

# AGENDA

## STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE MEETING



Date: Wednesday 13 January 2016

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

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1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

**Continued Over/:**

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**Issued on Tuesday 5 January 2016**

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

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## **MAIDSTONE BOROUGH COUNCIL**

### **Strategic Planning, Sustainability and Transportation Committee**

#### **MINUTES OF THE MEETING HELD ON MONDAY 14 DECEMBER 2015**

**Present:** Councillor Burton (Chairman), and Councillors English, Mrs Gooch, Mrs Grigg, D Mortimer, Springett, Mrs Stockell, de Wiggondene and Mrs Wilson.

**Also Present:** Councillors Ash, Mrs Blackmore, Clark, Munford, Round, Sargeant, Thick and J.A. Wilson

164. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Paine.

165. **NOTIFICATION OF SUBSTITUTE MEMBERS**

It was noted that Councillor Stockell was substituting for Councillor Paine.

166. **NOTIFICATION OF VISITING MEMBERS**

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

Councillor Ash – observing  
Councillor Blackmore – all items  
Councillor Clark – items 11 and 12  
Councillor Munford – item 11  
Councillor Round – all items  
Councillor Sargeant – observing  
Councillor Thick – all items  
Councillor J Wilson – all items

167. **DISCLOSURES BY MEMBERS AND OFFICERS**

Councillor Burton declared an Other Significant Interest in Site H1 (10) – Land South of Sutton Road, Langley and explained he would leave the meeting for item 11 and hand over to the Vice Chairman, Councillor Mrs Grigg.

It was agreed that the order of the agenda was changed and item 12 would be taken before item 11.

There were no other declarations by Members or Officers.

168. DISCLOSURES OF LOBBYING

All members declared they had been lobbied on the inclusion of Langley in the Landscapes of Local Value and additional sites; Bydews Place and Land South of Tovil for inclusion in Regulation 19 consultation under item 11 of the agenda tonight – Maidstone Borough Local Plan: responses to the Regulation 18 consultation (October 2015).

169. EXEMPT ITEMS

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

170. MINUTES OF THE MEETING HELD ON 1 DECEMBER 2015

**RESOLVED:** That the minutes of the meeting held on 1 December 2015 be approved as a correct record and signed by the Chairman subject to the following amendments:

- Removal of the duplication of Councillor Grigg under 'Present'
- Addition of Councillor Mrs Wilson under 'Present'.

171. URGENT ITEMS

The Chairman stated that, in his opinion, the update reports of the Head of Planning and Development for items 11 – Maidstone Borough Local Plan: responses to the Regulation 18 consultation (October 2015) and item 12 – Integrated Transport Strategy should be taken as urgent items as they contained further information relating to these agenda items.

The meeting was adjourned for five minutes to allow Members to read the updates.

172. PRESENTATION OF PETITIONS (IF ANY)

There were no petitions.

173. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC

**Question to the Chairman from Councillor Taylor-Maggio, Langley Parish Council:**

***"Is the Borough Council aware of the excellent quality of the landscape between the Len Valley and Langley village, as evidenced in the recent Langley Parish Council report, Landscape of Local Value, dated 17 November 2015?"***

The Chairman responded as follows:

*"I think we all did receive a copy of your lobbying material and we declared that at the beginning of the meeting."*

*Yes, I can say that the Council is aware of the quality of the landscape in this area. In particular, there have been two specialist reports to provide landscape evidence for the Local Plan; the Landscape Character Assessment (2013) and the Landscape Capacity Study Sensitivity assessment (2015).*

*Representations were made to the regulation 18 consultation requesting that this area be included as a Landscape of Local Value. This is a matter before the Committee and I do not want to prejudge what the decision the Committee will yet take.*

*I would also note a crucial point to underline is that all countryside areas, that being areas outside settlement boundaries, will be protected from inappropriate development through the Local Plan. Policy SP5 specifies the limited circumstances when development will be acceptable in the countryside. Policy ENV28, the predecessor of SP5, has already been used successfully a number of times to protect the village of Langley from a number of speculative planning applications."*

