change

		<p><i>hall and light industrial units. While it is unlikely that all of these facilities are required to sustain a village, even one that is proposed to expand to the size that the developers propose for Kingswood, the delivery of all of this community infrastructure is doubtful in viability terms.</i></p> <p><i>The combination of these factors means that this site is not allocated for housing.</i></p> <p><i>There have been no changes in the material circumstances relating to the site since the previous assessment. Development on this site does not accord with the Council's preferred spatial strategy and there are serious concerns about deliverability and viability for the necessary infrastructure to serve the development. It is highly likely that it would not be deliverable within the timescale envisaged by the proposers.'</i></p> <p>There has been no change in circumstances relating to the site since the previous assessments.</p>	
HO-159	Land adj. Bensted Close Hunton	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'Residential development would constitute a significant encroachment into the countryside and would harm the open and rural character of the Special Landscape Area. The site is very flat and open and there are clear long distance views, particularly from West Street to the north east. There is a residential close adjacent to the site, but site is not part of an existing pattern of development. Development would harm the open, rural character of the Special Landscape Area.</i></p> <p><i>There would be some negative impact upon the setting of adjacent listed buildings and historic parkland, although the road does provide some separation.</i></p> <p><i>Although, the site is within walking distance of facilities in</i></p>	No change

		<p><i>Hunton village, these are very limited. Hunton is not a defined settlement and the site is not, therefore, considered well located in sustainability terms.</i></p> <p><i>In terms of any mixed use development, as proposed in the submission, this is generally an unsustainable location, with limited access to facilities. Also, such a development would have a similar visual impact upon the openness of the countryside. Therefore, this type of development would not materially alter the suitability conclusions.'</i></p> <p>The material circumstances and considerations relating to this site have not changed since the previous assessments to lead to a different conclusion being made.</p>	
HO-160	Land North of George Street Staplehurst (The Grange)	<p>This site was rejected following assessment in the 2013 and 2014 SHLAA Call-for-sites exercises on the following grounds;</p> <p><i>'The site is separated from the village of Staplehurst by open countryside. The council are currently defending an appeal for development to the south (car park for the station) which is considered to cause visual harm. Further development to the north of this site would cause additional harm. The railway line is considered a defined barrier that the Council would not wish to see development to the north of.</i></p> <p><i>Links to the village are poor, and would rely on a single point of access across the railway bridge. This is not a particularly pleasant environment for those on foot.</i></p> <p><i>There is a substantial amount of tree coverage within the site which would be impact by the proposal. I therefore conclude that this is an unsustainable site that is detached from the village centre. There would be significant visual harm should the site be developed. I therefore recommend that it be rejected.'</i></p>	No change

		<p>The agent has indicated that the development of the site would bring forward</p> <ul style="list-style-type: none"> 22 over-60s dwellings 16 semi-detached bungalows <p>Redevelopment of The Grange to create 1 and 2 bed over-60s apartments</p> <ul style="list-style-type: none"> 6 detached family houses 18 2-bed homes for sale/rent to young families and elderly 'down-sizers' <p>It is indicated that the site would be deliverable within 2 years.</p> <p>It is contended that given the existing development in the area, the need for this type of accommodation and the site's relative sustainability that the site should be allocated for development.</p> <p>There was an appeal decision (application 14/501185/OUT) for 22 dwellings on land immediately to the west of this larger site dismissed on 16 June 2015. The inspector concluded that that development would cause unacceptable harm to the countryside and was not sustainable albeit recognising that 22 dwellings would make a small contribution to the social role of development as outlined in the NPPF.</p> <p>Development of this larger site for a greater level of development would have a greater adverse impact on the character of the area and would it is considered given the 'target market' not be sustainable given the distance to community facilities in the village.</p> <p>It is not considered that the site should be allocated and that the physical circumstances of the site have not changed since previous assessments that would warrant a different conclusion being reached.</p>	
	The Mall King Street Maidstone	The agents acting for the owners of the shopping centre consider that the site should be designated as a Mixed-use site to include residential development.	No change

		<p>The same representation was considered by the SPS&T Committee on 19 August when the representations to the 2014 Regulation 18 Consultation to Policy RMX1 sites were considered. The following response was agreed;</p> <p><i>'Redevelopment of The Mall is included in the Local Plan as a longer term redevelopment proposal as the site is more complex to deliver and the exact form and nature of development in this location will be the subject of further assessment and refinement in conjunction with the landowners. It is considered appropriate to identify this area as a broad location ahead of this more detailed work being done but this does not prevent redevelopment being delivered earlier in the plan period should the landowners decide to expedite it. The council is very willing to work constructively with the landowners to bring the site forward sooner.'</i></p> <p>The recommendation was that no change to the Local Plan be made and Councillors accepted this.</p> <p>There have been no changes in circumstances since and the same response to the latest representation is appropriate.</p>	
--	--	--	--

[illegible]

APPENDIX F – Proposed site allocation policies

H03-314 Land at Bydews Place Tovil

Ward: South

Parish: Tovil

Current use: Grazing land and Agriculture

Land at Bydews Place Tovil development criteria

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

Design and Layout

1. Residential development shall only take place on the parcel of land 2.1ha in area as indicated on the proposals map.
2. The parcel of land of 0.3ha as indicated on the proposals map shall be retained as natural/semi-natural open space to provide part of the setting to Bydews Place.
3. Development proposals shall seek to maintain the existing rural nature of the access to Bydews Place and leave appropriate separation from any built development.
4. Development proposals show the retention and reinforcement where necessary of existing boundary hedgerows and tree belts.
5. The character and layout of the development will reflect its role as a transition site on the edge of the urban area.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

Access

7. Primary access for the development shall be taken from the B2010 Dean Street.
8. PROW KB14 shall be retained and incorporated into the scheme
9. Pedestrian/cycle paths shall be provided within the scheme and these shall connect to existing and proposed footways along the B2010 Dean Street/Farleigh Hill north and south of the site.

Heritage Impact

10. The development proposals are designed to take into account the results of detailed Heritage Impact Assessment undertaken in accordance with the principles of current guidance, on the designated heritage assets at Bydews Place and land adjoining.

Landscape and ecology

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

Contamination/Landfill gas

- 14.The submission of an appropriate survey carried out in accordance with current best practice, together with any remediation and mitigation measures that may be identified that assesses whether the site is affected by landfill gas migration for the nearby former land fill site.

Drainage and Flood Risk

- 15.Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates surface water run-off from the site will not lead to an increased risk of flooding off-site nor deterioration in groundwater quality.

Community infrastructure

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

Open Space

- 17.The provision within the development of approximately 0.74ha of open space of which an area of natural/natural open space area of 0.3ha shall be provided in the location shown on the proposals map and any contributions proven necessary towards the off-site provision of other types of open space.

Highways

- 18.The development proposals are accompanied by a detailed traffic impact assessment that assesses the implications of the proposed development on the surrounding road network including in particular, the nearby household waste recycling site in Burial Ground Lane and the junctions of

the B2010 with Straw Mill Hill, Church Street and Courtenay Road/Ecclestone Road Tovil and the junction of College Road, King Edward Road and Old Tovil Road with Hayle Road.

19. The implementation of any necessary improvement/mitigation measures as identified through the Traffic Impact Assessment.

Site Area: 2.4ha Net developable area 1.66ha

Approximate yield: 50 Approximate density 30 dwelling/ha

Land at Bydews Place, Tovil



Legend



Residential development



Publicly accessible open space

**H03-319 Land South of Tovil
(Located between Dean Street B2010 and Stockett Lane)**

Ward: South

Parish: Tovil

Current use: Grazing land and Agriculture

There is a continuing need for publicly accessible outdoor sports provision within the Borough. To-date the only significant specific new provision has been secured at the Kent Police HQ in Sutton Road. Provision of further significant outdoor sports provision at this site (approximately 9.25ha are proposed) would be an important step in meeting the need for such provision in the Borough.

Given that part of the proposed site is a former land-fill site an element of residential development is also proposed to facilitate the provision of the outdoor sports facilities in order to off-set the costs of mitigation and future land-fill gas monitoring and control. To seek to address a recognised gap in local medical provision in the area a GP surgery/community medical facility is also proposed.

It is important that any development scheme clearly demonstrates through appropriate viability assessment that the residential element of is the minimum necessary to enable the provision of the outdoor sports facilities and the surgery/community medical facility and the on-going costs related to future landfill-gas monitoring and control

Land South of Tovil Development Criteria

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

Design and Layout

1. The new (approximately 9.25ha) outdoor sports facilities shall be located on the western area of the site adjacent to Dean Street.
2. A new GP surgery facility shall be constructed and provided and shall be located in the NW corner of the site adjacent to Dean Street as shown on the policies map.
3. The residential development area (approximately 12.09ha) shall be located to the east of the rugby club facility as shown on the proposals map.
4. Two further landscaped/semi-natural/natural open space areas of 2.67ha and 3.54ha shall be provided as shown on the proposals map.
5. Any application shall be accompanied by a detailed viability assessment that indicates how the residential development is the minimum necessary to deliver the rugby club and GP surgery facilities together with the necessary scheme for the continued control and monitoring of landfill gas.
6. Development proposals show the retention and reinforcement where necessary of existing boundary hedgerows and tree belts.
7. The character and layout of the development will reflect its role as a transition site on the edge of the urban area.

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

Access

9. Primary access for both the residential and rugby club/medical facility shall be taken from the B2010 Dean Street.
10. Pedestrian and cycle links shall be provided through the site connecting Dean Street and Stockett Lane and the facilities within the site including the landscape/open space areas to the east and south.
11. A pedestrian/cycle path shall be provided along the site frontage to Dean Street and connections to PROW KB15 and KB14 provided. The facility shall also connect to and upgrade as necessary existing and proposed footways to the north along Farleigh Hill.
12. PROW KB15 shall be upgraded along its existing route within the site.

Heritage Impact

13. The development proposals are designed to take into account the results of detailed Heritage Impact Assessment undertaken in accordance with the principles of current guidance, on the designated heritage assets of the Loose Valley Conservation Area, Abbey Gate Place and Bydews Place.

Landscape and ecology

14. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance in short, medium and long distance views viewpoint to be agreed with the Council including from within the Kent Downs AONB and the North Downs escarpment. The assessment shall also clearly address the visual impact of the proposed lighting and floodlighting for the rugby club facility.
15. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
16. The development proposals are designed to take into account the results of a phase 1 habitat survey and any species specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.

Contamination/Landfill gas

17. The submission of a scheme to ensure the continuing protection of the development from the migration of landfill gas and the continuing functioning of the landfill gas control system to be approved by the Council. The approved scheme will be expected to encompass current best practice. The Council will need to be satisfied that arrangements have been made to ensure the continuing integrity and necessary maintenance

of the scheme during the period that the landfill site is actively producing gas, through appropriate planning obligations.

Drainage and Flood Risk

18. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates surface water run-off from the site will not;
- a) compromise the landfill gas control and monitoring system,
 - b) lead to an increased risk of flooding off-site, or;
 - c) lead to pollution of groundwater.
19. Development will be subject to a detailed foul water drainage strategy that demonstrated that it will not;
- a) compromise the landfill gas control and monitoring system,
 - b) lead to an increased risk of flooding off-site, or;
 - c) lead to pollution of groundwater.

Community Infrastructure

20. The delivery of a constructed and completed GP surgery facility at an appropriate stage, as early as possible, in the construction programme.
21. The completion of a community access agreement in respect of the outdoor sports facilities.
22. Land should be made available for primary education use, the details of which shall be agreed with the local education authority.

Open space

23. The provision of landscaped/semi-natural/natural open space areas of 2.67ha and 3.54ha as shown on the proposals map.
24. The provision of approximately 9.25ha of outdoor sports facilities
25. Provision of publicly accessible open space/play space within the residential development area and any contributions proven necessary towards the off-site provision of other types of open space.

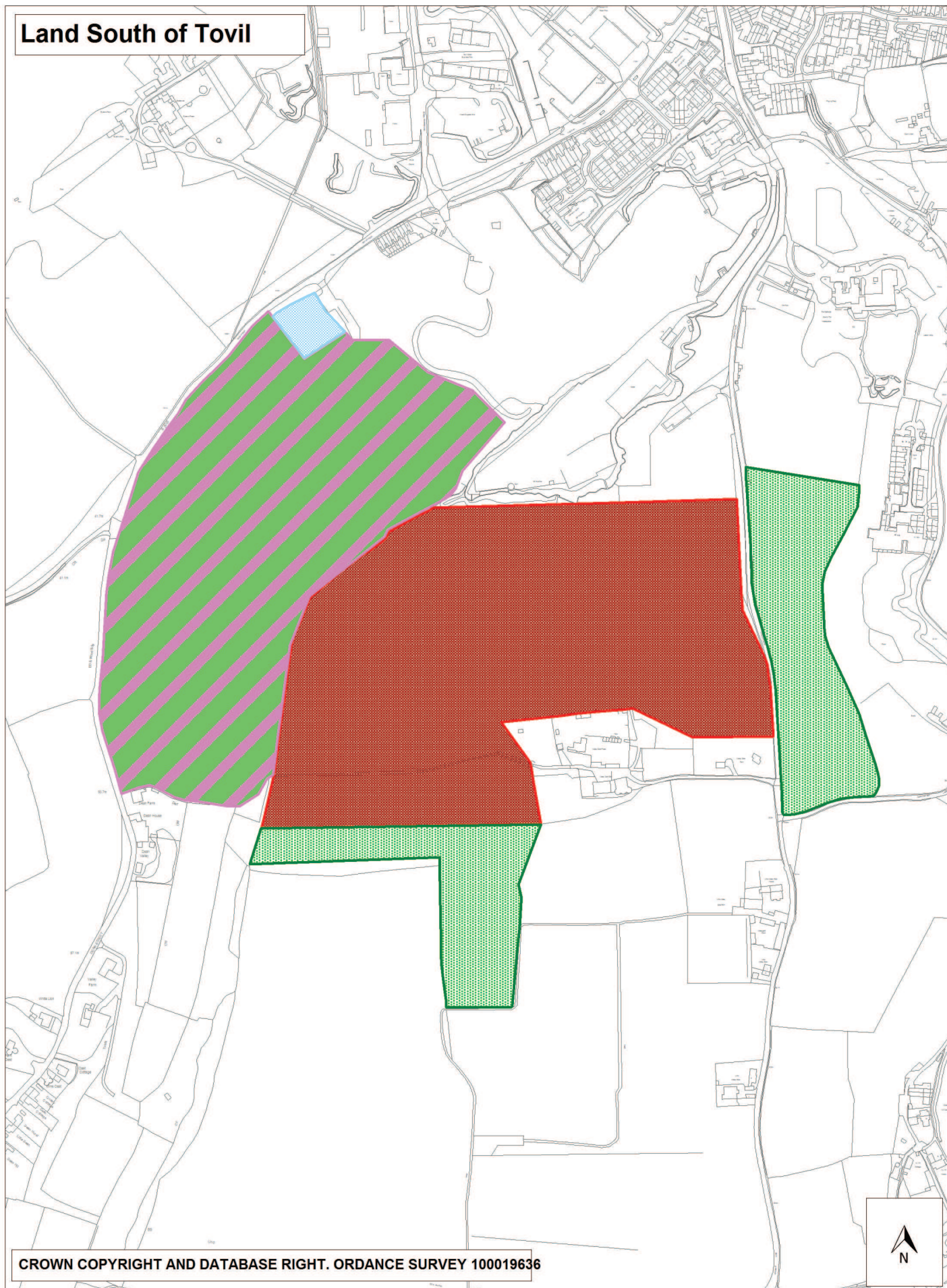
Highways

26. The development proposals are accompanied by a detailed traffic impact assessment that assesses the implications of the proposed development on the surrounding road network including in particular, the nearby household waste recycling site in Burial Ground Lane and the junctions of the B2010 with Straw Mill Hill, Church Street and Courtenay Road/Ecclestone Road Tovil and the junction of College Road, King Edward Road and Old Tovil Road with Hayle Road.
27. The implementation of any necessary improvement/mitigation measures as identified through the Traffic Impact Assessment.


Site area 28.36ha Net (Residential) developable area 12.9ha

Approximate Yield 452 Approximate Density 35 dwellings/ha

Land South of Tovil



Legend

- | | | |
|--|--|--|
|  Residential development |  Publicly accessible open space |  Community infrastructure / outdoor sports provision |
|  Community infrastructure | | |

APPENDIX G

Policy DM4 - Principles of good design

Proposals which would create high quality design and meet the following criteria will be permitted:

- i. Create designs and layouts that are accessible to all, and maintain and maximise opportunities for permeability and linkages to the surrounding area and local services;
- ii. Respond positively to and where possible enhance, the local, natural or historic character of the area. Particular regard will be paid to scale, height, materials, detailing, mass, bulk, articulation and site coverage - incorporating a high quality, modern design approach and making use of vernacular materials where appropriate;
- iii. Create high quality public realm and, where opportunities permit, provide improvements, particularly in town centre locations;
- iv. Respect the amenities of occupiers of neighbouring properties and uses and provide adequate residential amenities for future occupiers of the development by ensuring that development does not result in excessive noise, vibration, odour, air pollution, activity or vehicular movements, overlooking or visual intrusion, and that the built form would not result in an unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties;
- v. Respect the topography and respond to the location of the site and sensitively incorporate natural features such as trees, hedges and ponds worthy of retention within the site;
- vi. Provide a high quality design which responds to areas of heritage, townscape and landscape value or uplifts an area of poor environmental quality;
- vii. Orientate development, where possible, in such a way as to maximise the opportunity for sustainable elements to be incorporated and to reduce the reliance upon less sustainable energy sources;
- viii. Protect and enhance any on site biodiversity and geodiversity features where appropriate, or provide sufficient mitigation measures;
- ix. Safely accommodate the vehicular and pedestrian movement generated by the proposal on the local highway network and through the site access;
- x. Create a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour;
- xi. Avoid inappropriate new development within areas at risk from flooding, or mitigate any potential impacts of new development within such areas whereby mitigation measures are integral to the design of buildings;
- xii. Incorporate measures for the adequate storage of waste, including provision for increasing recyclable waste;
- xiii. Provide adequate vehicular and cycle parking to meet adopted council standards; and

xiv. Be flexible towards future adaptation in response to changing life needs. Account should be taken of Conservation Area Appraisals and Management Plans, Character Area Assessments, the Maidstone Borough Landscape Character Guidelines SPD, the Kent Design Guide and the Kent Downs Area of Natural Beauty Management Plan.

Agenda Item 12

Strategic Planning, Sustainability & Transportation Committee

14 December 2015

Is the final decision on the recommendations in this report to be made at this meeting?

Yes

Integrated Transport Strategy

Final Decision-Maker	Strategic Planning, Sustainability & Transportation Committee
Lead Head of Service	Rob Jarman: Head of Planning & Development
Lead Officer and Report Author	Steve Clarke, Principal Planning Officer; Chris Berry, Interim Team Leader, Spatial Policy
Classification	Public
Wards affected	All

This report makes the following recommendations to this Committee:

1. That the amended draft Maidstone Integrated Transport Strategy (attached as Appendix 1) be noted.
2. That Members agree to progress highway junction improvements as noted in para. 2.14 of this report
3. That Members agree to progress the provision of the North West Maidstone Bus Loop
4. That Members agree to progress with the appropriate bus operator the improvement of a frequent bus service from Maidstone town centre, via M20 Junction 7 and Faversham/Sittingbourne/Sheerness.
5. That Members agree to progress improvements to bus facilities at identified railway stations
6. That Members agree to pursue with the relevant owners and operators the refurbishment and possible re-provision of a central Maidstone bus station.

This report relates to the following corporate priorities:

- Keeping Maidstone Borough an attractive place for all -
- Securing a successful economy for Maidstone Borough -

Timetable

Meeting	Date
Strategic Planning, Sustainability and Transportation Committee	14/12/2015

Integrated Transport Strategy

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report follows consideration of the draft Integrated Transport Strategy (ITS) at this Committee on 1st December 2015. The draft ITS has been partly amended in the light of Members comments and this report further identifies priority transport actions that will inform the policies of the emerging Maidstone Borough Local Plan and which promote sustainable transport policies and interventions in support of the development proposed in the Local Plan. However, owing to time pressures there are still further refinements to be made to the emerging strategy and these will be reported to the 13th January meeting of the Strategic Planning, Sustainability and Transport Committee.
 - 1.2 As noted previously, an initial ITS was prepared for public consultation in 2012 to support the Maidstone Core Strategy. This draft ITS takes account of present conditions and has been prepared in cooperation with Kent County Council as the local highway authority and will guide the provision of transport infrastructure in all modes throughout the Borough area.
 - 1.3 The draft ITS is presented as Appendix 1 to this report.
-

2. INTRODUCTION AND BACKGROUND

- 2.1 Section 80 of the Local Transport Act 2008 gives local authorities, acting jointly, the power to review the effectiveness and efficiency of transport within their area and to propose their own arrangements to support more coherent planning and delivery of local transport. Kent County Council and Maidstone Borough Council cooperated to prepare a document for public consultation for local transport provision in 2012.
- 2.2 The Maidstone Integrated Transport Strategy was first published for public consultation in August 2012. It aimed to set out the future for transport in Maidstone until 2026 and described the policy context, the existing transport networks and the challenges they face. Objectives for transport provision were identified and an action plan proposed to address the requirements for the new development proposed by the Maidstone Core Strategy at that stage.
- 2.3 Following public consultation and as a result of the publication of the NPPF in March 2012, the Borough Council decided to proceed with the preparation of a Local Plan to replace the Core Strategy and this necessitated a major review of supporting documents and policies. This revised draft Integrated Transport Strategy has been prepared to inform and guide transport policies and proposals in the emerging Maidstone Borough Local Plan.

Draft Maidstone Integrated Transport Strategy

- 2.4 At present, Maidstone Borough faces acute transport challenges, from managing increasing traffic congestion to mitigating the environmental issues associated with transportation, including poor air quality in the urban area. In peak periods, parts of the road network operate at or near capacity and, especially to the south of the Borough, people find it difficult to access the services they need due to the lack of transport options available to them.
- 2.5 The draft ITS comprises eleven main sections as follows:
- Transport Vision
 - Transport Challenges
 - Strategic Priorities
 - Roles and Responsibilities
 - Policy Context
 - Strategic Objectives
 - Current Issues
 - Achieving the Strategy
 - Transport Modelling Context
 - Funding, Delivery and Review
 - Action Plans
- 2.6 This draft ITS provides a framework for transport planning and decision making in the Borough, addressing these issues through long term sustainable development of the transport network and alternatives to the use of the private car. The ITS proposes a range of actions for the Borough Council and its partners, including KCC to implement.
- 2.7 The ITS will provide actions to support the emerging Maidstone Borough Local Plan, taking account of committed and predicted levels of growth in homes and jobs and identifying the transport infrastructure and services necessary to deliver this growth. It will provide a programme of transport interventions for Maidstone Borough, addressing existing and future challenges consistent with national and local transport and planning policies.

VISUM and other modelling

- 2.8 The draft ITS is guided by analysis which includes both strategic (VISUM) and more detailed junction modelling which seeks to assess the impacts of new development on the transport network. Initially, VISUM strategic modelling was used to provide a high level picture of the implications of major network changes, but increasingly specific junction modelling is providing guidance on where mitigation should take place.
- 2.9 Discussions with KCC are continuing with regard to the scope and function of VISUM modelling including the assumptions built in to the model runs undertaken to date. It will be necessary to determine the scope for the sustainable transport actions arising from the ITS which should be incorporated into the assumptions for future VISUM analysis in preparation for the public examination of the Local Plan.

Infrastructure Delivery Plan (IDP)

- 2.10 Transport intervention measures are also included in the Infrastructure Delivery Plan which has been prepared alongside the Local Plan. This Delivery Plan is a 'living' document which is and will continually be updated following dialogue with infrastructure providers and close scrutiny of planning permissions and S106 agreements.
- 2.11 The draft ITS is subject to further refinement in cooperation with Kent County Council as the highways authority and specific projects and proposals are identified for implementation within the Borough's IDP which will form a supporting document to the emerging Maidstone Borough Local Plan. It recommends actions for all modes of transport in the Borough, and indicates phasing and funding requirements and sources.

The Action Plans

- 2.12 Actions for each transport mode are identified and summarised in the chart following paragraph 12.3 in Appendix 1 attached (MBC ITS 2011-2031)

Walking and Cycling

- 2.13 The Walking and Cycling Strategy (Appendix 1 Appendix A) has been agreed with KCC and proposes new and improved walking and cycling networks and facilities throughout the Borough. These are related to development proposed in the emerging Local Plan and for the improvement of existing provision throughout the Borough, and have been consulted widely with user groups. Maps will be provided illustrating the proposed interventions.

Public Transport

- 2.14 The primary public transport actions proposed in the ITS are as follows:
- the provision of a new 'looped' bus route in north-west Maidstone
 - major enhancement of the route between Maidstone, M20 Junction7 and Faversham/Sittingbourne and Sheerness
 - bus prioritisation measures along certain radial routes, primarily near key junctions
 - refurbishment and possible redevelopment of a central Maidstone bus station.
- 2.15 Local enhancement of existing bus services, such as to the rural service centres, will aim to improve links to the town centre and its railway stations. Actions will also seek to upgrade the facilities at village train stations to improve rail interchange services, and the improvement of signage to transport facilities.
- 2.16 Complementary and appropriate measures will be introduced to improve the quality and reliability of bus services. Recent initiatives with Arriva and KCC are leading to the promotion and introduction of a range of access improvements, including online ticketing and information, and mobile apps. Improvements may also include MBC involvement in the refurbishment or

provision of a major new bus facility associated with the regeneration of the Mall Chequers Shopping Centre.

Parking

- 2.17 The key action is to manage parking in the urban area to promote the use of public transport and reduce long stay parking and the effective use of space. This forms part of a coordinated approach to encourage modal shift whilst recognising that the appropriate provision of short-stay car parking is vital in ensuring the vibrancy and vitality of the town centre.

Highways and the current position

- 2.18 MBC will work with KCC to deliver a package of highway improvements throughout the Borough which will add capacity at key junctions to the benefit of both public transport and car users. Detailed junction modelling is continuing to demonstrate the improvements that can be made to the existing network, which is important given that approximately half of the objectively assessed for housing (18,560) has already been consented and in some cases completed. Through negotiation with developers, S106 money has been secured for a number of highway improvements relating to housing delivered in the early part of the plan period (which commenced on 1 April 2011). This quantum of delivery coupled with the dwelling numbers attributed to broad locations for the last five years of the plan period (2026-) and a modest windfall allowance of just over 1000 dwellings, accounts for a significant proportion of the overall housing need for the borough throughout the plan period to 2031. The strategy outlined below, is crucial in ensuring this growth is adequately mitigated.
- 2.19 An agreed package of priority highways improvements with KCC seeks to improve network capacity and efficiency to accommodate the quantum and location of development allocated in the emerging Local Plan. These are set out in the detailed appendix to the report to the Maidstone Joint Transport Board meeting on 7 December.
In addition improvements are required to station concourses at the Rural Service Centres of Marden and Staplehurst to facilitate enhanced bus services serving these stations.
- 2.20 Plan making is a continuous process. Following the adoption of the emerging Local Plan, monitoring work will begin in order to test the effectiveness of the strategy and policies and if appropriate responding to changes in circumstance. It may be that as a result, further work is undertaken to justify the need for an alternative transport strategy which may include a Leeds – Langley bypass if this is shown to deliver clear net benefits compared with other tested alternative options. Such work would need to include, as a minimum, route analyses, construction and delivery costings, cost / benefit analysis and ecological / environmental surveys as well as engagement with interested parties, in particular Highways England. Conceivably a strategic infrastructure project such as this could be delivered by the highways authority prior to end of the Local Plan period in 2031.

3 REASONS FOR RECOMMENDATION

- 3.1 The ITS sets the direction for transport in the Borough, in line with the emerging Local Plan period which runs until 2031. It assesses the existing and emerging local policy and networks and outlines transport issues that arise from the development implications of the emerging Maidstone Local Plan and sets out the detail, in objectives and actions plans, of how these issues will be addressed.
- 3.2 The ITS aims to deliver transport infrastructure and wider reaching transport measures in a way that supports new development as well as supporting the residents and stakeholders that already live and work in the Borough. The ITS aims to introduce sustainable transport measures and policies to reduce congestion, promote a shift to public transport, walking and cycling and improve road safety, air quality and the public realm.
- 3.3 The ITS forms part of the evidence base for the emerging Maidstone Local Plan in that it sets out the main priorities and elements of policies for sustainable transport provision in the Borough, and the requirements for developers and agencies with regard to transport infrastructure to support planned development.
-

4 NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 4.1 Following Members consideration of the draft ITS, further work will be undertaken with KCC to refine the proposals and establish the priorities for interventions and actions.
-

5 CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Impact on Corporate Priorities	The adoption of the ITS will assist in the delivery of the Council's corporate priorities	Head of Planning & Development Rob Jarman
Risk Management	A key risk to the Local Plan programme relates to the Council's ability to provide a package of sustainable transport measures alongside the infrastructure necessary to support planned growth	Head of Planning & Development Rob Jarman
Financial	The cost of VISUM modelling to-date has been agreed to be	Section 151 Officer &

	funded jointly by MBC and KCC. The cost will be met from the existing budget.	Head of Finance and Resources
Staffing	Specialist transport consultants have been engaged to assist in the delivery of the strategy, funded through the existing agreed budget.	Head of Planning & Development Rob Jarman
Legal	The draft ITS has been produced as part of the robust evidence base for the emerging Local Plan.	Team Leader (Planning) Mid Kent Legal Services
Equality Impact Needs Assessment	An integrated transport strategy that tackles transport challenges through a combination of modes will take into account the needs of all groups including those without access to a car. An alternative strategy reliant on highway improvements will not promote equal access to employment, services and social opportunities and is likely to lead to increased social exclusion amongst lower income groups in particular.	Policy & Information Manager Anna Collier
Environmental/Sustainable Development	The implementation of an integrated transport strategy to promote sustainable travel where possible will encourage a reduction in single occupancy car travel and in turn a reduction in congestion and carbon emissions relative to a 'do minimum' situation. An alternative strategy reliant solely on highway improvements is likely to generate more traffic than the additional capacity provided, increasing congestion and carbon emissions.	Head of Planning & Development Rob Jarman
Community Safety	N/A	Head of Planning & Development Rob Jarman
Human Rights Act	N/A	Head of Planning &

		Development Rob Jarman
Procurement	Consultants are used to prepare specialist or technical evidence to support the local plan and are appointed in accordance with the Council's procurement procedures	Head of Planning & Development Rob Jarman & Section 151 Officer
Asset Management	N/A	Head of Planning & Development Rob Jarman

6 REPORT APPENDICES

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

- Appendix 1: Draft Maidstone Integrated Transport Strategy
- Appendix 2: Draft Walking and Cycling Strategy

7 BACKGROUND PAPERS

None

Maidstone Borough Council

Integrated Transport Strategy

2011-2031

1. Executive Summary

[to follow]

2. Transport ~~Vision~~ **Future** for Maidstone

- 2.1 In the future, Maidstone and its surrounding area will be well known for its efficient, sustainable and accessible transport system which will support a thriving and attractive county town, and provide efficient and effective links with the surrounding villages, countryside and beyond. More and more people will walk, cycle and use public transport and this will help reduce car traffic on radial routes from the town and support the continued growth of the area while protecting its distinctive character and environment.
- 2.2 New routes will be developed for walking, cycling and public transport which will link up communities, employment, services and facilities and alternatives to the private car will be promoted. Information about sustainable transport options will be readily available and new technology will make this easy to access.
- 2.3 New ~~and improved~~ high quality bus routes will link Maidstone town centre with community and local transport hubs ~~which will become the location for local enterprise centres where services and these~~ will be supplemented with high speed broadband, ~~and local enterprise centres~~. Enhanced railway services will link the Borough with the capital and surrounding urban areas, offering a wide range of employment, commercial and leisure opportunities for residents, businesses and visitors.

3. Transport ~~Challenges~~ **Part of the Wider Picture**

- 3.1 At present, Maidstone Borough faces acute transport challenges, from managing increasing traffic congestion to mitigating the environmental issues associated with transportation, including poor air quality in the urban area. In peak periods, parts of the road network operate at or near capacity and, especially to the south of the Borough, people find it difficult to access the services they need due to the lack of transport options available to them.

- 3.2 This Integrated Transport Strategy (ITS) is needed to provide a framework for transport planning and decision making in the Borough, which places an emphasis on addressing these issues through long term sustainable development of our transport network. The strategy seeks to address these issues through a range of policies and actions for the Borough Council and its partners to implement.
- 3.3 The Maidstone Borough Local Plan ~~should~~ will seek to meet in full the identified ~~objectively assessed~~ need of 18,560 dwellings in the plan period from 2011 -2031. The ITS will provide a policy framework and programme of schemes and interventions to support the Maidstone Borough Local Plan, taking account of the committed and predicted levels of growth in homes¹ and jobs and detailing the transport infrastructure and services necessary to support and deliver this growth. It will provide a detailed programme of transport interventions for Maidstone Borough, addressing existing and future challenges and is consistent with national and local transport and planning policies.
- 3.4 The ITS provides the overview and justification for the detailed transport infrastructure requirements for the Local Plan which are identified in the MBC Infrastructure Delivery Plan (IDP). The strategy also draws on national, regional and local policy to promote sustainable transport policies and programmes, in-line with best practice elsewhere and should ensure that future development can be accommodated without detriment to existing conditions and seeking to enhance economic social and environmental well-being.
- 3.5 Many of the measures in this strategy are intended to facilitate and support new development and these will be financed through a variety of public and other funding sources. Also, developers will be expected to contribute to the delivery of the strategy by way of contributions through the appropriate channels and these include Section 106 agreements and eventually the Community Infrastructure Levy (CIL)

Scope of the ITS

- 3.6 The ITS covers the area of Maidstone Borough Council which includes the urban area of the county town and neighbouring villages. It considers all modes of transport used for local trips, on main roads and the motorway network, and the rail network. It identifies interventions to address current problems on the network, takes account of jobs and housing growth, and recognises that the populations of the urban area and dispersed villages bring different challenges and solutions.

¹ As of 30 September 2015 some 8,941 dwellings have already been completed or permitted since 1 April 2011.

Formatted: Font color: Red

Formatted: Font color: Auto

4. Strategic Priorities

- 4.1 This strategy adopts an integrated approach which recognises that transport issues are inherently linked to one another, but that they are also part of the wider planning challenge. In doing so the ITS seeks to achieve its vision of “realising Maidstone’s sustainable future; connecting communities and supporting a growing economy”.
- 4.2 The ITS promotes a number of key priorities which will lead to specific interventions in all modes of transport and these may be identified as the overall aims of the strategy.

Reduce demand for travel

- 4.3 A key priority for the strategy is to reduce the ~~need demand for to~~ travel ~~if possible~~, especially by private vehicle. The creation of sustainable communities, where people can live, work and access facilities without needing to travel long distances, is an overarching aim of the strategy and this will be pursued through the Maidstone Borough Local Plan and land use planning policies.
- 4.4 Significant advances in technology mean that the opportunities to work from home are increasing so that people may not need to travel to a workplace on a regular basis in the future with benefits in reducing congestion.
- 4.5 Home working on a regular basis may be encouraged by the provision of superfast broadband, especially to rural communities and this should be a priority for partnerships between public agencies, providers and local businesses. This provision may be supplemented by the establishment of local enterprise hubs which offer the opportunity for local small businesses to support each other and provide complementary activities and services.

Changing behaviour

- 4.6 The inexorable increase in car usage leading to congestion and the further deterioration in environmental conditions are not sustainable and require changes in behaviour by individuals and institutions. An holistic approach is needed to promote alternatives to private car usage and the encouragement of walking, cycling and the use of public transport.
- 4.7 Experience elsewhere has demonstrated that significant changes to behaviour can be achieved where bus and rail services are enhanced by additional routes, real time information and new and improved interchange facilities.

4.8 In **P**, the number of journeys by bus has almost doubled from 5.3 million in 2004/2005 to 10.2 million in 2014/2015². The key to this success has been the Quality Bus Partnership comprising the major operators and the authorities of Poole, Bournemouth and Dorset. The authorities have, with Department for Transport funding, invested in infrastructure (high quality shelters, real-time passenger information and bus priority) whilst the bus operators have increased frequencies and invested £2.7 million in new low floor buses with luxury seating, CCTV and smartcard ticketing. These improvements have attracted new passengers for whom the bus is a mode of choice, and has led to a flourishing commercial bus network.

Formatted: Indent: Left: 0 cm, Hanging: 1.27 cm

4.9 Similar changes to travel behaviour have been seen in **Brig ton & Hove**, where a package of measures including flexible multi-trip ticketing, network simplification/branding, extensive bus priority, increased frequencies on busy routes and improvements to passenger facilities saw bus patronage increase from 30.2 million journeys in 2001 to 41.1million in 2009/10.

4.10 **Darlington, Peterborough and Worcester** were designated by the Department for Transport as **Sustainable Travel Towns** where a programme of measures was implemented between 2004 and 2009, intended to reduce car use. These are medium-sized (all with populations of 140,000 or smaller), free-standing towns, comparable with Maidstone. Detailed before/after travel surveys of over 4,000 residents in each town gave the following key results³:

Formatted: Font: Not Bold

- Car driver trips fell by 9% per person, and car driver distance by 5-7%, compared with a fall of about 1% in medium-sized urban areas nationally during the same period;
- Bus trips per person grew by between 10% and 22% in the three towns, compared with a national fall of 0.5% in medium-sized towns;
- Cycling trips per person grew by between 26% and 30% in the three towns, compared to a decline elsewhere; and
- Walking trips per person grew by between 10% and 13% in the three towns compared to a national decline.

² Eurotransport Magazine, Volume 13, Issue 5 (2015), *Increasing bus patronage through partnership working and RTPI*

³ Sloman, L. et al (2010), The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report for Department for Transport.

4.11 During the same period, six **Cycling Demonstration Towns** were also designated (Aylesbury, Brighton & Hove, Darlington, Derby, Exeter and Lancaster with Morecambe). Evaluation indicated a 27% increase in cycling across all six towns between 2005 and 2009. The proportion of adults doing any cycling increased by 14%. In schools involved in the Bike It programme, the proportion of pupils cycling to school on a regular basis increased by 126%⁴.

Formatted: Indent: Hanging: 1.5 cm

Promote modal shift

4.812 The implications of changing behaviour are that people shift from using the private car for the majority of towards using more sustainable modes of transport where possible and appropriate. The private car continues to be the primary means of transport in the rural areas but relatively minor shifts in mode can make a significant difference in terms of congestion particularly with regard to trips to the urban area for work and leisure.

Improve network efficiency

4.913 As part of the holistic approach promoted by the ITS, improvements should also be made to the existing road network, including major new investment on links where appropriate. The strategy incorporates a programme of road and junction improvements.

5. Roles and Responsibilities

- 5.1 Maidstone Borough Council (MBC) is the Local Planning Authority for the borough and also has delegated responsibility for Civil Parking Enforcement under the Traffic Management Act 2004, Park and Ride services, street cleaning, the licensing of taxis and private hire vehicles, the provision of bus shelters and the monitoring of air quality.
- 5.2 Kent County Council (KCC) is the local highway authority for Kent and is responsible for the management and maintenance of all adopted roads in the county other than motorways and trunk roads. KCC is also the local transport authority for Kent and actively promotes alternatives to car-based travel to improve the accessibility, sustainability and efficiency of the highway network. Motorways and trunk roads in England are the responsibility of the Highways England (formerly the Highways Agency).

⁴ Department for Transport/Cycling England (2010). Lift Off for Cycling: Headline Results.
<http://webarchive.nationalarchives.gov.uk/20110407094607/http://www.dft.gov.uk/cyclingengland/cycling-cities-towns/results/>

- 5.3 Approximately 80% of bus services in Kent are operated on a wholly commercial basis by local operators and neither the Borough nor the County Council plays a direct role in their provision. However, MBC and KCC have signed a Quality Bus Partnership Agreement with the borough's principal commercial bus operator, Arriva, which commits all parties to invest jointly in local bus services and supporting infrastructure. The remaining 20% of services are classified as 'socially necessary' and are procured by KCC to provide access to essential services.
- 5.4 Maidstone's rail services are operated as part of the Integrated Kent Franchise, which is specified and led by the Department for Transport (DfT). The franchise is currently held by Southeastern, and this was recently extended until 2018.

6. Policy Context

National and local policy context

- 6.1 This section briefly outlines the current policy context within which the ITS has been developed and identifies how it can contribute to the delivery of their key objectives.