**Councillor Taylor-Maggio asked the following supplementary question:**

***"Will the Borough Council, therefore, support the extension of the Landscapes of Local Value notation to include areas 30 to 1 and 30 to 9 in the Landscape Character Areas Assessment report as requested by the Parish Council."***

The Chairman responded as follows:

*"For the reasons given previously I cannot give you a direct answer, but I'm sure Members have taken on board your request to them."*

**Alan Smith, Tovil Parish Council asked the following question:**

***"On the agenda tonight, Members are being urged by officers to approve two housing sites in Tovil, for a total of 502 homes, to be submitted directly to Regulation 19 consultation. Given that there has so far been no public consultation on these proposals, and that Members have not had the opportunity of hearing the views of Tovil Parish Council or of residents on the many reasons why these two sites should not be developed, will the committee agree either to drop the proposals entirely, or to insist that a further round of Regulation 18 consultation be held, of four weeks length equal to the October Regulation 18 consultation, so that Tovil residents are not denied the democratic rights given to other parts of the borough?"***

The Chairman responded as follows:

*"The inclusion of these sites for Regulation 19 consultation is a matter for decision tonight so I cannot, at this point, anticipate what the Committee's decision will be.*

*I believe it is proper and appropriate that officers should give to us options to consider. But I will make it absolutely clear that the decision making is by the elected members of this Committee, the referral Committee above or full Council.*

*I would also note it has been our protocol throughout this process to consider sites for allocation through a Regulation 18 consultation and whether it is appropriate or otherwise to consider that again for these sites, again, is a matter for the Committee to decide. But it is clear that elected members will make that decision."*

**Alan Smith, Tovil Parish Council asked the following supplementary question:**

***"We are all keen to see the conclusion of the local plan process, but the borough will have to go through another local plan preparation at some stage in the future. In deciding whether to fast forward these applications from DHA Planning straight to a Regulation 19 consultation, will this committee consider what message this will give to other planning consultants in the future, who may have controversial allocations who would benefit from cutting out one level of public scrutiny?"***

The Chairman responded as follows:

*"I'm not aware that we have received any applications for these sites, but I am aware that as part of Regulation 18 consultation responses the sites have been submitted for consideration. I would not possibly begin to predict the manner in which the next local plan, post 2031, will be conducted and there are many possibilities that the regulations will be changed between now and then, but I do believe that this Council is committed to the fullest, highest community engagement under the planning policy framework."*

**The Chairman read the following question on behalf of Mr J Talbot:**

***"The National Planning Policy Framework provides detailed guidance to local planning authorities on plan making. In order for a plan to proceed to adoption it must be found to be "sound" by an independent Inspector appointed by the Secretary of State. The test of "soundness" requires, amongst other things, that plans should be justified. In so far as the proposed allocation of land to the south of Tovil for circa. 452 new homes is concerned how can such an allocation be justified when the Kent County Council as Highways Authority have objected in the strongest possible terms. For Members benefit the letter from Barbara Cooper, Corporate Director for Economy, Growth and Transport at the County Council to the Borough Council clearly states that the traffic and highways impact of the proposed allocation would be detrimental to local residents, the travelling public and the ability of Maidstone's economy to function effectively."***

The Chairman responded as follows:

*"Members are aware of the correspondence and numerous consultation responses and in considering this site members will take into account all representations when making their decision."*

**Paul Brailsford of Freeths (representing Tovil residents):**

***"The allocation of land south of Tovil results in a numerical oversupply of housing i.e. it is more than is actually required. Without this allocation the shortfall is only 188 homes. That shortfall reduces again to 106 homes if the planning appeal in respect of land at Ham Lane is successful. It would therefore seem reasonable to assume that level of development could be easily dispersed across other sites which would obviate the need for such a significant incursion into the open country side in a location which is wholly unacceptable in highway terms. Is it therefore possible for the Committee to direct Officers to revisit those sites which have been discounted, thus far, as identified in Appendix C of the report - and which do not appear to be subject to such severe objections from a technical and public perspective - with a view to reporting back to this Committee at a later date? Such a report should identify what alternative allocation strategy could be advanced so that Members can make an informed choice regarding the allocation of land south of Tovil."***