National Planning Policy Framework 2012⁵ and National Planning Practice Guidance 2014⁶

- 6.2 The Department for Transport (DfT)'s stated vision is for:

*"A transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities."*⁷

- 6.3 The Department is working towards delivering a number of priorities in line with this vision, which includes the following;

"Encourage sustainable local travel. Encourage sustainable local travel and economic growth by making public transport (including light rail) and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion."

- 6.4 This vision has been carried forward into the Government's National Planning Policy Framework (NPPF) published in 2012, which replaced

⁵ Department for Communities and Local Government (2012), *National Planning Policy Framework*

⁶ Department for Communities and Local Government (2014), *National Planning Practice Guidance*

⁷ <http://www.civilservice.gov.uk/networks/ges/assistant/what-we-do/dft> (accessed 16th Oct 2015)

the previous suite of Planning Policy Statements, Planning Policy Guidance notes and certain Circular Guidance. The NPPF emphasises the importance of rebalancing the transport system in favour of sustainable transport modes, whilst encouraging local authorities to plan proactively for the transport infrastructure necessary to support the growth of ports, airports and other major generators of travel demand.

- 6.5 The NPPF recommends that Transport Assessments and Travel Plans should accompany applications for developments that generate significant amounts of movement, although it recognises that the opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 6.6 This advice is reinforced in the National Planning Practice Guidance published in 2014, which gives more detailed guidance on how to approach the assessment of the transport implications in the preparation of new local plans.

How the ITS contributes:

- Implementing strategies to rebalance the transport system in favour of sustainable transport modes
- Clear transport requirements to be considered to support growth

Kent County Council

Formatted: Indent: First line: 0 cm

Vision for Kent 2012-2022 (2012)⁸

- 6.7 The Vision for Kent is a countywide strategy for the social, economic and environmental wellbeing of Kent's communities. It has been written around three major ambitions, which are to:-
- 1) Grow the economy by supporting businesses to be successful, including improvements to the transport network and the provision of high-speed broadband;
 - 2) Tackle disadvantage by fostering aspiration rather than dependency, including the provision of comprehensive, reliable and affordable public transport services providing access to education and employment opportunities; and
 - 3) Put the citizen in control by involving people in making decisions and working with them to design services that meet their needs and suit them, including the continued provision of KCC's Member Highway Fund and support for community bus and rail schemes.

⁸ Kent Forum (2012), *Vision for Kent 2012-2022*

How the ITS contributes:

- Implementing strategies to rebalance the transport system in favour of sustainable transport modes
- Clear transport requirements to be considered to support growth

~~Maidstone Sustainable Community Strategy 2009-2020 (2013)⁹~~

~~6.8 MBC's Sustainable Community Strategy (SCS) sets the overall strategic direction and long term vision for Maidstone in a way which respects the need for sustainable development. The SCS acknowledges that congestion in the borough has become an increasing problem and that the overriding aim of an integrated transport strategy must be to provide genuine transport choice to the area's residents, businesses and visitors. These driving principles are reflected in the three priorities for Maidstone outlined in the SCS:~~

- ~~a) For Maidstone to have a growing economy;~~
- ~~b) For Maidstone to be a decent place to live; and~~
- ~~c) Corporate and customer excellence.~~

~~These are supported by the 2015-2020 Strategic Plan:~~

~~PRIORITY 1 Keeping Maidstone Borough an attractive place for all~~

~~PRIORITY 2 Securing a successful economy for Maidstone Borough~~

~~*How the ITS contributes:*~~

- ~~• All the actions of the ITS support the priorities outlined above through improvements to the transport network~~

~~Kent County Council~~

Growth without Gridlock: a Transport Delivery Plan for Kent 2010¹⁰

6.9 *Growth without Gridlock* outlines KCC's high level vision for the transport network needed in Kent to support planned growth in housing and employment over the next 20 years. It responds to the economic and regeneration pressures outlined in the County Council's Framework for Regeneration and identifies how transport interventions can contribute to their alleviation. The strategy requests greater transport funding and delivery powers for local transport authorities and calls

⁹ ~~MBC (2009; Refreshed July 2013), *The Sustainable Community Strategy for Maidstone Borough 2009-2020*~~

¹⁰ KCC (2010), *Growth without Gridlock – A Transport Delivery Plan for Kent*

upon the Government to progress those schemes of regional and national importance, including a Lower Thames Crossing, a long-term solution to Operation Stack and a scheme of Foreign Lorry Road User Charging.

How the ITS contributes:

- Implementing strategies to address congestion on the network
- Supporting the need for to find a long term solution to Operation Stack

Local Transport Plan (LTP) for Kent 2011-2016 (2011)¹¹

6.10 KCC's strategic approach for Kent's third Local Transport Plan (LTP3), covering the period 2011 to 2016, was to develop five LTP3 themes aligned to the previous government's national transport goals. These themes are:-

- a) Growth Without Gridlock
- b) A Safer and Healthier County
- c) Supporting Independence
- d) Tackling a Changing Climate
- e) Enjoying Life in Kent
- e)

6.11 The LTP makes specific reference to Maidstone (Chapter 8 – The Implementation Plan for Growth without Gridlock): "The Maidstone Transport Strategy, and hence the County Council's Integrated Transport Programme for 2011 – 2016, will be driven by the desire to preserve and enhance the accessibility of Maidstone town centre by sustainable means. The proposed level of development will be underlined by a package containing a number of traffic measures including the enhanced provision and priority of bus services through the Maidstone Quality Bus Partnership involving the County and Borough Councils along with the town's principal bus operator."

How the ITS contributes:

- Implementing strategies to address congestion on the network, improve safety, improve air quality and encourage sustainable transport; all of which can contribute to a better, healthier lifestyles for the Borough's population.

Maidstone Borough Council

¹¹ KCC (2011), *Local Transport Plan for Kent 2011-16*

Formatted: Right: 0.17 cm

Formatted: Indent: Left: 1.5 cm, No bullets or numbering

Formatted: Indent: Left: 0 cm, First line: 0 cm, Right: 14.21 cm, Space Before: 0 pt, After: 0 pt, Tab stops: 1.5 cm, Left + Not at 15.92 cm

Formatted: Indent: Left: 2.14 cm, Hanging: 0.63 cm

Formatted: Font: Bold

Formatted: Font: Verdana, Bold

Formatted: Normal, No bullets or numbering

Maidstone Sustainable Community Strategy 2009-2020 (2013)¹²

6.8 MBC's Sustainable Community Strategy (SCS) sets the overall strategic direction and long-term vision for Maidstone in a way which respects the need for sustainable development. The SCS acknowledges that congestion in the borough has become an increasing problem and that the overriding aim of an integrated transport strategy must be to provide genuine transport choice to the area's residents, businesses and visitors. These driving principles are reflected in the three priorities for Maidstone outlined in the SCS:-

- d) For Maidstone to have a growing economy;
- e) For Maidstone to be a decent place to live; and
- f) Corporate and customer excellence.

These are supported by the 2015-2020 Strategic Plan 2015 - 2020:

The Strategic Plan updates the Sustainable Community Strategy and restates "Our Vision" as "That our residents live in decent homes, enjoy good health and a pleasant environment with a successful economy that is supported by reliable transport networks"; and "Our Mission" as "Putting People First". This leads to two priorities as follows:

- PRIORITY 1 - Keeping Maidstone Borough an attractive place for all
- PRIORITY 2 - Securing a successful economy for Maidstone Borough

How the ITS contributes:

- All the actions of the ITS support the priorities outlined above through improvements to the transport network

Other Plans and Policies

6.11 The ITS is also aligned to a number of other local plans and policies including:

Neighbourhood Plans; developed by the parish councils in working partnership with MBC. These set out planning policies for development and the use of land in a local area. Once adopted, a neighbourhood plan becomes part of the development plan for the area. This means that the plan has weight when decisions are made on planning applications. Transport usually forms a feature of these plans.

¹² MBC (2009; Refreshed July 2013), The Sustainable Community Strategy for Maidstone Borough 2009-2020

Formatted: Font: (Default) Verdana

Formatted: List Paragraph, Bulleted +
Level: 1 + Aligned at: 2.14 cm +
Indent at: 2.77 cm

Formatted: Font: (Default) Verdana

Formatted: List Paragraph, Bulleted +
Level: 1 + Aligned at: 2.14 cm +
Indent at: 2.77 cm

- KCC's Countryside Access Improvement Plan¹³;
- Rail Action Plan for Kent¹⁴;
- MBC's Air Quality Action Plan¹⁵.

6.12 The Council is also, jointly with Tonbridge and Malling BC, -currently preparing a Low Emissions Strategy (LES) which is currently subject to initial public consultation¹⁶ on the areas which it will address. Air quality is a key issues in the Maidstone urban area and Tthe ITS will contribute towards reducing pollution and emission this document in terms of the promotion of sustainable transport intervention measures. Similarly Similarly tthe future LES, is likely to link to propose the ITS in areas such as the possible introduction of emission control standards for public transport vehicles and taxis and the promotion of low emission vehicles and infrastructure and identify the increasing potential for electrically powered vehicles for possible inclusion on Council policy. -

6.13 The ITS will also contribute to the future preparation of an Active Travel Plan for the Borough. The Active Travel Plan will seek to promote active travel (walking, cycling and the use of Public Transport) as a means of increasing physical activity across the life-course and to achieve the positive health benefits that will accrue. KCC is coordinating and promoting Active Travel initiatives across the County as part of its work-stream.

¹³ KCC (2007), *Countryside Access Improvement Plan 2007-2017*

¹⁴ KCC (2011), *Rail Action Plan for Kent*

¹⁵ MBC (2010), *Maidstone Town Air Quality Action Plan*

¹⁶ MBC (2015) *Low Emissions Strategy* <http://www.maidstone.gov.uk/council/have-your-say/current-consultations/draft-low-emission-strategy-2015>

7. Strategic Objectives

- 7.1 The key priorities and policy context described above provide the basis for five objectives which seek to deliver in line with a vision which may be summarised as:

'Realising Maidstone's sustainable future; connecting communities and supporting a growing economy'

Objective 1: Enhancing and Encouraging sustainable travel choices including:

A: The development, maintenance and enhancement of walking and cycling provision, through network improvements and encouraging uptake amongst the population;

B: The development, maintenance and enhancement of public transport provision, including Park and Ride, encouraging uptake amongst the population;

C: Promotion and education regarding walking, cycling and public transport travel options;

D: Ensuring that the provision of parking is fair and proportionate, considering the needs of all users, whilst also encouraging sustainable travel choices; and

E: Place sustainable travel options at the heart of all new developments within Maidstone, to ensure a fully integrated network that puts pedestrians, cyclists and public transport users at the centre of any transport proposals.

Objective 2: The enhancement of strategic transport links to, from and within Maidstone.

Objective 3: Ensure the transport system supports the growth projected by Maidstone's Local Plan.

Objective 4: Reducing the air quality impacts of transport.

Objective 5: Ensure the transport network considers the needs of all users, providing equal accessibility by removing barriers to use.

8. Current Issues

Challenges to be addressed by the ITS

- 8.1 Maidstone is a dynamic borough, set within both an urban and a rural context, which has a vital role to play in the significant growth expected in the South East over the next two decades. The borough currently has a population of 155,143¹⁷, which is evenly split between the County Town and its rural hinterland, including the five Rural Service Centres (RSCs) of Harrietsham, Headcorn, Lenham, Marden and Staplehurst. Whilst the town's main function is as a centre for business, retail and administration; the rural economy is characterised by pockets of manufacturing, horticulture and farming.
- 8.2 Maidstone has been identified as a regionally important transport hub; however its transport network has come under increasing strain in recent years, principally on account of the configuration of its road and rail networks and the growing demand for travel generally. In order for the borough to have an emphasis on sustainable transport access in line with national priorities and to accommodate the level of housing and employment growth envisaged by the Local Plan, a comprehensive and deliverable transport strategy must be in place to address these challenges.
- 8.3 As noted above, the transport challenges faced by Maidstone are not uncommon across the UK and include:

Increasing congestion as a result of population growth and an over reliance on the private car present a cost to the economy in terms of lost time, environmental degradation and associated health costs resulting from poor air quality and inactivity. Congestion is a problem of road traffic outgrowing capacity. However it is widely acknowledged across the industry that this problem cannot be solved by simply providing more road capacity as in the absence of demand restricting measures, traffic is expected to always outgrow capacity.¹⁸ Hence the need for an **integrated** transport strategy that tackles the transport challenge through a combination of modes, placing emphasis on sustainable alternatives to single occupancy car use.

The geography of the borough means that sustainable modes are a more feasible option in some locations and for some journeys than for others. The benefits of shifting trips from single occupancy car use to

¹⁷ Usual resident population as per 2011 Census

¹⁸ Goodwin, P (2004) *The Economic Costs of Road Traffic Congestion*. A Discussion Paper Published by the Rail Freight Group. ESRC Transport Studies Unit, University College London

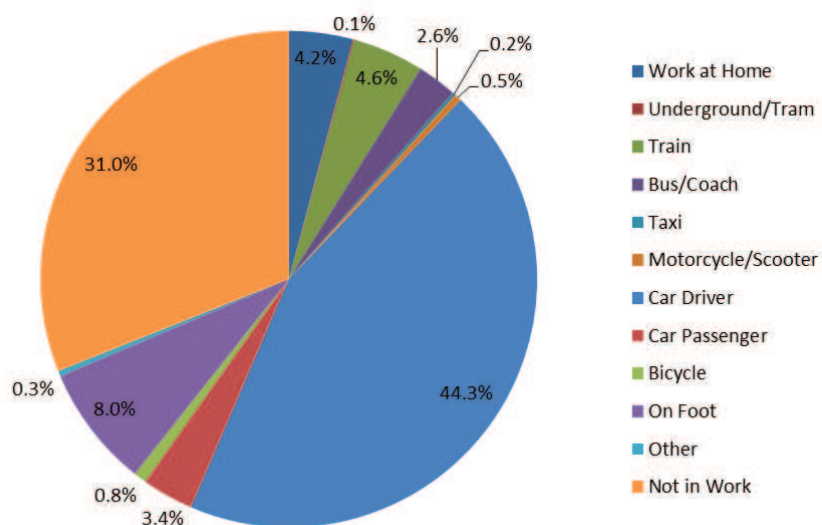
sustainable modes are manifold and recognised and promoted by Central Government. Examples of these include improved air quality; a healthier population and attractive, safe and secure public spaces.

Maidstone's proposed Local Plan provides for 18,560 new homes together with employment growth within the Borough by 2031. The impact on the transport network of these developments needs careful and considered management ensuring the transport systems in place are appropriate, and additional mitigation measures are implemented where required.

Current travel patterns in Maidstone

- 8.4 The latest Census (2011) asked the people of Maidstone how they travelled to work. This information provides a valuable data set from which to understanding the background position, and from which to develop the Borough's targets and objectives going forward. A summary of **Journey to Work Census** data is shown below.

MODE	COUNT	%
Work at Home	4,705	4.2%
Underground/Tram	120	0.1%
Train	5,257	4.6%
Bus/Coach	2,945	2.6%
Taxi	222	0.2%
Motorcycle/Scooter	538	0.5%
Car Driver	50,131	44.3%
Car Passenger	3,819	3.4%
Bicycle	935	0.8%
On Foot	9,023	8.0%
Other	395	0.3%
Not in Work	35,141	31.0%



8.5 Specific issues for action may be identified for each mode and topic.

Highways

8.6 Maidstone has an extensive highway network which provides direct links both within the borough and to neighbouring areas including Ashford, the Medway Towns, Tunbridge Wells and London. Four north-south and east-west 'A' roads pass through the town centre and numerous 'B' roads run in concentric rings around the town, providing local links to the rural parts of the Borough. Maidstone also enjoys good connections to the motorway network, including direct access to four junctions of the M20, (junctions 5, 6, 7 & 8).

8.7 The Issues:

- Maidstone has very high levels of car ownership and usage. 84% of households in the borough have at least 1 car, compared with 80% across Kent and 74% in England
- Heavy reliance on a small number of key junctions; in particular the singular river crossing point in Maidstone's town centre where the A20, A26 and A229 all meet
- Congestion on the network
- The vulnerability of the M20 Motorway during cross-Channel disruption ("Operation Stack")
- Low average vehicle occupancy figures
- High-demand schools with very large catchment areas resulting in high car use for the 'school-run'

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

Walking

8.8 The benefits of walking are numerous, but often under-appreciated – increased physical activity, improved health, livelier town centres, a more vibrant economy are just some of the varied benefits active lifestyles can bring. Above all a shift to walking has the potential of addressing (peak hour) congestion in the borough. The 2011 Census shows that 15% of trips to work in Maidstone are 2km or less in distance, and yet walking as a mode share is less than 8%, which offers great potential for increasing walking, provided the environment is right.

8.9 The Issues:

- Relatively low levels of walking trips with 8% of travel to work trips on foot

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

- Busy roads act as barriers around the town centre, segregating the residential areas from the core (known as severance). The current gyratory system to cross the River Medway is complicated for pedestrians to navigate, acting as a barrier for walking trips. Furthermore, the subways provided are unpleasant and poorly maintained.
- Provision of safe pedestrian routes given the dominance of the car in most of the Borough.

Cycling

8.10 Undertaking a four mile commute to and from work by bicycle rather than by car reduces congestion, brings numerous health benefits and saves half a tonne of Carbon Dioxide a year. The borough currently has a number of cycle routes that link the town centre to the suburban areas including National Cycle Network Route (NCR17) which provides an 11 mile commuter link between Maidstone and the Medway towns; however connections within the town and further afield are limited and there is a lack of cycle parking at key destinations.

8.11 The Issues:

- Low cycle mode share - 0.8% of Maidstone residents cycle to work according to the Office for National Statistics
- Limited and disjointed cycle routes into the town centre, with very few off-road options.
- Limited cycle parking at key locations
- Provision of safe cycle routes to schools, colleges, employment and retail areas.

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

Public Transport

8.12 Experience across the UK has shown that bus services of sufficient quality and frequency have the potential to capture a significant proportion of short- and medium-distance trips and to make a strong contribution to the alleviation of peak-time congestion in urban areas. Maidstone has a well-established bus network provided principally by Arriva, together with a number of smaller independent operators. The network is centred on Maidstone town centre and combines high frequency routes serving the suburban estates and longer distance services providing connections to many of the outlying villages and neighbouring towns.

8.13 Three railway lines cross Maidstone Borough, serving a total of 14 stations. The operator of the vast majority of rail services in the area is

the South Eastern Franchise holder, Southeastern. The franchise was let by the Department for Transport in 2006 for an initial six year period, which has subsequently been extended to 2018. The principal rail route serving Maidstone town is the London Victoria to Ashford International line (also referred to as the Maidstone East Line), which includes stations at Maidstone East, Bearsted, Hollingbourne, Harrietsham and Lenham, with an average journey time to London of an hour.

8.14 The Issues:

- Maidstone has three town centre rail stations, but poor inter-urban connections, especially compared with nearby towns in Kent.
- The town's rail stations and bus station are not generally well connected to each other, making for a poor interchange experience.
- Very few priority measures – such as bus lanes – exist within the Borough, providing no advantage for bus journeys.
- Lack of payment options. Most buses only accept cash payment, and in some cases it is not possible to buy a return before 9am.
- Lack of live departure board information at most bus stops, and limited use of effective smartphone applications including ticket purchasing.
- Service frequencies beyond the urban core are not convenient for most users.
- The town's main bus interchange located at the Mall Chequers Shopping Centre is neither fit-for purpose nor user-friendly. It is not well lit or ventilated and is threatening in character being essentially a tunnel under the Centre linking King Street and Romney Place.

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

Parking

- 8.1523 The provision of an adequate supply of well-located and reasonably priced car parking is essential to support the borough's retail economy, to provide a means of access to areas where alternative travel modes are limited or unavailable, and to ensure that mobility impaired persons are able to access key education, employment and leisure opportunities. However, the supply of car parking also drives demand for limited road space and can therefore contribute to traffic congestion and poor air quality, as well as making more sustainable modes of travel less attractive. Therefore it is crucial that MBC and its partners avoid an

overprovision of long-stay car parking, particularly in and around Maidstone town centre.

8.2416 The Issues:

- Only a ~~very~~ small proportion of parking available in Maidstone is under direct Council control. As a consequence, it is difficult to apply a uniform parking policy when the vast majority of spaces are under private ownership.
- Parking is relatively cheap and plentiful compared with similar sized towns elsewhere.
- Lots of the town's parking consists of small allocations of spaces (50 or less), meaning that they fill up quickly and create additional circulatory traffic of vehicles searching for alternative spaces.

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm, Tab stops: 2.5 cm,
Left + Not at 2.25 cm

9. Achieving the Strategy

- 9.1 Key to improving transport conditions in Maidstone Borough is the full involvement of all the stakeholders in providing and utilising transport modes and services. As well as the highway authority (KCC) and the Borough Council, key players are the bus operators, the rail company, interest groups promoting walking and cycling, Parish Councils and community groups.
- 9.2 Discussions with the significant bus operators in Maidstone are identifying future service enhancements, new routes and operating improvements which will increase the attractiveness of bus travel in both the urban and rural areas. The strategy anticipates the rail service improvements which are planned for Maidstone, including Thameslink, and the introduction of policies in the Local Plan to promote walking and cycling and alternatives to the use of the private car.
- 9.3 Necessary improvements to the road network will include town centre and other junction projects to accommodate future development and provision within the road network to assist public transport provision. Major road network projects may be considered at the first review of the Local Plan ~~for implementation post 2031~~, which may include village relief and other road works taking account of the implementation of sustainable transport policies.
- 9.4 ~~9.4~~—The County Council who would be charged with establishing the justification for and delivery of such projects, but are not yet in a position to take projects forward. The Borough Council will therefore review the position when the Maidstone Borough Local Plan is first reviewed and determine then whether the project should move forward as a specific Local Plan policy including potential timescales for delivery post 2031.
- 9.5 The Council will also need to assess at the first review of the Local Plan whether there are any implications for the Borough arising from the potential Lower Thames Crossing project. This is still at a relatively early stage. Highways England is, however, currently evaluating two potential route corridors (the area adjacent to the existing Dartford crossings and to the east of Gravesend).
- 9.6 Formal public consultation on the potential route options will take place in early 2016. If accepted as a scheme, subject to funding and the necessary consents (as a significant piece of National Infrastructure), works may commence in 2020/2021 with a potential opening in 2025.

Formatted: Indent: Left: 0 cm, First line: 0 cm

Formatted: Font: Bold

The Action Plans and Phasing

- 9.67 The strategy leads to an action plan for all modes of transport which will be reviewed and rolled forward on a regular basis. It is important that the interventions are aligned with the sequence of development proposed in the Maidstone Borough Local Plan.
- 9.87 The Action Plans are presented in Section 12.
- 9.9 The proposed delivery of the necessary transport infrastructure to support the Local Plan in line with this strategy is indicated in the Infrastructure Delivery Plan (IDP). The IDP also indicates the sources of funding which will include S106, CIL when it is introduced, and other funding sources such as the LEP Growth Fund.
- 9.10 S106 funds are triggered at various stages of the development process and are largely controlled by the proposed developers' construction schedules, within the time constraints of the planning permission granted. Specific infrastructure provision may be financed in advance of development from other sources and the ITS identifies local highways, walking and cycling provision and public transport actions which may attract funds from various sources.

Formatted: Indent: Hanging: 0.23 cm

Formatted: Indent: First line: 0 cm

10. ~~Developing the~~ The Modelling Context

10.1 The implications of the ITS on the Borough's highway network have been tested by using the Maidstone VISUM strategic highway network model to assess alternative transport infrastructure scenarios and their impacts in terms of travel time and distance.

10.2 However, the VISUM model is a strategic highways model in which increases in walking and cycling can only be reflected in an estimation of the number of car trips which may be removed from the road network due to changes in modal share across these areas. Although VISUM can model bus service changes, in assessing the attractiveness of these services it does not take into account bus capacity issues, nor can it model bus priority measures. Furthermore, as a strategic model it is unsuited to assessing individual junction capacity, or to assessing the impacts of proposed infrastructure improvements at those junctions.

Modelling scenarios

10.3 The VISUM model was first developed by JMP Consultants Ltd for MBC in 2007/8 to help assess the impact of the Kent International Gateway proposal and the ~~a~~ previous Core Strategy preferred option for new development. It was updated in 20112 for a previous version of the ITS and a report prepared in April 2012 which assessed the current and future demand for travel for the Maidstone Core Strategy

10.4 Just over 10,000 new houses were input into the model (significantly fewer than the objectively assessed need) and four options were tested; Option 1 being the reference case, Options 2 and 3 including various road and public transport assumptions, and Option 4 modelling the provision of the South East Maidstone Strategic Link (SEMSL). The results are presented in the JMP Report dated 12 April 2012 (Maidstone Integrated Parking Strategy Research) and it was concluded that, although SEMSL had strong potential for handling traffic from the south and east of Maidstone, there was overcapacity on key routes and it was unlikely to reduce traffic congestion on the scale that was initially anticipated and offered lower value for money than Options 2 and 3.

10.5 The present version of the VISUM model was updated in 2014 and again in 2014 to take account of revised proposals for the Local Plan and to update baseline conditions. -

10.4 Certain ITS actions were then have been tested in various new Do Something (DS) scenarios which identify the changes in impact on the highway network which may be achieved if the A actions are implemented during the plan-period. The A final DS4 scenario has been

run with the objectively assessed need for housing numbers and an agreed programme of highway and transport improvements with ~~may be divided into~~ two variants (DS4a) and (DS4b) to reflect the potential inclusion of a ~~potential~~ Leeds-Langley Relief Road ~~By-pass~~ and the impacts tested with and without this additional provision.

10.5 Both scenarios incorporate the provision of the housing, commercial and retail activity proposed in the Local Plan for the plan-period to 2031 as follows:

- 18,560 residential units
- 151,000 m² of employment space
- 12,100 m² of retail space

2031 Do Minimum (DM)

10.6 A This base case scenario known as Do Minimum (DM) provides the benchmark for understanding the predicted overall impact of the ITS on travel demand and network conditions in Maidstone in the plan period (to 2013) ~~future, from a base case established in 2014,~~ without any significant highways interventions, except the proposed ~~B~~Bridge ~~G~~Gyratory scheme in Maidstone town centre or other transport interventions. ~~This scenario has not been run with the objectively assessed need for housing included and this will be required for a true reflection of the DM impacts.~~

2031 Do Something (DS4)

10.7 A series of The Do Something (DS) scenarios (DS1 – 4) alternatives models a range of highway improvements agreed with KCC and certain the sustainable transport initiatives in the ITS, although it was not possible to model all of these initiatives in VISUM. The agreed highway junction mitigations incorporated in the model runs, in addition to the Bridges Gyratory scheme, are:

- A20/ Coldharbour Lane Junction
- A249/Bearsted Road roundabout
- Bearsted Road/New Cut junction
- Dual carriageway between A249 and New Cut junctions
- A20 Ashford Road/Willington Street
- A229/A274 Whetsheaf Junction
- A274/Wallis Avenue Junction
- A26 Fountain Lane Junction

Formatted: List Paragraph, Indent: Left: 1.5 cm, Hanging: 0.5 cm, Bulleted + Level: 1 + Aligned at: 1.25 cm + Indent at: 1.89 cm, Tab stops: 3.75 cm, Left + Not at 1.5 cm

Formatted: Font: Verdana, Font color: Text 1

10.8 For DS4a and DS4b, different The key modelling assumptions from DS2 and DS3 –were included for the sustainable transport assumptions, as follows:

- typical 10 minute bus frequency on radial corridors;
- discounting of walk/cycle trips to be based on a distance threshold of 5km within the town centre; and
- 50% increase in long-stay parking charges.

10.89 The results of modelling identify the implications of the actions promoted in the ITS, ensuring that the Borough's aspirations for sustainable transport are achieved and that the impact of demand growth on the future transport network can be mitigated.

Strategic modelling results

10.910 Previous scenarios tested by VISUM were a highways based option (DS1), a sustainable transport option (DS2) and a hybrid scenario (DS3), and KCC has provided a summary of the VISUM model results for DS1 to DS4a/b based on two network performance indicators for the AM peak period:

- Travel distance (vehicle km)
- Travel time (vehicle hours)

10.10 However, it should be noted that the previous DS scenarios (1 – 3) did not model the emerging Local Plan objectively assessed need for housing and so the above must be stressed that these indicators cannot provide are insufficient to obtain a full understanding of the modelling results for those DS options alternatives. Other indicators, including the number of person trips and vehicle trips as well as traffic flows and travel times on individual links, must be considered also. It is understood that further details on the model outputs will be forthcoming, but the following paragraphs summarise the information made available to date. The final runs of the VISUM model (DS4) simply indicate the changes in travel distance and time as the result of the agreed highways improvements included in previous runs and the sustainable transport assumptions noted in 10.7 above from the DM scenario.

10.112 The results for the DM scenario indicate an increase in network travel time during the AM peak of 38% in 2031, relative to the 2014 baseline, from 8,300 to 11,400 hours. However, the DM scenario was based on the original housing allocation of 17,381 units. With an allocation of 18,560 housing units, a slightly larger increase than 38% could be expected.

- 10.12 For scenario DS4a (with the Leeds - Langley ~~Relief Road~~~~By-pass~~), the network travel time during the AM peak is increased to 9,300 hours in 2031. This represents an increase of 6% relative to the 2014 baseline, but a reduction of 18% relative to the 2031 D~~S~~M scenario.
- 10.13 For scenario DS4b (without the Leeds-~~Langley-Langley Relief Road~~~~By-pass~~), the network travel time during the AM peak is increased to 9,800 hours in 2031, a reduction of 14% relative to the 2031 D~~S~~M scenario. These journey time reductions are relatively modest in terms of the impact over the whole road network, and it should further be noted that the impacts of junctions improvements outside the Maidstone urban area cordon for the VISUM model are not included in the scenarios, thereby further reducing the relevance of the VISUM results.

Localised junction modelling

- 10.14 As noted above, VISUM is a strategic highway model and as such is unsuited to the assessment of individual junction capacity. Accordingly, more useful modelling relating to—additional junction capacity assessments have been undertaken using the Linsig, ARCADY and PICADY modelling software packages for specific locations around the Borough which have been identified as being potentially sensitive to future traffic flow changes.

A274 Sutton Road

- 10.15 The A274 Sutton Road and A229 Loose Road already experience traffic congestion, particularly at peak times, largely due to the capacity of the signalised junctions. Linsig models have been built for the four signalised junctions on the A274/A229 corridor, namely:
- A229/Armstrong Road/Park Way;
 - A229/A274/Cranborne Avenue;
 - A274/St Saviour's Road; and
 - A274/Wallis Avenue/Willington Street.
- 10.16 With no changes to the existing highway infrastructure, background growth in traffic flows combined with additional traffic associated with new developments on the corridor will make congestion worse, both in duration and intensity (i.e. longer periods of queuing and much longer queues).
- 10.17 The A package of priority highway capacity improvements referred in paragraph 2.10 above has ~~therefore~~ been developed to mitigate the impacts of increased traffic flows arising from planned development in the emerging Local Plan. To complement these capacity improvements

for general traffic, bus priority proposals have been developed (described in paragraph 12.25 below) which will protect buses from residual queues and delays, contributing to quick and reliable bus services toward Maidstone town centre, with largely continuous bus priority between Wallis Avenue and Armstrong Road.

- 10.18 The impacts of the highway capacity improvements, together with the bus priority proposals, have been tested using the Linsig models. The model outputs confirm that the bus priority proposals will not affect capacity for general traffic, nor increase queues or delays for other road users.

RSC junction modelling

— [to follow...]

11. Funding, Delivery and Review

Funding Sources

- 11.1 A key challenge for the ITS will be to ensure that its actions are achievable within the funding that is likely to be available over time. Anticipated funding sources include:

- **Funding from development** – the ITS supports committed and planned growth (paragraphs 11.2 and 11.3) and so funding from development will be critically important to help deliver the strategy. Section 106 funding will be used to deliver site specific infrastructure and to improve and mitigate the impacts of growth proposals. In the medium to longer term, the Community Infrastructure Levy (CIL) will be used to fund more generally the key infrastructure related to growth.
- **Single Local Growth Fund (SLGF)** – established in 2015/16, transport funding for the SLGF has been top sliced from central government Local Transport Plan funding for small schemes and from local major scheme funding. Local Enterprise Partnerships are required to submit bids for SLGF funding for schemes across all areas related to growth, including education and skills, community infrastructure and drainage, in addition to transport.
- **Local Transport Plan (LTP) funding** – KCC receives LTP funding for small scale transport improvements. However, the level of funding has reduced as money has been top sliced into the SLGF.

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm

For 2015/16 to 2017/18, the available Integrated Transport block funding will total £6.8 million per annum for the entire county.

Prioritisation and Delivery

- 11.2 The Local Plan seeks to deliver 18,560 homes between 2011 and 2031. Transport interventions should be scheduled in line with the anticipated development of the emerging Local Plan. Current work on junction improvements serves to evidence that with some 9000 homes delivered or in the pipeline, the impacts can and will be mitigated, and that MBC and KCC are already working together and delivering schemes.
- 11.3 Coupled with some 3000 units planned for broad locations in the Borough at the end of the plan period, and potentially 1000 units as 'windfalls', this leaves a total of approximately 5000 remaining units to serve with infrastructure in the early part of the plan period.

Monitoring and Review

- 11.4 The purpose of any strategy is to have a means of achieving desired results. However, given the complexities and scale of the issues this strategy deals with it is often difficult to identify if the desired results are being achieved. The table identifies targets to monitor the progress of the ITS in achieving its objective. In setting these targets, every effort has been made to ensure they are both realistic but also ambitious, ensuring the best possible level of service is provided to those living within the borough with the indicative funding levels.

Target	Description
1	To increase walking mode share in Maidstone from 8% of all work trips to more than 10% of all work trips by 2021 and 12% by 2031.
2	To increase cycling mode share in Maidstone from 0.8% to more than 2% of all work trips by 2021 and 3% by 2031.
3	To increase public transport mode share in Maidstone from 7.3% to more than 10% of all work trips by 2021 and 12% by 2031.
4	To decrease car driver mode share in Maidstone from 44.3% of all work trips to below 40% by 2021 and below 37% by 2031.
5	To undertake a full and independent review of Maidstone's

	Park and Ride Provision, issue and act upon recommendations by 2017.
6	To double the number of electric charging points in Maidstone by 2021 and to double again by 2031.

Data to monitor the above will be sourced from traffic management updates; school and workplace travel plans; future census data; and bus patronage data from bus operators. Future footfall and traffic surveys conducted by KCC will also provide important interim data to monitor how progress is being made towards the general aims and objectives of the ITS.

12. Action Plans

- 12.1 The chart below outlines the actions to be taken in order to deliver the objectives of this strategy. These actions have been categorised by mode, but an integrated approach is required to tackle Maidstone's transport issues with success reliant on the actions being implemented in conjunction with each other.
- 12.2 Actions will be phased so that they will be implemented ~~either~~ over the short, medium or long term. These actions will be crucial to ensuring that Maidstone functions effectively both as the County Town of Kent and as a regionally important transport hub.
- 12.3 The ITS actions are summarised below, followed by full details of each action:

No.	Area	Action description
W1	Walking	Provision of accessible pedestrian routes for all users.
W2	Walking	Improve pedestrian accessibility across the River Medway in Maidstone town centre.
W3	Walking	Implement public realm improvement schemes within the town centre, such that pedestrian access is the primary mode within the central core of Maidstone.
W4	Walking	Identify priority areas for implementation of safety improvements to reduce road traffic collisions involving pedestrians and cyclists.
W5	Walking	Actively encourage and promote walk-to-school initiatives.
W6	Walking	Improve street signage with better pedestrian wayfinding and a reduction in footway clutter.
C1	Cycling	Maintain and further develop a strategic cycle network, connecting the town centre to key facilities and residential areas.
C2	Cycling	Maintain and further develop cycle routes in rural service centres, connecting local amenities and transport hubs (rail stations and bus stops) to housing.
C3	Cycling	MBC and KCC to work with partners to ensure the regular maintenance of all cycle tracks within the Borough.
C4	Cycling	(a) All Year 6 children will have access to Level 1 and 2 Bikeability training, and children in Year 6 will have access to Level 3 training. (b) Adult cycle training will continue to be offered, through initiatives including workplace travel planning.
C5	Cycling	Support the Maidstone Cycling Forum as a group to promote the cycling cause in the Borough.
C6	Cycling	Improve cycle security and parking at all key transport hubs and public amenities (including schools, healthcare facilities and retail

		locations).
C7	Cycling	Encourage employers to incorporate cycling into Workplace Travel Plans.
C8	Cycling	Promote cycling in schools through School Travel Plans.
C9	Cycling	Ensure all cycle routes are fully advertised and signposted within the Borough.
C10	Cycling	Revise and update the "Explore Maidstone Walking and Cycling Map" to extend coverage to the wider Borough and indicate destinations in neighbouring local authorities. Map to be available both electronically and in paper format.
C11	Cycling	Standardise and clarify the requirements of planning applications with respect to the provision of walking and cycling facilities, to promote the use of these active travel modes.
C12	Cycling	MBC, KCC and the Maidstone Cycle Forum to identify opportunities to establish local cycling events.
C13	Cycling	MBC and KCC to identify locations throughout the cycle network where new automatic cycle counters should be installed to enable a detailed analysis of usage. Installation to proceed as resources allow, but each new cycle infrastructure proposal will be assessed to see if an additional counter should be added to augment the data gathering process.
PT1	Public Transport	Provide bus priority measures on strategic routes linking the town centre to residential developments and key local amenities.
PT2	Public Transport	Facilitate an improvement of bus services to ensure a good frequency of service is provided on all radial routes to the town centre within the Maidstone Urban Area.
PT3	Public Transport	Increase the proportion of schoolchildren using the bus to get to school.
PT4	Public Transport	Continue to engage with and facilitate Statutory Quality Bus Partnership Schemes in Maidstone.
PT5	Public Transport	Improve rail station access for pedestrians and cyclists.
PT6	Public Transport	Improve the frequency and quality of bus services between Maidstone town centre, M20 Junction 7 and Sittingbourne/Faversham
PT7	Public Transport	Provision of a North West Maidstone Bus Loop
PT8	Public Transport	Promote the provision of high quality bus services from the rural service centres <u>and investigate using rail stations for interchange facilities.</u>
PT9	Public Transport	Lobby Government and train operating companies (TOCs) for improved rail services to Maidstone.
PT10	Public Transport	Investigate the potential for further rail halts at Tovil, Teston and Allington
PT11	Public Transport	Improve bus facilities at Maidstone East and

Formatted: Font: 10 pt

		Maidstone West train stations to maximise interchange capabilities.
PT1 2 ¹	Public Transport	Work towards an improved bus station in Maidstone town centre.
PT1 3 ²	Public Transport	Better Public Transport Information/Marketing including on-line/mobile ticketing, and journey planning apps. and signage
PR 1	Park & Ride	Comprehensive review of Park and Ride in Maidstone.
PR 2	Park & Ride	Initiate discussions with land owners for park and ride facilities and coordinate with provision of high quality long distance bus services to maximise customer usage
P1	Parking	Introduce and adhere to Parking Standards.
P2	Parking	Optimise long stay parking charges to extract maximum value from parking charges, whilst controlling demand.
P3	Parking	Maintain the current level of parking space provision in the town centre.
P 4	Parking	Improve parking enforcement on highways to reduce the impact of obstruction on bus reliability
H1	Highways	Targeted implementation of highway improvements at key strategic locations to relieve congestion and to aid public transport.
H2	Highways	Maintain and develop Maidstone's Intelligent Transport Systems and the proactive sharing of real time traffic and transport information with road users to manage congestion.
H3	Highways	Facilitate and promote the expansion of the County Hall CarClub service to meet any identified increase in demand on an annual basis.
H4	Highways	Actively promote and encourage car sharing initiatives
H5	Highways	Ensure road safety education continues to be provided for across the borough.
H6	Highways	Installation of additional electric charging points and the to promote promotion of e electric car use.
H7	Highways	Working with Kent County Council in assessing the need and justification for a Leeds-Langley Bypass with a view to identifying the potential and possible timescales for such a scheme at the first review of the Maidstone Borough Local Plan.

Formatted: Font: 10 pt

Walking

The Actions:

More detailed treatment of the walking and cycling actions are presented in the Walking and Cycling Strategy at Appendix A1.