The Chairman responded as follows:

*"I believe what you are asking is, what are the options available to us should the final choices for allocations proceeding to Regulation 19 fall short of the objectively assessed housing need number. I believe there are a number of options available and they include reconsideration of discounted sites, reconsideration of suggested densities, a further call for sites or to proceed with a shortfall."*

*It will be a matter for members to consider this evening how they wish to proceed at this point in the plan making process."*

174. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - INTEGRATED TRANSPORT STRATEGY

Before this item was considered, the Chairman asked the legal representative to refresh Members on how to approach the decision making process at committee meetings.

The Head of Planning and Development introduced the report and referred to the urgent update for this item and briefed the Committee on the revised recommendations.

The recommendation of the Maidstone Joint Transportation Board from their meeting on 7 December 2015 was highlighted as a significant move

forward. It meant the acceleration of vital junction improvements to enable the borough to cope with congestion using LEP funding, and possible growth fund money made available in the Chancellor's budget speech in November 2015.

The Committee was also asked to consider the deletion of the reference to widening of the A274 as part of the highway improvements on page 46 in the draft Integrated Transport Strategy (ITS).

The Committee was informed that the primary purpose of the ITS was to support the Local Plan allocations and set out broad parameters. It would not be examined but would overlap with the Local Plan allocations. Each junction improvement in the ITS, including rural junctions, had been through a detailed modelling process to come up with detailed mitigation subject to Section 106 agreements. It was noted that this was work in progress and needed refinement.

The Committee was also informed of the future of the Local Plan. Should it be adopted in 2017 the Council would proceed with the development of the new plan straight away. The first part of its development would be monitoring the adopted Local Plan via transport assessments and planning applications.

Councillors Clark, Mrs Blackmore and Thick addressed the Committee as visiting members.

During discussions the Committee considered the following issues:

- Cranbourne Avenue – concerns had been raised regarding the impact on other areas of Shepway should this road be closed to help ease congestion at the Wheatsheaf A229/A274 junction. It was discussed that work should be carried out to establish and evidence the accumulative effect closing this road would have on the surrounding area before making a decision to close it.
- Leeds/Langley relief road – work was needed to look at potential routes, testing and costing to establish whether to go ahead with the project or not.
- Officers noted a request to investigate the possibility of rail services from Maidstone to Charing Cross and London Bridge.
- The Committee requested a report come to this Committee outlining the possible options for 20 MPH speed limits.

**RESOLVED:**

1. That the following resolution of the Maidstone Joint Transportation Board, made at its meeting on 7 December 2015, be agreed:

*'We agree in the absence of an agreed transport strategy and in light of the evidence presented to this Board demonstrating*

*Maidstone's significant highway capacity constraints, this Board recommends that a transport strategy be taken forward urgently by the Borough and County Councils covering the period of the Local Plan, with a further review completed in 2022.*

*The aim of this strategy will be to mitigate the transport impact of future growth, in the first instance up to 2022. The strategy should comprise of the key highway schemes and public transport improvements agreed by the Board, and further traffic modelling will be required to identify its impact. It is proposed that the £8.9 million growth fund monies identified for transport be used to accelerate the delivery of these improvements. Existing developer contributions may then be used to support further measures.*

*The agreed transport strategy should also develop the justification for a relief road between the A20 to the A274 (the Leeds and Langley Relief Road), along with a preferred route, in order to allow testing with other strategic transport options and identify all sources of potential funding to enable the schemes to be implemented at the earliest opportunity.'*

Voting:            For – 9            Against – 0            Abstentions – 0

2. That the highway improvements set out on pages 45-47 (320 to 322 for the papers) of the Draft Integrated Transport Strategy, attached as Appendix One to the committee papers, be progressed, deleting:

- a) The words "*Widening of the inbound carriage way of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road*" from the column headed "Intervention" in the section referring to the "A274 Corridor" on page 321 of the report (page 46 of the Draft Integrated Transport Strategy);
- b) The words "*Close exit to Cranbourne Avenue and potential widening to two lanes of northbound approach on A229 Loose Road*" from the column headed "Intervention" in the section referring to "A229/A274 Wheatsheaf Junction" on page 321 of the report (page 46 of the Draft Integrated Transport Strategy) and replacing with appropriate words which give clarity to the work at the Wheatsheaf junction which identify capacity improvements in the area, on the understanding that consideration of Cranbourne Avenue will be included as part of those capacity improvements.

Voting:            For – 9            Against – 0            Abstentions – 0

3. That the provision of the North-west Maidstone Bus-loop be progressed.

Voting:            For – 9            Against – 0            Abstentions – 0

4. That the improvement of a frequent bus service from Maidstone Town Centre via M20 Junction 7 and Faversham/Sittingbourne/Sheerness be progressed with the appropriate bus operator.

Voting: For – 9 Against – 0 Abstentions – 0

5. That improvements to bus facilities at identified railway stations be progressed.

Voting: For – 9 Against – 0 Abstentions – 0

6. That the refurbishment and possible re-provision of a central Maidstone Bus-station be pursued with the relevant owners and bus service operators.

Voting: For – 9 Against – 0 Abstentions – 0

7. That the use of LEP Growth Fund monies be pursued to enable the early provision of the highway improvement measures in advance of development.

Voting: For – 9 Against – 0 Abstentions – 0

175. CHANGE OF CHAIRMAN

Councillor Burton left the meeting at 7:49pm.

The Committee took a short break until 8:00pm when Councillor Grigg to the Chair.

176. REPORT OF THE HEAD OF PLANNING AND DEVELOPMENT - MAIDSTONE BOROUGH LOCAL PLAN: RESPONSES TO THE REGULATION 18 CONSULTATION (OCTOBER 2015)

The Head of Planning and Development presented the report and the urgent update and explained the partial Regulation 18 consultation, which took place in October 2015, only contained certain policies and allocations which had not previously been out to consultation or had amendments. This was the fourth time the draft Local Plan or parts of it, had gone through this process. The objective being to meet the objectively assessed housing need figure of 18,560 while trying to keep to the settlement hierarchy.

The Committee's attention was drawn to the updated 20 year housing land supply, to 30 November 2015, position in the urgent update showing an unmet housing need shortfall of 79. The two further sites the Committee were considering, if included, would provide an oversupply of



423 dwellings, equalling a half year supply of housing. This would also provide a buffer should any of the sites in the draft Local Plan not be developed as expected.

Councillors Munford, Clark, Round, J Wilson, Thick and Blackmore addressed the Committee as Visiting Members.

During discussions the Committee considered the following issues:

- The two new sites – Bydews Place, Tovil and Land South of Tovil. Concerns were raised that the two sites had not gone through Regulation 18 consultation as others in the draft Local Plan had. The Committee agreed there needed to be consistency and clarity in the Local Plan process, but there was no time for another Regulation 18 consultation if the Local Plan was to be submitted to the inspector in May 2016 as planned. Kent Highways Services had raised concerns regarding additional traffic likely to be generated from the site, Land South of Tovil, and the impact on the A229 corridor. Concerns were also raised regarding the sustainability of both sites, the landscape impact of development and how development on these sites would extend the urban boundary of Maidstone into the open countryside.
- Amendments relating to landscape and landscapes of local value – representations made to include parts of Langley, Otham and Leeds in the Landscapes of Local Value policy were considered by the Committee. It was agreed that the proposed Landscapes of Local Value had been carefully considered by this Committee and, via a referral, by the Policy and Resources Committee. It was felt the Council had included all the land it could in the Landscapes of Local Value, including Langley Church, and felt the Langley, Otham and Leeds areas, as with other rural areas, would be appropriately protected through policy SP5 - Countryside.
- Housing Sites – new/deletions/amendments –
  - It was noted by Officers that the appropriate policy in the 2014 Local Plan Regulation 18 consultation would be refined to clarify the approach to receptor sites.
  - Sites H1 (71) Lyewood Farm, Green Lane, Boughton Monchelsea and H1 (77) Bentletts Yard, Laddingford – regarding increasing the yield for both sites. The Committee was reminded that the yield quoted was indicative. It was noted by officers that the final number of houses on these sites could be greater than the indicative figure quoted in the policies.
  - Site H1 (70) Land at junction of Church Street and Heath Road, Boughton Monchelsea – it was noted by officers that Kent County Highways had raised a concern about the proposed access and that the allocation policy for the site would be reviewed for the Regulation 19 version of the Local Plan.