Action W1: Provision of accessible pedestrian routes for all users

- 12.4 The pedestrian network should provide equal access for all users. Achieving this outcome will require the removal of physical obstacles and the introduction of more accessible elements to the pedestrian environment including dropped kerbs, tactile paving and wide footways. Step free access should be provided for all key routes, making use of ramps and lifts as appropriate.

Action W2: Improve pedestrian access across the River Medway in Maidstone town centre

- 12.5 The provision of better pedestrian routes across the Medway would encourage walking between the different areas of the town centre and local housing developments. Enhancing the ability for pedestrians to easily traverse the river improves the connectivity of the town centre, not only encouraging walking but contributing to economic benefits through better accessibility between businesses and retail outlets on either side of the river. The Council is working with KCC on the Bridges Gyratory scheme to ensure that pedestrian (and cycle) access across the river is not compromised.

- 12.6 The pedestrian bridge connecting Maidstone East and Maidstone Barracks Station has recently undergone refurbishment to improve the pedestrian environment. Further areas for improvement include:

- continuing to develop the River Medway towpath to improve both the pedestrian and cyclist experience; and
- investigation of the benefits of building a pedestrian bridge to improve connectivity over the River Medway between Earl Street and St Peter's Street.

Action W3: Implement public realm improvement schemes within the town centre, such that pedestrian access is the primary mode within the central core of Maidstone

- 12.7 One of the most important ways of making streets more attractive is to reduce the dominance of vehicles. This can be achieved by restricting traffic, slowing it down and making drivers more aware of other road users by changing the carriageway/pavement distinction to a 'shared space', where no user has priority. Ideally, people should be able to

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

walk wherever they want to, by the most direct route, with as little conflict with traffic as possible.

- 12.8 Accessible and attractive town centre streets not only enhance the pedestrian experience, but through encouraging pedestrian movement, public realm improvements can make a vital contribution to the regeneration of the commercial centre. MBC has recently successfully completed its High Street Public Realm Scheme, which has revitalised the High Street and now supports future growth in nearby businesses. Building on this success, MBC also has aspirations to upgrade the upper half of Week Street (further towards Maidstone East Station) and Gabriel's Hill.

Action W4: Identify priority areas for implementation of safety improvements to reduce traffic collisions involving pedestrians and cyclists

- 12.9 Personal injury collision data will be reviewed to identify significant clusters of collisions involving pedestrians and cyclists and to analyse the main causes of these collisions. This review will be used to develop a priority list of locations (e.g. road junctions, pedestrian crossing locations) where the upgrading of pedestrian facilities is required.

Action W5: Actively encourage and promote walk to school initiatives

- 12.10 MBC is a sponsor of the KM Charity Group 'Walk to School' which seeks to encourage more parents and children to walk to school. Across the County since its inception, the Charity has resulted in:

- 40,000 children and families being involved;
- 600,000 green journeys annually; and
- 250,000 school run car journeys removed.

- 12.11 As school induced traffic has a significant impact on the road network during peak times, schemes such as these contribute greatly to managing traffic congestion.

- 12.12 MBC will appoint a school travel plan champion to work with schools on investigating the potential scope and functions of School Travel Plans which would seek, amongst other issues, to reduce the number of car trips undertaking the "school run".

Action W6: Improve street signage with better pedestrian wayfinding and a reduction in footway clutter

- 12.13 Numerous columns for street signs and street furniture can prevent the free flow of pedestrian movement and create hazards and unnecessary

barriers. There is scope to rationalise street signage and street furniture to reduce the number of columns and general street clutter to provide more footway space.

- 12.14 Efficient wayfinding can encourage walking and cycling through providing people with the information they need to navigate the town successfully, and understand the journey times between locations. Having clearly branded, consistent, wayfinding throughout the town not only provides information and reassurance to those less familiar with the area, but also adds to the overall experience of the public realm.

Cycling

The Actions:

- 12.15 ~~More~~^dDetailed treatment of the walking and cycling actions are presented in the Walking and Cycling Strategy at Appendix 1.

Action C1: Maintain and further develop a strategic cycle network, connecting the town centre to key facilities and residential areas

- 12.16 Maidstone should have a comprehensive, safe, cycle network in order to facilitate and encourage cycle journeys. At present the borough has a number of cycle routes focused on the urban area, however these are often disjointed with limited off road options. Delivering a strong strategic cycle network requires:

- Maintenance and enhancement of existing cycle infrastructure. Reviewing cycle routes and links already in place ensuring:
- Existing gaps in the network are addressed, providing safe and continuous linkages to known destinations e.g. The Oakwood Park Education Campus.
- Routes are unimpeded by street furniture, pavement parking and other obstructions
- Routes are maintained clearing cycle ways of hazardous defects and overgrown vegetation
- Appropriate signage is in place to clearly identify cycle routes
- Development of new strategic cycle routes to and from the town centre from key residential and employment sites encouraging cycling as a commuting option. Key strategic links required to further enhance Maidstone's cycle network include:
 - The South East Cycle Link, developing a route into Maidstone from Langley along the Loose valley to connect with the Loose Greenway Scheme that is being progressed.

Formatted: Indent: Hanging: 1.04 cm

- The River Medway Towpath Scheme from Barming Bridge to Allington (together with links at key points along this route form either side of the River Medway)
 - B2246 Hermitage Lane Cycle Lane.
 - A route linking Kings Hill to Maidstone Town Centre along North Pole Road, North Street, South Street Barming, through to Rectory Lane and Fant Farm to Upper Fant Road Maidstone.
 - Reviewing Traffic Regulation Orders to examine whether cycles can be better accommodated on parts of the existing highway network; e.g. across Barming and Tovil footbridges and along Week Street (out of shopping hours).
- Enhancement of leisure cycle facilities and routes, to further encourage cycling as a leisure pursuit. Providing appropriate cycle facilities at key recreation areas, including a Pump Track in a cycle-accessible location, or other recreational cycle facility including Mote Park, with a specific focus on improving the riverside paths and routes along the Medway. Longer term possibilities include;
 - extension of the Medway Towpath Scheme from Barming Bridge to Yalding;
 - a signposted route from Lenham to Headcorn, Staplehurst, Marden, Laddingford and Yalding across the southern part of the Borough;
 - a signposted route across the North Downs from the Stockbury valley/Hucking to Wichling/Otterden with connections to Swale and Lenham.

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

Action C2: Maintain and further develop cycle routes in rural service centres, connecting local amenities and transport hubs (rail stations and bus stops) to housing

12.17 The borough has a number of rural service centres, and cycling facilities within these are variable. Local communities should have the following facilities in place to encourage cycling for short localised trips;

- Cycle routes to schools
- Cycle routes to railway stations
- Cycle parking provision at schools, railway stations and bus stops (where frequent interurban services are available/planned)

Formatted: Indent: Left: 1.5 cm,
Hanging: 1 cm

- Cycle parking provision at key local amenities (eg. ~~H~~health care, retail and recreation sites).

Formatted: Normal, Indent: Left: 1.5 cm, No bullets or numbering

Formatted: Font: Verdana, Font color: Text 1

12.18 The following specific local cycle improvements have been identified to be addressed:

- Harrietsham: implementation of a cycle route between the primary school and rail station;
- Staplehurst: implementation of a cycle route connecting the rail station to the residential area to the south of the Lodge Road Industrial Estate;
- Staplehurst: provision of cycle parking at the village shops;
- Headcorn: shelter for cycle parking provided at the railway station;
- Hollingbourne: provision of cycle parking at the station;
- Marden: additional cycle parking provision at the railway station;
- Bearsted: additional cycle parking provision at the railway station;
- Maidstone Hospital: additional cycle parking; and
- Maidstone West: additional cycle parking provision at the railway station.
- Cycle parking should be provided in urban shopping parades, eg Beverley Road, Queens Road crossroad, Barming, Loose Road shopping parade

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm

Action C3: MBC and KCC to work with partners to ensure the regular maintenance of all cycle tracks within the Borough.

Action C4: (a) All Year 6 children will have access to Level 1 and 2 Bikeability training, and children in Year 6 will have access to Level 3 training. (b) Adult cycle training will continue to be offered, through initiatives including workplace travel planning.

Action C5: Support the Maidstone Cycling Forum as a group to promote the cycling cause in the Borough.

12.19 In January 2015 the Maidstone Cycling Forum was re-launched providing an arena to discuss local cycling issues. Continued support and involvement in the forum provides valuable insight into local cyclist's perspectives and issues, which can feed into making informed decisions regarding the development of Maidstone's cycle infrastructure.

12.20 The forum also actively promotes cycling through building a strong cycling community hosting regular events that encourage cycling across

the borough, and raising awareness of the existing and emerging cycle facilities.

Action C6: Improved cycle security and parking at all key transport hubs and public amenities (including schools, healthcare facilities and retail locations)

- 12.21 Sufficient secure cycle parking is essential if people are to be motivated to cycle. The type of parking provided should be considered in relation to the user profiles; in short stay locations simple Sheffield stands can provide a convenient means for cyclist to park up, however in locations where it is likely cycles will be left for long time periods more sheltered parking or lockers can be more appropriate.

Action C7: Encourage employers to incorporate cycling into Workplace Travel Plans

- 12.22 Currently 0.8% of Maidstone residents cycle to work according to the Office for National Statistics. Travel plans provide an opportunity to improve levels of cycling by improving cycling facilities at employment locations. KCC currently offers advice and support to business, schools and other organisations on travel planning advocating, not just the wider transportation, but also the business benefits of implementing travel plans. Such plans are encouraged as they can include commitment to improving cycling facilities including secure parking, bike lockers and shower facilities; all of which help make cycling a realistic commuting option for employees.

Action C8: Promote Cycling in Schools through School Travel Plans.

- 12.23 Getting children involved in cycling and providing education on safe cycling is important in developing a longer term cycling culture within the borough.
- 12.24 The council will look to encourage and promote cycle education in schools including, Bikeability, a national cycle training course provided at a local level by KCC at primary and secondary schools across Kent. Aimed at children in year 6 and above, the courses give children the skills to make safer choices when cycling and to enjoy the freedom of riding a bike. Bikeability courses are also available for adults. Nationally, over 1.7million people have benefited from the training.

Action C9: Ensure all cycle routes are fully advertised and signposted within the Borough.

Action C10: Revise and update the "Explore Maidstone Walking and Cycling Map" to extend coverage to the wider Borough and indicate

destinations in neighbouring local authorities. Map to be available both electronically and in paper format.

Action C11: Standardise and clarify the requirements of planning applications with respect to the provision of walking and cycling facilities, to promote the use of these active travel modes

Action C12: MBC, KCC and the Maidstone Cycle Forum to identify opportunities to establish local cycling events

Action C13: MBC and KCC to identify locations throughout the cycle network where new automatic cycle counters should be installed to enable a detailed analysis of usage. Installation to proceed as resources allow, but each new cycle infrastructure proposal will be assessed to see if an additional counter should be added to augment the data gathering process.

Public Transport

The Actions:

Action PT1: Provide bus priority measures on strategic routes linking the town centre to residential developments and key local amenities

- 12.25 Bus priority measures are vital to delivering a network that encourages public transport use, through ensuring journey times can compete with private car use. Allowing buses to bypass key areas of congestion through the use of bus lanes and/or junction priority measures, provides passengers with a clear advantage, while also contributing to improved air quality through less congested bus journey times. Key areas identified for bus priorities measure include:

• **Sutton Road, Northbound, between Willington Street and Wheatsheaf Junction:** This would make a significant contribution to improving the speed and reliability of buses operating on this busy corridor and would directly serve the South East Maidstone strategic housing allocation proposed in the Local Plan. Proposals include:

- The incorporation of bus priority measures into the capacity improvement schemes for the junction of Willington Street/Wallis Avenue and the A274 Sutton Road
- Limited widening at the St Saviours Road junction by lengthening the left turn flare lane and a relocation of the

Formatted: Font: (Default) Verdana, Font color: Text 1

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm, Bulleted + Level: 1 + Aligned at: 2.12 cm + Indent at: 2.75 cm

Formatted: Bulleted + Level: 1 + Aligned at: 3.16 cm + Indent at: 3.79 cm

bus stop and making it left turn only with an exception for buses going straight ahead

~~○ The addition of a length of bus lane (or widened road) between Wallis Avenue and St Saviours Road~~

~~○ Provision of a bus lane (or widened road) from St Saviours Road to Mangravet Avenue.~~

Formatted: Indent: Left: 3.23 cm, Hanging: 0.52 cm

○ Relocation of the bus stops at the end of Mangravet Avenue as these are not well related to pedestrian crossing movements or the existing population at Grove/Road Mangravet Avenue.

Formatted: Indent: Left: 3.25 cm, First line: 0 cm

~~○ Provision of a bus lane from Mangravet Avenue to the end of the existing bus lane on Sutton Road, which would be widened and a pinch point removed outside Maidstone Cemetery~~

Formatted: Indent: Left: 3.23 cm

○ Bus pre-signal on the in-bound approach to the Wheatsheaf junction on Sutton Road.

~~○ **Loose Road between Wheatsheaf and Sheals Crescent:** The provision of northbound and southbound bus lanes where possible. This would make a significant contribution to improving the speed and reliability of buses operating on this busy corridor.~~

Formatted: Font: (Default) Verdana, Font color: Text 1

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm, Bulleted + Level: 1 + Aligned at: 1.5 cm + Indent at: 2.14 cm

○ **Romney Place bus lane:** Romney Place is not designed as a major through route and its heavy use during peak periods causes significant congestion on Lower Stone Street delaying buses seeking to access The Mall Chequers Bus Station. It also causes hazards to pedestrians seeking to cross Romney Place at its junction with Lower Stone Street. The implementation of an eastbound bus lane, in place of the existing carriageway lane, will ease congestion and improve access times for buses routing along this road to the bus station, while also positively impacting on air quality.

Action PT2: Facilitate an improvement of bus services to ensure a good frequency of service provided by high quality buses is provided on all radial routes to the town centre within the Maidstone Urban Area

12.26 Ensuring a frequent bus service encourages public transport use, improving passenger perceptions of the convenience and robustness of using buses, through essentially allowing more flexibility in their use of the service. The frequency needs to be regular enough to prevent the timetabling acting as a deterrent to passenger use. The improvements in passenger numbers driven through frequency improvements has been seen on existing bus routes in Maidstone which have seen patronage

increase with frequency enhancements. The following routes and frequencies should be provided (at a minimum in the peak hours):

- A20 London Road – 7-8 minute frequency (Currently at this frequency).
- A274 Sutton Road – 6-7 minute frequency; Currently 8 minutes on part; to be expanded when housing schemes progress and to be combined with the bus priority measures outlined in PT1.
- A229 Royal Engineers Way (to and from the Medway Towns) - 10 minute frequency (currently Service 101 (Sapphire standard) is on a 12 minute frequency).
- A26 Tonbridge Road – 7-8 minute frequency (currently 10 minutes. Work with service providers to upgrade service to Sapphire standard (or equivalent).
- A229 Loose Road – 10 minute frequency Potential to increase frequency of 89 service from Coxheath from every 20 to every 15 mins. Potential to increase service 5 from Staplehurst to a half-hour frequency.
- A249 Sittingbourne Road (to and from Sittingbourne/Faversham) – 15 minute frequency coupled with the promotion and an increase in frequency of services 333 and 334 from Sittingbourne and Faversham. Work with the service providers to upgrade service to Sapphire standard (or equivalent).
- A20 Ashford Road – 20 minute frequency

Action PT3: Increase the proportion of schoolchildren using the bus to get to school

12.27 Travel to and from schools creates significant pressure on the highway network, which requires intervention to encourage alternative travel arrangements to car drop-off and pick-up. KCC currently provides the following bus passes, to encourage and promote bus travel among young people:

- Young Persons Travel Pass - provides travel on almost all public bus services in Kent for an annual fee of up to £250 for young people living in the county who are in academic years 7 to 11.
- 16+ Travel Card - provides subsidised bus travel for 16-19 year olds continuing with education or vocational training. The card costs up to £400 per annum.

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm

Formatted: Indent: Left: 1.5 cm, Hanging: 1 cm

These need to remain in place to continue to manage school travel patterns, reducing the congestion caused by travel to and from schools.

Action PT4: Continue to engage with and facilitate sStatutory Quality Bus Partnership (QBP) schemes in Maidstone

- 12.28 The QBP was set up to improve and facilitate communication and decision making regarding bus service provision in the Maidstone area. Attendance by representatives from KCC, HE, MBC and Bus operators allows collaborative discussion of any bus related matters and MBC will continue to engage with this group. Promotion of the use of S106 agreements for bus service improvements, including subsidisation of services, improvements to signage and the provision of bus shelters.

Action PT5: Improve rail station access for pedestrians and cyclists

- 12.29 Rail stations need to be accessible by all modes of transport, including suitable walking and cycling routes between local housing and local stations. The stations themselves require sufficient parking to meet demand without actively encouraging car access over more sustainable modes. Basic cycle parking should be provided as a minimum, with significant secure provision at key strategic rail stations. The following locations have been identified as priorities for station access improvements:

- Barming Station – Enhanced Pedestrian and Cycle access required to ~~inter~~ link ~~the with~~ station with existing and proposed development in the local area and hospital. In particular the provision of the pedestrian crossing near the station is required to ensure a safe pedestrian route across the busy Hermitage Lane to the station and a direct pedestrian and cycle access from Hermitage Lane and Allington to the London -bound platform-
- Staplehurst - A new pedestrian and cycling link between the railway station and the residential area to the south of the Lodge Road Industrial Estate, with improvements to the ease and quality of bus/rail interchange within the vicinity of the railway station.
- Harrietsham Station - New pedestrian and cycling link between Harrietsham Primary School and Harrietsham railway station.

Action PT6: Improve the frequency and quality of bus services between Maidstone town centre, M20 Junction 7 and Sittingbourne/Faversham

Formatted: Indent: Hanging: 1 cm

12.30 The Council will seek through appropriate s106 obligations to secure improved frequency and quality of bus services between Maidstone Town Centre and M20 Junction 7 area and to Sittingbourne/Faversham and vice versa. This will require the provision of three additional buses/drivers to ensure a minimum 15 minute service frequency between the M20 junction 7 area and the Town Centre thus increasing frequency of service to Faversham and Sittingbourne to every 30min respectively.

12.31 Funding for the enhancement should be provided for five years. The Council will work with and encourage the bus operator to upgrade the service between Sittingbourne and Faversham to a 'Sapphire' standard of service or equivalent (which should include dedicated drivers, upgraded seating, the availability of free wi-fi and at-seat charging facilities). Improvement to the existing signalised junctions at New Cut Road/A20 Ashford Road and A20 Ashford Road/Square Hill by upgrading signals and/or their control systems will also be secured.

Action PT7: Provision of a North West Maidstone Bus Loop

12.32 The Council will seek through appropriate s106 obligations to secure funding for 5 years for the operation of a 'bus-loop' service in north west Maidstone connecting Maidstone Hospital and the new housing sites on or adjacent to Hermitage Lane and London Road to Maidstone Town Centre along London Road via a bus gate on Howard Drive Allington. This is likely to be achieved by the extension of existing service 79 from London Road/Allington westwards and/or service 85 northwards beyond Maidstone Hospital where it currently terminates or the re-routing of service 60 which currently runs along London Road to Hermitage Lane via Coldharbour.

Action PT8: Promote the provision of high quality bus services from the rural service centres including interchange facilities at rail stations

12.33 A key objective for the strategy is the promotion of alternatives to private vehicle commuting into Maidstone through the provision of high quality fast bus services from the rural service centres and major villages. Opportunities for bus facilities should be provided at village railway stations to increase interchange capability.

Action PT9: Lobby Government and train operating companies (TOCs) for improved rail services to Maidstone

12.34 South-eastern operates train services in the Kent region including Maidstone. At the end of 2014 South-eastern had their existing rail franchise extended to June 2018. This extension included the provision

of better services to Maidstone by the addition of direct Maidstone East to London Blackfriars services. Whilst a small improvement, previous connections to Cannon Street and London Bridge have still been lost, and the frequency of service to Blackfriars is poor.

- 12.35 High Speed 1, where Southeastern serves many Kent towns into and out of St Pancras via Ebbsfleet in most cases does not benefit Maidstone. It is now possible to travel from Ashford to London in less than 40 minutes, whereas MDE to Victoria still takes more than 50 – even though Ashford is many miles further from London than Maidstone. To correct this imbalance, in the run up to the refranchising MBC will review rail services and lobby the government for enhancements to Maidstone services in the new franchise timetable. The extensive upgrade work, as part of the Thameslink programme, also provides an opportunity to lobby for improved connections to the capital via Blackfriars and St Pancras.

Action PT10: Investigate the potential for further rail halts at Tovil, Teeston and Allington

- 12.36 In line with the increase in rail traffic, the potential for the provision of extra rail halts should be investigated. Discussions with rail operators and user groups should identify how such provision may be made, and how it can be funded.

Action PT101: Improve bus facilities at Maidstone East and Maidstone West train stations to maximise interchange capabilities.

- 12.36 Improvements are necessary to improve the bus interchange capabilities at both Maidstone East and Maidstone West stations to provide for new or enhanced bus services from outside the Maidstone urban area can terminate. Bus facilities should be incorporated into redevelopment plans for these major town centre locations.

Action PT102: Work towards an improved bus station in Maidstone town centre

- 12.37 In the short term (1-2years), the Council will work with the landowners of the Mall Chequers Shopping Centre and service providers to secure significant improvements to the existing bus station to improve its attractiveness and ease of use.

- 12.38 In the medium term, the Mall Chequers Shopping Centre and adjoining land, where the current bus interchange facility is located is earmarked for potential redevelopment towards the latter end of the Local Plan period. As part of the regeneration of the site and area, the Council will work with the Centre's owners (and other land

owners that may be affected) together with the public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit-for purpose in the light of the desire for improved bus service provision and patronage across the Borough.

Action PT123: Better information and marketing of public transport options and improved signage

12.39 Work with KCC, neighbouring authorities and bus operators to implement an integrated, cohesive approach to the provision of information and mobile ticketing, including:

- Real time bus information
- Journey planning apps
- Maintaining informative, up to date websites
- Improved signage between train stations in Maidstone
- Improving the availability and ease of use of on-line/mobile app ticket purchasing.

Formatted: Indent: Hanging: 1 cm

Formatted: Indent: Hanging: 1 cm

Formatted: Font: (Default) Verdana, Font color: Text 1

Formatted: List Paragraph, Indent: Left: 1.5 cm, Hanging: 1 cm, Bulleted + Level: 1 + Aligned at: 1.27 cm + Indent at: 1.9 cm, Tab stops: 1.5 cm, Left + Not at 1.25 cm

Parking

The Actions:

Action P1: Introduce Parking Standards to ensure a means by which development can ensure an appropriate amount of parking is provided and reduce the overall demand for car parking

12.42 The new Parking Standards will ensure that the needs of car users are adequately met but also that the agreed level of provision does not undermine more sustainable modes of travel where these are readily available. However, where there is no alternative to use of the private car, the Sstandards will enable a fair and appropriate amount of parking to be provided. The Sstandards will also provide for developments' cycle parking requirements, as well as ensuring that they incorporate electric vehicle charging infrastructure where appropriate. Interim parking standards (the KCC produced SPG4 2006 and the Kent Design Guide Review Interim Guidance Note 3) were adopted in 2015 pending a review of the standards following adoption of the Local Plan.

Action P2: Optimise long stay parking charges to extract maximum value from parking charges, whilst controlling demand

- 12.43 This action will look to increase long stay parking tariffs (4+ hours) and season ticket tariffs for Council owned car parks by 50% (excluding inflation) by 2031. This will contribute towards the management of demand for private vehicle trips into the town centre and is directed at encouraging car commuters to consider walking, cycling or using public transport as an alternative. This will have the effect of better managing traffic congestion and related problems in the town centre during peak periods.

Action P3: Maintain the current level of parking space provision in the town centre.

- 12.44 There is currently a very high level of parking provision within Maidstone. It is proposed that there should be no net increase in the quantum of parking available in the town over the period of this strategy as a means of discouraging car use from current and new developments.

Action P4: Improve parking enforcement on highways to reduce the impact of obstruction on bus reliability

- 12.45 Recent discussions with Arriva have highlighted the significant impact of highway obstruction on bus operations and reliability. Enhanced enforcement of parking restrictions on bus routes by MBC will assist bus operators to maintain timetable schedules.

Highways

The Actions:

Action H1: Targeted implementation of highway improvements at key strategic locations to relieve congestion

- 12.45 Through the identification and enhancement of key strategic junctions, congestion on the road network can be reduced. Regardless of development a number of the town's junctions are subject to high levels of congestion in the morning and evening peaks.
- 12.46 The key junctions and proposed interventions are set out in the table below. The funding sources are also referenced in the Infrastructure Delivery Plan and Maidstone Borough Council and Kent County Council will work together to secure the early delivery of these improvements within the next three years, primarily through S106 agreements and potential Growth Fund applications.

Junction	Aim	Intervention	IDP ref:
Maidstone Town Centre			
Town Centre Bridges Gyratory A229/A20/A26	Capacity improvements.	New northbound link to bypass the gyratory.	LEP Local Growth Fund and MBC Contribution (New Homes Bonus)
Maidstone Urban Area – M20 Junction 7 Strategic Area			
A249 Bearsted Road roundabout and Bearsted Road/New Cut Junction	Capacity improvements.	Signalisation of New Cut roundabout. Provision of a new signal pedestrian crossing and combined foot/cycle way between New Cut & Bearsted roundabouts.	Provided under 13/1163.
Dual carriageway between A249 and New Cut Junctions	Capacity improvements.	Additional carriageway/revised junction arrangements.	Provided in connection with Newnham Court.
M20/Junction7	Capacity improvements.	Signalisation of roundabout, widening of coast bound off-slip and creation of new signal controlled pedestrian route through junction.	Provided under 13/1163.
M2 Junction 5 Improvement	Capacity improvements.		13/1163 - £44.7k

Maidstone Urban Area – South East Maidstone Strategic Area			
A229/A274 Wheatsheaf junction	Capacity improvements.	Close exit to Cranbourne Avenue and potential widening to two lanes of northbound approach on A229 Loose Road.	14/503167 - Proportion of £108k also split between Loose Rd/Boughton Lane & approaches to TC.
A229/Armstrong Road	Capacity improvements.	Works on the approaches to the Town Centre between the Wheatsheaf junction and the bridge gyratory traffic signal junctions.	14/503167 - Proportion of £108k also split between Loose Rd/Boughton Lane & approaches to TC.
A274 Willington Street junction	Junction capacity improvements.		13/1149 - £180k 13/1523 - £30k 13/0951 - £55.8k
A274 Wallis Avenue junction	Junction capacity improvements.		
A274 Corridor	Bus journey time reliability.	Bus priority measures: Widening of the inbound carriageway of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road, incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements	13/1149 - £1.8m 13/1523 - £300k 13/0951 - £558k
Maidstone Urban Area – North West Strategic Area			
A20/Coldharbour Lane junction	Capacity improvements.	Junction capacity and signals/left hand turn lane off A20 to M20 junction 5 link road.	13/1702 - £338K split between A20/Coldharbour & A26/Fountain Lane. 13/1749 - £676K. 14/501209 - £189k 14/500412 - £29.4k split between A26/Fountain Lane &

A20/M20 Junction 5	Junction capacity and signals		Coldharbour 14/501209 £12k (Towards J5 improvements on the M20)
A20/M20 Junction 5	Capacity improvements.	Interim improvement to M20 J5 roundabout including white lining scheme	13/1702 - £21.5k 13/1749 - £43K
A20/B2246 Hermitage Lane junction	Junction capacity improvements		
A26/Fountain Lane /Hermitage Lane junctions	Capacity improvements.	Changes to accommodate right turn vehicles within the junction introduction of MOVA and pedestrian sensing.	13/1702 - £338K split between A20/Coldharbour & A26/Fountain Lane. 13/1702 - £96.2k 13/1749 - £200k 14/500412 - £29.4k split between A26/Fountain Lane & Coldharbour
Rural Areas			
A229 Linton Crossroads	Capacity improvements.	Works on junction approaches.	14/0566 - £108k
A20 Harrietsham	Works to improve safety and pedestrian/cycle access		14/0828 - £399k
A274 North Street/Kings Road Headcorn	Capacity improvements.	Signalisation	
Junction of Oak Lane and Wheeler Street Headcorn	Safety improvements.		S278 under 13/1943
Highway schemes associated with Lenham area	Capacity/safety improvements.	TBC	
A229 Station Road/High St/Headcorn Rd and Marden Rd Staplehurst	Junction capacity improvements.		
Hampstead Lane/Maidstone Rd Junction	Capacity improvements.	Provision of right turn lane on Hampstead Lane.	

Action H2: Maintain and develop Maidstone's Intelligent Transport Systems and the proactive sharing of real time traffic and transport information with road users to manage congestion

- 12.47 KCC is committed to building on the success of the Maidstone Urban Traffic Management and Control (UTMC) system to continue enabling the County and Borough Councils to maximise the capacity of the existing road network and to respond proactively to incidents. In doing so, both Councils will seek to make use of new and emerging technology to share real-time traffic and travel information with road users and facilitate informed journey choices. KCC will also continue to work closely with Highways England to ensure that the management of the strategic and local road networks is fully integrated.

Action H3: Facilitate and promote the expansion of the County Hall Car Club service to encourage an increase in demand on an annual basis

- 12.48 MBC currently includes two pool cars and two pool bikes – which can be reserved for use by any member of staff. Usage of these vehicles is low relative to similar schemes elsewhere in the UK. However, utilisation of Zipcar amongst KCC staff is encouraging, and recent acquisition of electric vehicles has proven popular. KCC are looking to procure additional contract services to enhance this scheme in due course.

Action H4: Actively promote and encourage car sharing initiatives

- 12.49 Maidstone has one of the highest rates of single occupancy car use in the county with 52% of vehicle trips having only single occupants. In order to lower this rate and to incentivise higher car occupancy KCC manages 'kentjourneyshare'; a free web-based service which links drivers, passengers, walkers, cyclists and taxi users who make similar journeys and encourages them to share their trip.
- 12.50 Additionally, KCC manages the 'New Ways 2 Work' scheme (of which MBC is a founding member) which is a collaborative partnership of Kent businesses, local authorities, transport providers and other organisations for encouraging sustainable travel choices. This scheme essentially promotes sensible and efficient use of vehicles and road space to enable traffic to keep moving. This will be maintained indefinitely and can be accessed at <http://newways2work.org.uk>

Action H5: Ensure road safety education continues to be provided for across the borough

- 12.51 Improving road user behaviour continues to be the main priority within KCC's approach to further reducing road accident casualties. The priority concerns and challenges that have been identified through the analysis

of crash and casualty data and wider research findings are: speed, road user impairment, and anti-social values.

- 12.52 For the period 2010-2020, KCC has therefore committed to preparing a three-year rolling programme of activities that uses the individual and combined effects of education, training and publicity in an intelligence-led manner. Accident data and research findings will be used to guide priorities, to identify key target groups and to determine the most effective ways of communicating with them.
- 12.53 Kent County Council will lead collective partnership working through the Kent and Medway Casualty Reduction Group (CaRe Group) to improve road user behaviour through public education activities including publicity campaigns, public engagement projects and public relations strategies.

Action H6: Installation of additional electric charging points and the ~~to~~ promotion of e electronic car use

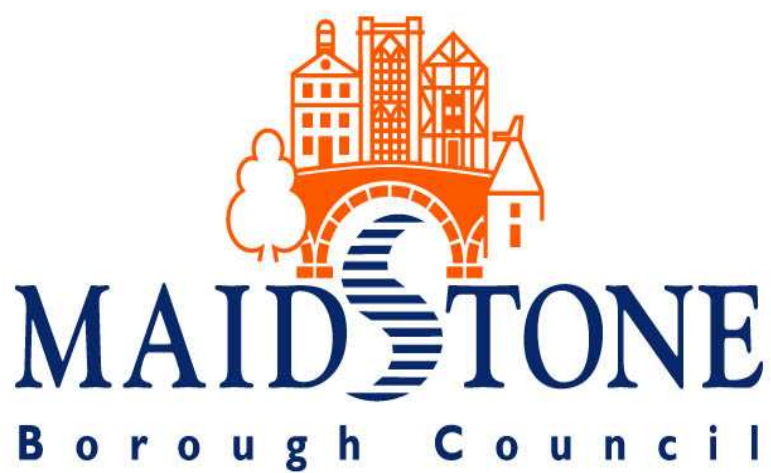
- 12.54 There are 2 units currently installed outside Sessions House (one is serving the car club, one is available for public use), 2 units in Invicta House car park available to the public at weekends, one unit at Maidstone Leisure Centre and two units have been installed in the MBC car park. In addition, there is also one charging point installed at the KCC Aylesford Highway Depot, although this is mainly for use by KCC employees.
- 12.55 There are also several additional points on or close to the motorway network (including a model specific fast-charge facility at Eclipse Park close to M20 Junction 7) and at some local hotels, but KCC/MBC have not been involved in these installations. MBC will work closely with KCC to expand the number of electric charging points across the Borough through the life of this Strategy.

Action H7: Leeds Langley By-pass

- 12.56 With regard to a potential Leeds-Langley Bypass road scheme, Kent County Council will establish the justification for and delivery of such a project and it is considered, that although further assessment is required, delivery of such a project may be feasible post 2031. The Borough Council will work with the County Council in identifying the potential as well as possible timescales for such a scheme at the first review of the Maidstone Borough Local Plan and determine then whether the project should move forward as a specific Local Plan policy.

APP

Appendix A: Walking and Cycling Strategy



DRAFT WALKING AND CYCLING STRATEGY

November 2015

Contents

1.0	Introduction	page 1
2.0	National and Local Policy Overview	page 3
3.0	The Benefits of Walking and Cycling	page x
4.0	Walking and Cycling in Maidstone Borough Today	page x
5.0	Improving the Walking and Cycling Network	page x
6.0	Maintenance of the Cycle Network	page x
7.0	Safer Walking and Cycling	page x
8.0	Promoting Walking and Cycling in Maidstone Borough	page x
9.0	Monitoring the Walking and Cycling Strategy	page x
10.0	Proposed Development of the Walking and Cycling Network	page x
Appendix 1: Traffic Flows on Key Radial Routes		page x
Appendix 2: Pedestrian and Cycle Crash Statistics		page x

NB Photos/illustrations to be added to report

1.0 Introduction

- 1.1 This Walking and Cycling Strategy provides the evidence base for walking actions W1 to W6 and cycling actions C1 to C12 in the Transport Action Plan set out in the Maidstone Integrated Transport Strategy 2011 – 2031 (hereafter referred to as the ITS). It brings together policies and related actions to promote walking and cycling and the delivery of related infrastructure in Maidstone Borough, with the aim of increasing the proportion of journeys made by these active travel modes. Furthermore, the Strategy provides a basis for making bids for improvements to walking and cycling infrastructure in Maidstone through the Local Enterprise Partnership (Local Sustainable Transport Fund) and other transport funding awarded to Kent County Council (KCC) by the Department for Transport.
- 1.2 The emphasis of the Strategy has been on identifying the improvements required to deliver a comprehensive and well-connected cycle network (rather than focusing in detail on pedestrian-only facilities), which will help to make both cycling and walking more attractive alternatives for journeys within the Borough. The Strategy has been drafted by Maidstone Borough Council (MBC) with support from the Maidstone Cycle Forum and KCC. The document will act as a tool to assist in the delivery of the Transport Vision for Maidstone and the following ITS objectives in particular:
- **Objective 1:** Enhancing and encouraging sustainable travel choices including:
 - A: The development, maintenance and enhancement of walking and cycling provision, through network improvements and encouraging uptake amongst the population;
 - C: Promotion and education regarding walking, cycling and public transport travel options;
 - E: Place sustainable travel options at the heart of all new developments within Maidstone, to ensure a fully integrated network that puts pedestrians, cyclists and public transport users at the centre of any transport proposals.
 - **Objective 3:** Ensure the transport system supports the growth projected by Maidstone's Local Plan.
 - **Objective 4:** Reducing the air quality impacts of transport.
 - **Objective 5:** Ensure the transport network considers the needs of all users, providing equal accessibility by removing barriers to use.
- 1.3 The overarching aim of the Walking and Cycling Strategy is, in addition to supporting the Transport Vision for Maidstone, to provide a framework for delivery of the Department for

Transport's Cycling Delivery Plan¹ (draft published October 2014) at the local level. Our local vision supports the national vision, i.e. that:

Walking and cycling become the natural choices for shorter journeys in Maidstone Borough – or as part of a longer journey – regardless of age, gender, fitness level or income.

- 1.4 The Strategy is aligned with the draft Maidstone Borough Local Plan and is supported by the Draft Green and Blue Infrastructure Strategy which promotes the use of urban green space and Public Rights of Way for active travel. In facilitating the use of non-motorised transport it also contributes to the objectives of the Sustainable Community Strategy, Air Quality Action Plan, Draft Neighbourhood Plans and KCC Environmental Strategy.
- 1.5 The Walking and Cycling Strategy encourages active travel and identifies the shared commitment of MBC and KCC to provide an enhanced network for these modes. It acknowledges that, in particular, levels of cycling in Maidstone are low at present and that whilst the Borough has some cycle routes which link Maidstone town centre with the surrounding suburban areas; these are often incomplete or require upgrading. In the rural areas of the Borough there are very few designated safer routes for cyclists. There is a lack of cycle parking facilities at some key destinations.
- 1.6 The benefits which can be derived from promoting walking and cycling as low cost, efficient, healthy and environmentally friendly modes of transport for people of a variety of ages and abilities are wide ranging. These include not just their contribution towards improved mental and physical wellbeing amongst local residents, but also their positive impact on the efficient and reliable operation of the local highway network, and helping to realise a better environment for everyone through reduced air pollution and carbon dioxide emissions. The Strategy identifies a range of measures and interventions to make cycling a more attractive proposition in all areas of the Borough, and especially for shorter journeys.
- 1.7 It is recognised that the Strategy's focus is on the Maidstone area. This is where most people live, where most new development will take place in the coming years and where the infilling of gaps in cycle facilities will make the greatest contribution towards achieving modal shift from private car journeys. However, there is also merit in developing longer distance cycle routes to encourage inter-urban travel and cycle tourism and so the identification of opportunities for improving cycle linkages into neighbouring authorities has been another focus of this Strategy. It is intended to complement the measures and interventions identified in the cycle strategies prepared by neighbouring authorities in conjunction with KCC.

¹ Department for Transport, Draft Cycling Delivery Plan, October 2014, <https://www.gov.uk/government/consultations/cycling-delivery-plan-informal-consultation>

2.0 National and Local Policy Overview

2.1 This Strategy is informed by a range of national and local policies and strategies. This chapter briefly outlines the current policy context within which the Strategy has been prepared.

National Planning Policy Framework (NPPF)

2.2 The NPPF² sets out in broad terms the approach that local authorities should follow in preparing land use and transport plans, to which this Walking and Cycling Strategy is aligned. In particular, para 17 of the NPPF states that a core principle is that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling. Developments should be located where the need to travel will be minimised (para 34) and designed so that ‘priority is given to pedestrian and cycle movements’, with ‘safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians’.

National Walking and Cycling Policy Overview

2.3 The All Party Parliamentary Cycling Group published the Get Britain Cycling³ report in 2013. This marked the outcome of an inquiry which was informed by Members from both Houses of Parliament. The report aims to enable more people across the UK to take up cycling, to cycle more often and to cycle more safely. It seeks to identify the obstacles that must be overcome to achieve these objectives and suggests measures to be undertaken by central and local government, as well as the wider business and third sectors. Recommendations are numerous and divided into five broad topics:-

- A new priority for investing public funds - including the creation of a cycling budget of at least £10 per person per year, increasing to £20.
- Redesigning our roads, streets and communities - including a statutory requirement for developments to be designed for cyclists and pedestrians.
- Safe driving and safe speed limits - including the extension of locally determined speed limits.
- Training and education - including the provision of cycle training for people of all ages and backgrounds.
- Political leadership - including the provision of a cross-departmental Cycling Action Plan.

² Department for Communities and Local Government, National Planning Policy Framework, March 2012, <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

³ All Parliamentary Cycling Group, Get Britain Cycling, April 2013, <http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling1.pdf>

- 2.4 The DfT published a draft Cycling Delivery Plan in 2014. The document identifies the ambition of Government to do more to encourage people across England to cycle. The Government wants to see hundreds of thousands more people taking advantage of the benefits of cycling and walking. The Cycling Delivery Plan is a 10 year plan for England and recognises that a step change in cycling cannot be achieved overnight; this requires strong leadership, commitment and long term planning for incremental change that develops an environment in which cycling is the norm. A subsequent commitment has been set in the Infrastructure Act (2015) which requires Government to prepare a national Cycling and Walking Investment Strategy.
- 2.5 The National Institute for Clinical Excellence (NICE) produced guidance in November 2012 (PHG41)⁴; on Local Measures to Promote Walking and Cycling as Forms of Travel or Recreation which has been taken into account within this strategy.