- Site H1 (10) Land South of Sutton Road, Langley – the Committee was reminded that it was agreed the yield for this site had been reduced from 930 to a maximum of 800 units and there would be no development east of the public right of way. To reduce the yield and size of the site would mean housing would have to be found elsewhere. The Committee was informed that ongoing discussions were underway between Officers and Kent Highways on the location of the pedestrian and cycle crossings on the A274.
- Gypsy and Traveller sites – the Committee heard that the change in the definition of a Gypsy and Travellers (G&T) issued on 31 August may mean that actual needs were slightly below that identified in the 2012 Gypsy and Traveller and Travelling Showpeople Accommodation Assessment. The difference is expected to be modest because the 2012 Assessment did take account of respondents' travelling habits. For reasons set out in the report it was not considered appropriate to undertake a new assessment at this stage but to use the existing G&T assessment as the best assessment of need at this point.
- Open Space Allocations – the Committee heard there was a particular need for semi-natural and natural open space. Concern was raised regarding how this would be provided through developments.

Councillor Stockell left the meeting at 9:58pm and was not present to vote from resolution 2e).

### **RESOLVED:**

1. That the site allocation policies for "Land at Bydews Place" and "Land South of Tovil" in Appendix F of the committee report, and the amendments to those policies recommended in the urgent update, not be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan due to their unsustainable location and the unacceptable extension of the urban boundary of Maidstone into the open countryside.

Voting:            For – 8            Against – 0            Abstentions – 0

2. That the schedule of policies and amendments in Appendix B of the report and the further amendments recommended in the urgent update (as identified), be approved as follows:

- a) The sections headed "Introduction to the public consultation" and "Amendments relating to landscape and landscapes of local value" (pages 191-192 of the report) be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting:            For – 4            Against – 1            Abstentions – 2

Councillor Stockell requested that her dissent be noted.

- b) The sections relating to Housing Site Allocations – proposed new/for deletion/for amendment (pages 192-194 of the report) – together with the further amendments to policy H1(10) as set out in the urgent update, be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting:        For – 7        Against – 1        Abstentions – 0

- c) The section relating to the Proposed New Employment Site Allocation (pages 194-195 of the report) be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting:        For – 6        Against – 2        Abstentions – 0

- d) The section relating to Gypsy and Traveller Site Allocations (pages 195-196 of the report) be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting:        For – 7        Against – 0        Abstentions – 1

- e) The sections relating to “Proposed New Open Space Allocations”:

- Amendments on pages 196-201 of the report;
- Amendments headed “...recommended for other H1 policies where it is possible to identify a minimum or approximate quantum of open space provision and/or contributions” on pages 201-204 of the report;
- Amendments headed “For a number of sites there remains some uncertainty whether open space can be delivered...” and “Open Space and Recreation” on pages 204 to 205 of the report, together with the further amendments to policy DM11 set out in the urgent update;

Be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan with an amendment to the policy wording to clarify that open space provision should be provided on site (save for in exceptional circumstances), and that where only off-site provision is possible in the exceptional circumstances, provision and/or contributions are agreed to be allocated or spent (as appropriate) only on suitable and deliverable site(s) within the vicinity of the development.

Voting:        For – 7        Against – 0        Abstentions – 0

- f) The section relating to "Nursing and Care Homes" be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting: For – 7 Against – 0 Abstentions – 0

- g) The sections relation to "Park and Ride site allocations proposed for deletion" and "Park and Ride" (page 207 of the report), together with the further amendments to policy DM15 as set out in the urgent update, be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting: For – 7 Against – 0 Abstentions – 0

3. That the officers' responses to the representations submitted during the public consultations on the draft Maidstone Borough Local Plan (Regulation 18 consultation) in Appendix A of the report to Committee be noted.

Voting: For – 7 Against – 0 Abstentions – 0

4. That the amendment to Policy DM4 - Design principles set out in paragraph 4.76 of the report to Committee be approved for incorporation into the Regulation 19 version of the Maidstone Borough Local Plan.

Voting: For – 7 Against – 0 Abstentions – 0

177. DURATION OF MEETING

6:30pm to 10:11pm

## **MAIDSTONE BOROUGH COUNCIL**

### **STRATEGIC PLANNING, SUSTAINABILITY AND TRANSPORTATION COMMITTEE**

**13 JANUARY 2016**

#### **REFERENCE FROM COUNCIL**

#### **MOTION - 20 MPH SPEED LIMITS**

At the meeting of the Council held on 9 December 2015, the following motion was moved by Councillor Mrs Joy, seconded by Councillor English:

This Council notes:

- Speed limits on Britain's residential roads are 60% higher than comparable European nations;
- More than half of all road accidents occur on roads with 30 mph limits;
- Reducing speed limits on residential roads has been found to lower the incidence of accidents and the number of fatalities and serious accidents that result from them;
- The significant contribution a 20 mph limit could make to improving Maidstone's air quality;
- New Department of Transport guidelines making it easier for local authorities to adopt a 20 mph default speed limit on residential roads; and
- The significant support shown for 20 mph limits in recent surveys of local residents.

This Council therefore resolves to:

Use all appropriate avenues to press the County Council to reconsider its existing policies on speed limits and to support a Borough-wide 20 mph speed limit on residential roads.

An amendment was moved by Councillor Mrs Blackmore, seconded by Councillor Burton, that the motion be amended by the deletion of the words "Use all appropriate avenues to press the County Council to reconsider its existing policies on speed limits and to support a Borough-wide 20 mph speed limit on residential roads." from the second paragraph and the insertion of the following:

Request that the Strategic Planning, Sustainability and Transportation Committee review all the available evidence; consider the implementation of 20 mph speed limits within the Borough of Maidstone; and refer the findings to the Cabinet Member at Kent County Council.

The amendment was carried.

An amendment was then moved by Councillor Harper, seconded by Councillor McKay, that the substantive motion be further amended by the addition of the following words after the word "Maidstone" in the second paragraph:

"in neighbourhoods where residents support them;"

The amendment was lost, the point being made that the substantive motion if carried would provide an opportunity to consider all of the finer details.

The substantive motion was then put to the vote and carried.

**RECOMMENDED: That the Strategic Planning, Sustainability and Transportation Committee review all the available evidence; consider the implementation of 20 mph speed limits within the Borough of Maidstone; and refer the findings to the Cabinet Member at Kent County Council.**

**NOTE: A briefing note provided by the Officers to assist the Council in its consideration of the motion is attached as Appendix A.**

## Member Briefing Note – 20 mph Speed Limits

### *Background*

At the Council Meeting on 9<sup>th</sup> December 2015 a motion is to be moved proposing that the Council resolves to use all appropriate avenues to press the County Council to reconsider its existing policies on speed limits and to support a Borough-wide 20mph speed limit on residential roads. If carried, the motion will be referred to the appropriate Cabinet Member at the County Council.

To assist Members in the debate, this briefing note provides a summary of current Department for Transport guidance to traffic authorities with respect to setting speed limits, and recent experiences with area-wide 20mph speed limits in other English local authorities.