Local Walking and Cycling Policy Overview

- 2.4 The third Local Transport Plan for Kent (2011-16) sets out Kent County Council (KCC)'s policies and delivery plans for the management and improvement of the local transport network. It has five principal themes, all of which include walking and cycling as an aspect; 'Growth Without Gridlock', 'A Safer and Healthier County', 'Supporting Independence', 'Tackling a Changing Climate' and 'Enjoying Life in Kent'. The Plan seeks to support housing and employment growth whilst managing the County's highways and Public Rights of Way, many of which include cycle routes. The Plan supports active travel and the development of cycling as a transport mode.
- 2.5 The Countryside and Coastal Access Improvement Plan (2013-2017) is KCC's strategy to increase usage and enjoyment of Public Rights of Way (PRoW) and improve access to green spaces in Kent. The County's extensive network of paths is a great asset which can be developed further to provide infrastructure for cyclists as well as pedestrians in both urban and rural areas.
- 2.6 The Maidstone Integrated Transport Strategy (ITS), for which this Walking and Cycling Strategy provides the evidence base for measures supporting active travel modes, sets out the vision for transport in the Borough between 2011 and 2031. The ITS seeks to achieve this vision through addressing existing transport problems in a holistic manner, encouraging a modal shift from the private car and identifying the transport solutions necessary to support the development aspirations of the draft Maidstone Borough Local Plan over the same period. The enhancement of cycling and walking provision is one of the key ITS priorities.

⁴ National Institute for Health and Care Excellence, Walking and Cycling: Local Measures to Promote Walking and Cycling as Forms of Travel or Recreation, November 2012, <http://www.nice.org.uk/guidance/ph41>

2.7 This Strategy is also supported by the draft Green and Blue Infrastructure Strategy (December 2013) which promotes the use of urban green space and Public Rights of Way for active travel. In facilitating the use of non-motorised transport it also contributes to the objectives of the following strategies/action plans:

- Maidstone Sustainable Community Strategy 2009-2020 (July 2013)
- Maidstone Air Quality Action Plan (2010)
- Climate Change Framework 2011-2016 (year???)
- Draft Neighbourhood Plans for Boughton Monchelsea, Boxley, Broomfield and Kingswood, Coxheath, Harrietsham, Headcorn, Lenham, Loose Parish, Marden, North Loose, Staplehurst and Sutton Valence
- Kent Environment Strategy – A Strategy for Environment, Health & Economy: Consultation Draft (July 2015)

3.0 The Benefits of Walking and Cycling

- 3.1 Walking and cycling are low cost, efficient, healthy and environmentally friendly modes of travel. The benefits which can be derived from promoting these modes for people of a variety of ages and abilities are wide ranging. These can be broadly grouped into economic, health and social benefits. This chapter discusses each of these in turn.

Economic Benefits

- 3.2 Active travel modes benefit the economy through encouraging local trade, due to the increasing number of people travelling on local streets and routes. In urban areas they can improve the efficiency of the transport network through reducing congestion, and in turn the air pollution that is generated by vehicular traffic. In short active travel modes have the potential to make a major contribution to supporting the Borough's high streets, making them quieter, cleaner, more liveable and more prosperous.
- 3.3 Kent's visitor economy is reported to be worth £3.4bn according to research commissioned by Visit Kent, with 57 million visitors per year. Over 5 million of these visitors are estimated to be attracted to the County's cycling offer. Maidstone Borough itself attracts over 4 million visitors per year, spending more than £250 million in the local economy. A Destination Management Plan was produced for the Borough Council in 2015⁵. One of its priorities is to make the River Medway an attraction in its own right and promote its use as a green corridor for cyclists and walkers, alongside the development of other themed cycling/walking trails in Maidstone Borough.
- 3.4 Existing leisure cycling opportunities in the Borough include Mote Park, which is a short distance from Maidstone town centre via National Cycle Route 17 (NCR17). NCR17 provides a signed cycle route between Rochester and Ashford via Maidstone along a mixture of quiet lanes and traffic-free sections. From Mote Park, cyclists can cycle northeast to meet the Pilgrims Cycle Trail which connects Rochester Cathedral to Canterbury Cathedral through the Kent Downs Area of Outstanding Natural Beauty. North of Maidstone town centre, NCR17 climbs Blue Bell Hill before cutting across the countryside to arrive in Rochester by the River Medway and Cathedral. Further information about these opportunities is available from the Explore Kent website.
- 3.5 There are a number of local cycling clubs, including the San Fairy Ann Cycling Club (with more than 500 members) and MCC Offroad which organise and participate in numerous cycling events in the Maidstone area and further afield.

⁵ Maidstone Destination Management Plan, July 2015.
<http://services.maidstone.gov.uk/meetings/documents/s43200/Destination%20Management%20Plan%20-%20Appendix%20I%20-%20Draft%20Destination%20Management%20Plan.pdf>

- 3.6 Cycling is reported to be worth £2.9bn per annum to the UK economy, with the average cyclist contributing £230 per annum through activities including bicycle retail and related employment⁶.

Health Benefits

- 3.7 The role of active travel modes in helping to create liveable towns and cities and promoting improved health/social inclusion is now becoming widely recognised by all tiers of government and health authorities. The link between transport, physical activity and health has been highlighted by the British Medical Association (BMA)⁷ and warnings about the health consequences of an increasingly sedentary society are widely reported. It has been estimated that the cost of transport-related physical inactivity in England totals £9.8 billion per year. This is in addition to the estimated £2.5 billion annual healthcare cost of treating obesity⁵.
- 3.8 The National Institute for Health and Care Excellence (NICE) identifies that the health benefits associated with active travel, include:-
- improved mental health and wellbeing;
 - improved physical fitness; and
 - the prevention of chronic diseases and health conditions, which include coronary heart disease, stroke, type 2 diabetes, osteoporosis, cancer and obesity.
- 3.9 Both cycling and walking are effective ways of increasing and integrating levels of physical activity into everyday life. Many people have yet to experience the benefits of regular cycling, especially for local journeys. In the UK 67% of trips by all modes are less than five miles (well within an hour's cycle ride in an urban area), and 38% are less than two miles⁸, or within 40 minutes on foot. Therefore cycling is a potential mode for many of these trips.
- [Walking and cycling isochrones from PTDOSC "alternatives to using a car" report to be inserted.]
- 3.10 A recent study by the DfT into the value for money of the Cycle City Ambition Grant and the Cycling in National Parks Grant found that the combined Benefit to Cost Ratio (BCR) of each of these funding streams was 5.5:1, which was considered to represent very high value for

⁶ London School of Economics, The British Cycling Economy: 'Gross Cycling Product' Report, August 2011, <http://eprints.lse.ac.uk/38063/1/BritishCyclingEconomy.pdf>

⁷ British Medical Association, Healthy Transport = Healthy Lives, July 2012, <http://bma.org.uk/transport>

⁸ Department for Transport, National Travel Survey 2013, <https://www.gov.uk/government/statistics/national-travel-survey-2013>

money. Around 60% of these benefits were accounted for by improved physical fitness, with much of the remainder being associated with journey quality and congestion relief⁹.

3.11 Walking and cycling in urban areas can improve air quality through reducing congestion, and the air pollution that is generated by motor traffic, which represents the majority of air pollutants in Maidstone Borough. An Air Quality Management Area (AQMA) was designated in 2001 which covers the entire urban conurbation of Maidstone. Within the AQMA, the automatic air quality monitoring station at the A229 Bridge Gyratory recorded a mean concentration of nitrogen dioxide (NO₂) of 43.2µg/m³ in the year 2012¹⁰, above the maximum annual mean of 40µg/m³ as required by national air quality regulations. Of the 65 other (non-automatic) monitoring sites across the Borough, nine sites exceeded the maximum annual mean in the year 2012, including Pilgrims Way, Detling which is outside the AQMA.

3.12 The above results highlight air quality concerns in the vicinity of main roads in the Borough. Poor air quality affects health, contributing towards cardiovascular disease and respiratory illness, adding further to NHS costs. It has been reported that air pollution reduces life expectancy by 7-8 months, which has the equivalent UK economic impact of £20 billion per year.¹¹ The potential for walking and cycling in Maidstone Borough to help increase life expectancy and decrease the economic impact of air pollution generated by vehicular traffic is therefore evident.

Social Benefits

3.13 Both walking and cycling are activities which can be fun and provide an opportunity for social interaction, unlike single occupancy car journeys. They enable a better appreciation of the Borough's urban and rural environment. Cycling provides access to routes and locations which are often too far for many to walk. Bicycles can coexist well with other users in residential streets and town centres, unlike the severance effect which can be caused by busy motor traffic routes.

3.14 As well as enabling exercise and recreation, cycling can also be a faster option for short journeys in congested urban environments. It is also a low cost transport option and therefore accessible to most people, promoting social inclusion. By reducing or removing

⁹ Department for Transport, Value for Money Assessment for Cycling Grants, August 2014, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-ofcycling-grants.pdf

¹⁰ Bureau Veritas, Maidstone Borough Council LAQM Progress Report, October 2013, http://www.maidstone.gov.uk/_data/assets/pdf_file/0004/9661/Maidstone-Town-Air-Quality-Action-Plan-April-2013.pdf

¹¹ Department for Food, Environment and Rural Affairs, Air Quality Strategy for England, Scotland, Wales and Northern Ireland, July 2007, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf

the costs of car ownership, cycling has the potential to be an attractive option for young people in particular, giving them independence and increasing their ability to access education, employment, shopping, healthcare and (longer distance) public transport opportunities.

4.0 Walking and Cycling in Maidstone Borough Today

Existing Cycle Network

- 4.1 The Borough's existing cycle network links the town centre to most suburban areas and community facilities, including several schools, Maidstone East railway station and Mote Park. National Cycle Network Route 17 (NCR17) provides an 11 mile leisure/commuter link (approximately half off-carriageway) between Maidstone and Rochester. Via Mote Park, Weaving Street and Hockers Lane, NCR17 connects to the Pilgrims Cycle Trail at Detling in the North Downs. At present, NCR17 connects with NCR1 (Inverness to Dover) in Rochester and ends in Ashford, but KCC has plans to extend the network by connecting to NCR2 (Dover to St Austell) on the South Coast.
- 4.2 Maidstone also has a Regional Route 12 (RR12) which originates in the town centre and extends along the A20 London Road into Tonbridge and Malling. A section of the route within Maidstone Borough is traffic free and provides good linkages to local schools in the residential area of Allington.
- 4.3 Limited cycle parking facilities are provided at locations within the Maidstone town centre shopping area, as well as cycle stands at Maidstone East and West railway stations and at KCC Sessions House and Invicta House. In addition, cycle lockers are available at Maidstone East railway station. Outside the town centre, some neighbourhood shopping areas are provided with cycle stands and Bearsted, Lenham, Marden and Staplehurst railway stations have well-used cycle parking facilities.
- 4.4 Existing walking and cycling routes and facilities within the Maidstone urban area are illustrated in the Maidstone Walking and Cycling Map published by Explore Kent in 2012. This map is not available electronically although hard copies are available.
- 4.5 There are a number of issues which currently constrain the attractiveness of walking and cycling within Maidstone Borough:
- **Accessibility** – in many areas the pedestrian network does not currently provide equal access for all users. Dropped kerbs and tactile paving to assist the mobility and visually impaired may be unavailable, and the width of footways may in some cases be too narrow (whether in terms of their actual width, or their usable width due to the presence of sign columns or street furniture) to enable their use by wheelchairs and mobility scooters for example. Some routes are stepped without having a ramped alternative.
 - **Connectivity** – Linkages from west to east Maidstone via the town centre are limited, although the situation has recently improved with the refurbishment of the pedestrian

bridge connecting Maidstone East and Maidstone Barracks railway stations. Subways are often flooded due to inadequate drainage systems and maintenance. There are currently no designated cycle routes in Tovil and Loose, to the south of the town centre, and to the west in Fant. Safer routes for cyclists to Maidstone West railway station and from the east to the schools and college at Oakwood Park are currently absent.

- **Safety** – safety concerns are frequently a barrier to people choosing to walk or cycle for some journeys. There are few traffic free cycle paths in the Borough and new cyclists may lack the confidence to share road space with motor traffic. Where walking and cycling routes lack lighting and natural surveillance, this may be another deterrent to the use of these modes. In winter, walking and cycling routes outside of the main shopping and pedestrian areas may not be gritted and this is another deterrent to the habitual use of active modes.
- **Secure cycle parking** – although considerable progress has been made in recent years, the availability of secure cycle parking at key locations such as shopping areas and railway stations can be limited.

Existing Cycling Activity

4.6 KCC provides year on year monitoring of cycling trips across Kent from inner urban cordons and automatic traffic counts. There are currently only two fixed cycle counters for Maidstone, one on the A20 outside the Kent Police traffic headquarters, and the other in Mote Park, on NCR17. More counters are needed at strategic locations in the urban area to monitor trip data. This will help gauge the success of future improvements to the cycling network.

4.7 In Maidstone, the monitoring of inner cordon cycle counters reveals the rate of cycling....[data awaited from KCC.]

[DfT Annual Average Daily Flow data for key radial routes to be analysed and appended.]

5.0 Improving the Walking and Cycling Network

5.1 As outlined in chapter xx of the ITS, the Council's targets for active modes are to:

- Increase the cycling mode share of all work trips made by Borough residents from 0.8% in 2011 to more than 2% of all work trips by 2021 and more than 3% by 2031.
- Increase the walking mode share of all work trips made by Borough residents from 8% in 2011 to more than 10% of all work trips by 2021 and more than 12% by 2031.

5.2 This Walking and Cycling Strategy identifies four main objectives to achieve these targets:

1. *Creating new links* – seeking new opportunities to extend routes to more people;
2. *Maintenance of the cycle route network* – looking after what we already have, and improving it;
3. *Creating a safer environment for walkers and cyclists* – designing safer routes and providing road safety education for motorists and non-motorised users alike; and
4. *Spreading the word* – raising awareness of existing and emerging facilities available to walkers and cyclists.

5.3 In terms of creating new cycling links within the Borough, which will also benefit walkers, proposals will be developed with the following strategic long-term aims in mind:

- “Filling in of the gaps” to create a **fully integrated urban cycle network**, with radial routes joined across the town centre. Key destinations (e.g. schools, colleges, hospitals, shopping centres, visitor attractions) and new housing and employment sites will be integrated into the cycle network.
- The creation of an **orbital walking and cycling route** around the Maidstone urban area, linking to the town centre via radial routes. This would be delivered through the upgrading of existing footpath networks where possible to provide cycle linkages, or alternatively along quiet lanes, within the following areas in particular:
 - To the southeast of the town, between Langley and Loose, incorporating Boughton Monchelsea;
 - To the south, within the Loose Valley Conservation Area and Hayle Park;
 - To the west, within the Medway Valley and on Hermitage Lane (linking with Barming railway station);
 - To the north, from Hermitage Lane to Sandling via Allington Lock; and
 - To the east, via the Len Valley north of Otham.

- The creation of **cycle routes from rural service centres and smaller settlements to transport hubs** (where new/improved cycle parking will be provided), along a mixture of quiet lanes and segregated shared use footways, such as:
 - To rural railway stations (Headcorn, Staplehurst, Marden, Yalding, East Farleigh, Hollingbourne, Harrietsham, Lenham); and
 - To bus stops on corridors where frequent interurban services are available or are planned as part of the ITS (e.g. A26 Tonbridge Road, A249 Sittingbourne Road).
- The creation of a **themed rural circular cycle route** (perhaps “Maidstone Ring” or similar) to encourage leisure cycling and exploration of the Borough’s rural attractions. This would complement the existing NCR17/Pilgrims Cycle Trail and improve connectivity between rural service centres by cycle.

5.4 The above principles, and the guidance gratefully received from the Maidstone Cycle Forum, have informed the development of the detailed Action Plan presented in section 10. These detailed actions feed into the high level Transport Action Plan presented in chapter XX of the ITS. In respect of the cycle network the ITS actions are:

Action W1: Provision of accessible pedestrian routes for all users.

Action W2: Improve pedestrian accessibility across the River Medway in Maidstone town centre.

Action W3: Implement public realm improvement schemes within the town centre, such that pedestrian access is the primary mode within the central core of Maidstone.

Action C1: Maintain and further develop a strategic cycle network, connecting the town centre to key facilities and residential areas.

Action C2: Maintain and further develop cycle routes in rural service centres, connecting local amenities and transport hubs (rail stations and bus stops) to housing.

5.5 The objectives of network maintenance, creating a safer cycling environment and spreading the word are explored further in Sections 6, 7 and 8 respectively.

6.0 Maintenance of the Walking and Cycling Network

- 6.1 Unless new and existing walking and cycling facilities are maintained to an appropriate standard they will quickly fall into disrepair and will not be used. In residential areas, regular street cleaning may keep footways running parallel to motor traffic routes clear of debris, and surface defects may be promptly identified and repaired. However, the maintenance regime for off-carriageway routes is likely to be more limited.
- 6.2 Cycle routes require specific maintenance, including the regular cleansing of gullies and kerb lines as well as the cutting back of vegetation to preserve available width and sight lines. Surface defects should be repaired before they become a hazard. Road accident debris such as glass and overgrown vegetation can present hazards to cyclists, resulting in punctured tyres, compromised route alignments or obstacles, all of which could risk the safety of a cyclist and put them in conflict with other road users.
- 6.3 KCC has primary responsibility for the co-ordination of highways and Public Rights of Way maintenance. It works with third party landowners including MBC, where required, to achieve maintenance objectives. KCC's maintenance programme is determined on the basis of information from regular inspections, annual surveys using specialist equipment, and reports from councillors, parish councils, community groups and residents. Road surfaces are surveyed by KCC Highway Inspectors in a manner which takes into account the needs of cyclists; for example, by giving appropriate attention to the two metre strip alongside the kerb line where most cyclists ride. In constructing and maintaining cycle routes, the County Council refers to guidance outlined in TRL Application Guide AG26 (Version 2)¹².
- 6.4 It is KCC's intention to produce a cycle route maintenance schedule for off road cycle routes, subject to funding. This will include the use of volunteers, such as Sustrans Rangers, as well as dedicated contractors. Sustrans Rangers help to maintain the cycle network in a number of ways, including placing temporary signs, reporting faults, undertaking small-scale vegetation clearance and organising work days for more ambitious maintenance projects.

Action C3: MBC and KCC to work with partners to ensure the regular maintenance of all cycle tracks within the Borough.

¹² TRL, Footways and Cycle Route Design: Construction and Maintenance Guide, 2003, <http://trl.co.uk/reportspublications/trl-reports/report/?reportid=6180>

7.0 Safer Walking and Cycling

Cycle Training

- 7.1 National Standard Cycle Training (Bikeability) is provided across Kent by KCC and local School Games Partnerships. The training courses are structured for primary and secondary age school children in Years 4 to 9. The courses give children the skills to make safer choices when cycling and to enjoy the freedom of riding a bike. Bikeability courses are booked directly by schools.
- 7.2 Bikeability comprises three levels of competency-based cycle training. Level 1 is aimed at the basic bicycle control skills that are required to cycle safely in any environment. Level 2 is delivered on quiet roads and teaches participants the skills necessary to take a basic on-road journey and includes a variety of junctions. Level 3 tackles busy traffic situations and complex junctions. Importantly, participants must demonstrate competence at each level before they progress to the next.
- 7.3 Adult cycle training courses are also available. Corporate, group and individual training courses can be arranged and further information is available on KCC's website¹³.

Action C4(a): All Year 6 children will have access to Level 1 and 2 Bikeability training, and children in Years 7 to 9 will have access to Level 3 training.

Action C4(b): Adult cycle training will continue to be offered, through initiatives including work place travel planning.

Road Safety

- 7.4 A key barrier to the use of active travel modes are people's concerns about road safety. Traffic free, segregated cycle routes are not available in all parts of the Borough. Footways can be narrow or absent and lighting is not always available which can make walking an intimidating experience after dark.
- 7.5 KCC undertake regular road safety campaigns targeted at different road user groups...[recent examples to be cited.]
- 7.6 Plots of Personal Injury Collisions (PICs) involving pedestrians and cyclists are included.
- 7.7 These data plots will be reviewed in detail to identify significant clusters of PICs involving non-motorised users and to analyse the main causes of these collisions. This review will be

¹³ <http://www.kent.gov.uk/roads-and-travel/road-safety/road-safety-training/cycle-training>

used to develop a priority list of locations (e.g. road junctions, pedestrian crossing locations) where the upgrading of pedestrian and cycle facilities is required.

Action W4: Identify priority areas for implementation of safety improvements to reduce road traffic collisions involving pedestrians and cyclists.

8.0 Promoting Walking and Cycling in Maidstone Borough

- 8.1 The Council recognises that providing new walking and cycling routes alone will not dramatically increase the use of active travel modes in the Borough. Action to create a pro-active travel culture is needed in a range of areas which include land use and transport planning, regeneration, leisure, health and education. Promotion of walking and cycling will not only involve improved engineering measures and safety but also training, publicity and raising awareness amongst a range of different audiences.
- 8.2 First and foremost, KCC and MBC's websites need to be kept updated to enable local residents and visitors to access the latest information on walking and cycling routes and facilities. The Maidstone walking and cycling map should be updated and made available both electronically and in paper format, with copies distributed to the visitor information centre, tourist attractions, hotels, large employers and schools.
- 8.3 Efficient wayfinding can encourage walking and cycling through providing people with the information they need to navigate the town successfully, and understand the journey times between locations. Having clearly branded, consistent, wayfinding throughout the Maidstone central area not only provides information and reassurance to those less familiar with the area, but also adds to the overall experience of the public realm. All cycle routes throughout the Borough should be fully signposted for the benefit of new cyclists and those who are unfamiliar with the area.
- 8.4 As well as walking, cycling should form a key component of school and workplace Travel Plans and local clubs and cycle shops could help to promote cycling within the borough through active promotion and use of the local network. Travel Plans will be encouraged as they can include commitment to improving cycling facilities like secure parking, bicycle lockers or the provision of shower facilities for large employers. In 2011 Kent County Council produced new best practice guidance on travel plans.¹⁴ Link is broken, KCC (Tay Arnold) to confirm.
- 8.5 With respect to school travel planning specifically, MBC is a sponsor of the KM Charity Group 'Walk to School' which seeks to encourage more parents and children to walk to school. Across the County since its inception, the Charity has resulted in:
- 40,000 children and families being involved;
 - 600,000 green journeys annually; and
 - 250,000 school run car journeys removed.

¹⁴ New Ways to Work – Best practice guide for preparing travel plans in Kent 2011
<https://shareweb.kent.gov.uk/Documents/roads-and-transport/getting-around/Travel%20Plan%202010.pdf>

- 8.6 Schemes such as the above contribute greatly to reducing traffic congestion and these achievements will be built on through the appointment of a “school travel plan champion” within MBC to work with schools and KCC to further reduce car trips undertaking the “school run”.
- 8.7 KCC will continue to develop and maintain a range of publications that will cover both the local and county cycle network and successful recent initiatives, such as Sky Ride Local. during National Bike Week, will be repeated wherever possible.
- 8.8 It is important that the requirements of planning applications are standardised and clarified so that cycling can be promoted through the development control process. In particular it is essential that new residential properties and other developments (such as employment, retail, healthcare and educational uses) provide secure cycle parking/storage areas close to the building entrance/exit. In respect of residential properties, for example, although a cycle locked in a shed at the end of a garden is stored within the curtilage of the property as required by the *Kent & Medway Structure Plan 2006: SPG4 Vehicle Parking Standards*¹⁵, it is less likely to be used than one stored close to the front door. The provision of secure cycle storage should be managed via the development control process in the same way as car parking is managed. Equally important is the provision of attractive pedestrian and cycle routes within new developments, with good natural surveillance and crossing facilities to integrate with the surrounding neighbourhood.
- 8.9 With the support of KCC’s Cycling Officer, the Maidstone Cycling Forum was re-established in 2015. The Forum brings together Members and officers from the Council, representatives of organisations with an interest in cycling and interested members of the public. Its goal is to *“help create a cycle-friendly culture in Maidstone, where residents and visitors of all ages and abilities choose to cycle regularly for those shorter journeys they do not make on foot.”*
- 8.10 The Forum has completed a number of cycle related research tasks since its original establishment, and has recently provided assistance with the assessment of existing cycling routes in the Borough, highlighting missing links, as well as identifying potential new strategic routes.

Action W5: Actively encourage and promote walk to school initiatives.

Action W6: Improve street signage with better pedestrian wayfinding and a reduction in footway clutter.

¹⁵ [http://www.kent.gov.uk/SPG4](#) **Action C5: Support the Maidstone Cycling Forum as a group to promote the cycling cause in the Borough.**

Action C6: Improve cycle security and parking at all key transport hubs and public amenities (including schools, healthcare facilities and retail locations).

Action C7: Encourage employers to incorporate cycling into Workplace Travel

9.0 Monitoring the Cycling Strategy

- 9.1 This Strategy will be regularly monitored alongside the ITS.
- 9.2 Monitoring should take several forms including continuous automatic counters on cycle tracks and detailed route user surveys. This will enable a detailed database to be established which in turn can inform economic appraisals and health impact assessments in the borough.
- 9.3 Details of the walking and cycling modal share targets are presented in Chapter XX of the ITS. Progress against the ITS targets will be monitored using future census data, but cycle usage will be analysed on a more regular basis using the above data sources. It is envisaged that the Walking and Cycling Strategy itself will be updated every five years, with the first update scheduled in 2021.

Action C13: MBC and KCC to identify locations throughout the cycle network where new automatic cycle counters should be installed to enable a detailed analysis of usage. Installation to proceed as resources allow, but each new cycle infrastructure proposal will be assessed to see if an additional counter should be added to augment the data gathering process.

10.0 Proposed Development of the Walking and Cycling Network

10.1 If we are to achieve the aims set out in this strategy then the schemes chosen must create a network that appeals to both existing and potential pedestrians and cyclists.

10.2 Planning and prioritisation of the development of the walking and cycling network in Maidstone Borough has been undertaken with input from the Maidstone Cycle Forum. Proposals have been sifted on the grounds of likely technical and political deliverability. Recommendations have been prepared and are split into the following geographical areas:

- Maidstone Town Centre
- North West Maidstone
- South West Maidstone
- North East Maidstone
- South East Maidstone
- Rural

For each of the above areas a map is provided which illustrates the recommended interventions. These are described in the accompanying table, together with an indicative timetable for their implementation, potential funding sources and delivery partners. [Maps to be completed]

10.3 As this is a strategy, it should be noted that the proposals are indicative only and that their implementation will be dependent upon securing the necessary funding and the completion of satisfactory feasibility design, detailed design and public consultation exercises at the appropriate stage.

Maidstone Town Centre

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
MTC1	Widening of existing Wat Tyler Way shared use footway.	Footway widening on east side of Wat Tyler Way between Ashford Road and Chancery Lane, amended carriageway markings (reduced lane widths).				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
MTC2	Upgraded crossing facilities on A249 Sittingbourne Road at Union Street/Vintners Road junction.	Signage, upgrading of controlled crossing to toucan standard, widening of footway alongside Sittingbourne Road, surfacing.				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
MTC3	Improved cycle connectivity between High Street and Lockmeadow.	Package of measures to improve cycle facilities between High Street and Barker Road. Signage, upgrading of Bishops Way controlled crossing to toucan standard, expansion of cycle/pedestrian waiting areas, relocation of lamp columns/street furniture, cycle facilities on Barker Road, surfacing.				CIL Integrated Transport block funding Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> KCC MBC
MTC4	Enable cycling between College Road and Brunswick Street.	Upgrade existing footpath link between A229 Hayle Road and Brunswick Street. Install toucan crossing on A229 Hayle Road to facilitate cycle access to and from College Road. Amended Right of Way Order required, signage, surfacing.				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
MTC5	Package of measures to improve pedestrian environment and public realm along Week Street, incorporating appropriate access for cyclists.	Allow cycle access to Week Street: 1) at all times between Station Road and Union Street (contraflow required); 2) from 8pm to 8am between Union Street and High Street. Cycle parking facilities to be provided within improved public realm. Amended Traffic Regulation Order (TRO) required, signage on entries to pedestrian priority zone, contraflow road markings, surfacing (to indicate cycle route).				CIL	<ul style="list-style-type: none"> KCC MBC Town Centre Partnership
MTC6	Package of measures to improve linkages between River Medway and Week Street, including pedestrianisation of Earl Street.	Pedestrianisation of Earl Street between Pudding Lane and Week Street to ensure cycle access is maintained. Cycle parking facilities to be provided within improved public realm.					<ul style="list-style-type: none"> KCC MBC Town Centre Partnership
MTC7	New cycle route between Week Street (NCN17) and Medway Valley towpath, serving Kent History & Library Centre.	Signage, footway widening Stacey Street and Fairmeadow, new direct shared use footway from James Whatman Way to Fairmeadow, upgrade existing crossing facilities to south of A229/James Whatman Way roundabout to toucan standard.				CIL S106	<ul style="list-style-type: none"> KCC MBC
MTC8	Upgrade existing footway across River Medway between Maidstone Barracks (Buckland Hill) and Maidstone East (Station Road) for shared pedestrian/cycle use.	Signage (shared use, priority to pedestrians).				CIL S106 Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
MTC8	Medway Valley Towpath	Towpath improvements and making of Cycle Tracks Order to create a cycle route between Allington Lock and East Farleigh.				Local Enterprise Partnership (LSTF) MBC (New Homes Bonus)	<ul style="list-style-type: none"> • KCC • MBC
MTC9	Scotney Gardens – Whatman Park Towpath	On west side of River Medway, new section of towpath and improvements to existing towpath.				S106	<ul style="list-style-type: none"> • KCC • MBC
MTC10	Wayfinding Strategy – package of measures to introduce themed trails and quarters in the town centre to improve legibility.	Additional signage to benefit pedestrians and cyclists within town centre. Monoliths and finger posts at key locations: <ul style="list-style-type: none"> • Barracks, East, West rail stations • Outside shopping centres/main shopping streets • Outside major attractions (e.g. museum, theatre) 				CIL	<ul style="list-style-type: none"> • KCC • MBC • Town Centre Partnership • South Eastern Rail Franchisee • Network Rail • Bus Operators
MTC11	Public realm improvements on King Street between Wyke Manor Road and existing bus station access.	Footpath improvements, cycle facilities. Upgraded crossing facilities at junction with Church Street.				CIL S106 (Church Street crossing improvements)	<ul style="list-style-type: none"> •
MTC12	New River Medway pedestrian/cycle crossing	Provision of shared use pedestrian/cycle footbridge linking St Peter's Street and Earl Street.				CIL	<ul style="list-style-type: none"> • KCC • MBC
MTC13	New cycle parking facilities at Maidstone West railway station.	Install five cycle stands with shelter.				Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> • MBC • South Eastern Rail Franchisee • KCC

North West Maidstone

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
NWM1	Footway widening on north side of A20 London Road between Castle Road and Grace Avenue to create two-way cycle path.	Signage, surfacing, reconfiguration of Grace Avenue eastbound bus stop layby.				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
NWM2	Upgraded crossing facilities at Castle Road/London Road junction.	Install controlled crossing facilities on all arms. Dropped kerbs, tactile paving, signage.				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
NWM3	Create new cycle route between Newbury Avenue and Sandling via Allington Lock, providing low traffic route to Museum of Kent Life.	Signage, footway improvements (widening, dropped kerbs, tactile paving) between Forstal Road and Sandling.				CIL Integrated Transport block funding Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> KCC MBC

South West Maidstone

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
SWM1	Cycle route on east side of Hermitage Lane, linking Barming rail station (TMBC) with traffic free cycle path to Queen's Road (Cherry Orchard).	Footway widening, signage, dropped kerbs, tactile paving.				S106	<ul style="list-style-type: none"> KCC TMBC MBC South Eastern Rail Franchisee
SWM2	Cycle route between Giddyhorn Lane and Hermitage Lane (1.0km).	Surface existing footpath and upgrade to bridleway status, signage, lighting (?)				S106 CIL	<ul style="list-style-type: none"> KCC MBC
SWM3	Closure of North Pole Road to through motor traffic to facilitate creation of cycle route from Barming to Kingshill.	Stopping Up Order, bollards, signage.				CIL Integrated Transport block funding	<ul style="list-style-type: none"> TMBC KCC MBC
SWM4	Creation of cycle route from Medway Valley towpath (Unicomes Lane) to Hackney Road and westwards to South Street. This would provide an alternative cycle route during floods at East Farleigh.	Signage, upgrade existing footpaths to bridleway status, vegetation clearance (e.g. east of Farleigh Lane).				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC

North East Maidstone

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
NEM1	Package of highway improvements between Bearsted and New Cut Roundabouts.	Provision of new toucan crossing and combined foot/cycle way between the roundabouts as part of dual carriageway works.				S106	<ul style="list-style-type: none"> KCC MBC
NEM2	Package of highway improvements at M20 Junction 7.	As part of Junction 7 signalisation, creation of a new signal controlled pedestrian route through the gyratory.				S106	<ul style="list-style-type: none"> Highways England KCC MBC
NEM3	Cycle friendly traffic management measures on Sandling Lane/ Penenden Heath Road	Feasibility study required but potential measures include: <ul style="list-style-type: none"> Reduction in speed limit from 40mph to 30mph Vertical/horizontal traffic calming Footway widening to facilitate shared pedestrian/cycle use 				CIL Integrated Transport block funding	<ul style="list-style-type: none"> KCC MBC
NEM4	New cycle parking facilities at Bearsted railway station	Installation of four cycle stands accommodating eight cycles.				Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> MBC South Eastern Rail Franchisee KCC
NEM5	Package of improvement measures on the A20 Ashford Road between Bearsted and Woodcut Farm	In conjunction with pedestrian refuges and bus stops outside site EMP1(5), improvements to north side footway to facilitate shared use by pedestrians and cyclists, to connect with existing advisory cycle routes in Bearsted				S106/S278 CIL Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> MBC KCC

South East Maidstone

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
SEM1	Creation of a cycle route from Sutton Road to The Quarries (3.0km), south of Local Plan site H1(10) and Langley Loch. This would connect with an existing advisory cycle route to Loose and the proposed Loose “Greenway”.	Signage, surfacing, existing footpaths upgraded to bridleway status.				S106	<ul style="list-style-type: none"> • Developers • KCC • MBC
SEM2	Loose “Greenway” – cycle route from Kirkdale to Old Drive and northwards to Cripple Street TBC	Signage, surfacing, widening, existing footpaths upgraded to bridleway status.					<ul style="list-style-type: none"> • KCC • MBC • Loose Parish Council
SEM3	Eastwards extension of Sutton Road cycle routes to provide sustainable transport access to housing sites H1(7), (8), (9) and (10).	Signage, surfacing, lighting, toucan crossing(s) on A274 to connect housing sites to north and south of road and to connect with existing cycle routes through Shepway/Park Wood.				S106	<ul style="list-style-type: none"> • S106 • KCC • MBC
SEM4	Crossing facilities on A274 near Horseshoes Lane junction to provide sustainable transport access to amenities on housing site H1(10) for residents of Langley/Langley Heath.	Dropped kerbs, tactile paving. Pedestrian refuge or controlled puffin/toucan crossing – details TBC.				S106	<ul style="list-style-type: none"> • S106 • KCC • MBC

Rural Maidstone Borough

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
RMB1	Creation of cycle route from Maidstone to Headcorn (and beyond to Biddenden)	Signage, quiet unclassified roads, some on-street cycle lanes/segregated cycle track (A274).				CIL S106	<ul style="list-style-type: none"> • KCC • MBC • Wealden DC • Sustrans
RMB2	Creation of cycle route from Maidstone to Staplehurst (and beyond to Cranbrook)	Signage, quiet unclassified roads, some on-street cycle lanes/segregated cycle track (A229).				CIL S106	<ul style="list-style-type: none"> • KCC • MBC • Wealden DC • Sustrans
RMB3	Creation of cycle route from Maidstone to Marden via Coxheath	Signage, quiet unclassified roads, some on-street cycle lanes/segregated cycle track.				CIL S106	<ul style="list-style-type: none"> • KCC • MBC • Sustrans

Walking and Cycling	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
RMB4	Creation of cycle route from Medway Valley towpath to Paddock Wood via Laddingford	Signage, quiet unclassified roads.				CIL S106	<ul style="list-style-type: none"> • KCC • MBC • TWDC • Sustrans
RMB5	Creation of cycle route from Maidstone to Sittingbourne via A249 and quiet lanes	Signage, segregated shared use footways, possible toucan crossings.				CIL Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> • KCC • Highways England • MBC • Swale BC • Sustrans
RMB6	Creation of cycle route from Maidstone to Harrietsham/Lenham via A20.	Signage, segregated shared use footways, possible toucan crossings.				CIL S106 Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> • KCC • MBC • Sustrans
RMB7	Creation of Maidstone – Tonbridge cycle route via Medway Valley	From Allington Lock northwards. Signage, anticipated mixture of riverside towpath, segregated cycle track and quiet unclassified roads.				CIL Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> • KCC • MBC • TMBC • Medway Council • Sustrans • Medway Valley Countryside Partnership
RMB8	Creation of “Maidstone Ring” cycle route linking Rural Service Centres and other smaller settlements, e.g. Bredhurst, Wichling, Lenham (via Swale), Headcorn, Staplehurst (via TWDC), Marden, Yalding and via River Medway to Maidstone	Signage, some segregated cycle track, on-street cycle lanes.				CIL Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> • KCC • MBC • TWDC • Sustrans
RMB9	Coxheath Sustainable Transport Package	TBC – check Neighbourhood Plan New footway link from site H1 (45) to Mill Lane, Coxheath				S106	<ul style="list-style-type: none"> • KCC • MBC • Coxheath Parish Council
RMB10	New cycle parking facilities at Marden railway station.	TBC				S106	<ul style="list-style-type: none"> • South Eastern Rail Franchisee • KCC • MBC

Walking and Cycling Strategy Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5 – 10 years	Long term > 10 years		
RMB11	Marden Sustainable Transport Package	<ul style="list-style-type: none"> Upgrading of Goudhurst Road zebra crossing to pelican crossing New pedestrian crossing on Church Green Traffic calming measures 				S106	<ul style="list-style-type: none"> S106 KCC MBC
RMB12	Harrietsham Sustainable Transport Package	<ul style="list-style-type: none"> Pedestrian crossing improvements/traffic calming on A20 Cycle route between railway station and primary school Additional cycle parking at railway station Footway enhancements 				S106 Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> KCC MBC South Eastern Rail Franchisee Harrietsham Parish Council
RMB13	Cycle parking Hollingbourne	Five cycle stands and CCTV				Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> South Eastern Rail Franchisee KCC MBC
RMB14	Improved cycle parking at Headcorn railway station	Installation of shelter over existing cycle hoops.				Local Enterprise Partnership (LSTF)	<ul style="list-style-type: none"> South Eastern Rail Franchisee KCC MBC
RMB15	Headcorn Sustainable Transport Package	<ul style="list-style-type: none"> Crossing improvements at A274 Wheeler Street. Footway link from EMP1(4) to A274, Headcorn 				S106	<ul style="list-style-type: none"> KCC MBC Headcorn Parish Council
RMB16	Lenham Sustainable Transport Package	Traffic calming, pedestrian crossing facilities on Ham Lane and Old Ashford Road				CIL	
RMB17	Staplehurst Rail Station Forecourt Improvements	<ul style="list-style-type: none"> Footway/crossing improvements on Station Approach Additional cycle parking 				CIL S106 South Eastern Rail Franchisee	<ul style="list-style-type: none"> South Eastern Rail Franchisee Bus Operators
RMB18	Staplehurst Sustainable Transport Package	Package to improve sustainable transport infrastructure to include provision of pedestrian/cycle crossing on Headcorn Road, ped/cycle links to railway station as well as bus infrastructure, reduced speed limit, potential traffic calming				S106	<ul style="list-style-type: none"> KCC MBC
RMB19	Yalding Sustainable Transport Package	Further work required to determine specific interventions.				CIL South Eastern Rail Franchisee	<ul style="list-style-type: none"> KCC MBC South

							<div> <div>Eastern Rail Franchisee</div> <ul style="list-style-type: none"> Yalding Parish Council </div>
--	--	--	--	--	--	--	--