### *Current Department for Transport Guidance*

DfT Circular 01/2013, *Setting Local Speed Limits*<sup>1</sup> provides guidance to be used by English traffic authorities for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. Paragraph 12 identifies that one of the key priorities for action is for traffic authorities to consider the introduction of more 20 mph limits and zones in residential areas to ensure greater safety for pedestrians and cyclists. This is clarified in Section 6.1 which states that 20 mph limits and zones can be introduced on “residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable”. However, the guidance goes on to note that “general compliance needs to be achievable without an excessive reliance on enforcement”. There should be no expectation on the Police to provide additional enforcement beyond their routine activities.

There is a difference between **20 mph limits**, typically covering individual or small numbers of streets and requiring signs only, and **20 mph zones**, typically covering larger areas and requiring both signs and markings. Originally, 20 mph zones required traffic calming such as road humps/chicanes, but the DfT relaxed this requirement in 2011 in order to reduce costs for traffic authorities, and to avoid the opposition which physical measures can attract (e.g. potential concerns regarding damage to vehicles and increased emergency services response times).

The Circular notes the clear evidence of the effect which reducing traffic speeds has on the number of collisions and casualties. There is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%. The benefits of 20 mph

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/63975/circular-01-2013.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf)

schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. These active travel modes can make a very positive contribution to improving health and tackling obesity, improving accessibility and tackling congestion, and reducing carbon emissions and improving the local environment.

#### *Evidence from existing 20 mph schemes*

**Portsmouth** was the first area-wide 20mph limit in the UK, commencing in 2008. Applied on approximately 94% of roads in the city which previously had a 30mph speed limit (410km out of 438km), the scheme cost approximately £573,000 to implement. Traffic speeds in most of the streets treated were relatively low (less than 20 mph) to start with. DfT evaluation<sup>2</sup> in 2010 suggests that traffic speeds were reduced by an average of 1.3mph (from 19.8mph to 18.5mph), but for streets with a “before” average speed of 24mph or higher, the average reduction was 6.3mph (but still insufficient to fall below the 20 mph limit). A 22% reduction in total casualties was recorded (compared to 14% nationally over the same period). Pedestrian casualties were reduced by 16% (compared to 13% nationally). However, KSI (killed or seriously injured) casualties rose by 6%, although the absolute increase was only 1.2 per year. Just under half of surveyed respondents were satisfied with the scheme. A small decrease in traffic volumes was recorded, but this may be due to other factors.

In **Bristol**, following a successful pilot scheme in 2010 a city wide 20mph limit was introduced in phases from July 2012, with completion in September 2015. All roads except dual carriageways, 40mph and 50mph roads were considered for the new limit. The scheme was funded by the Local Sustainable Transport Fund and cost £2.3million. Evaluation of the pilot scheme indicated small changes in accident numbers, but it was too early to draw conclusions. Traffic speeds reduced by an average of 0.9mph. There were negligible changes in emissions and noise, and the bus operator reported no impact on bus journey times and service reliability. Increases in pedestrian activity and cycling levels were observed, although this may not be solely due to the 20 mph limit.

Phase 1 of a 20 mph limit scheme was introduced in **Brighton & Hove** in April 2013, covering all residential and shopping streets in the centre of Brighton. In June 2014, Phase 2 was introduced which extended the 20 mph speed limit beyond the centre, but only on streets where the majority of respondents supported the proposals. Early monitoring from the first six months of Phase 1 in the city centre indicates a decrease in traffic speed on 74% on the roads, a 20% decrease in the number of collisions and a 19% decrease in the number of casualties (based on five months of 2013 data compared with the three year average for the same five months in the previous three years.)



*Summary*

The evidence for the benefits of reduced traffic speeds in terms of improved road safety is clear. In response, the introduction of 20mph schemes covering residential and shopping areas has become increasingly widespread amongst English traffic authorities. They are justified not only in terms of improving road safety but also in terms of health, social and environmental benefits.

The greatest impact in reducing traffic speeds is delivered by 20 mph zones featuring traffic calming, achieving a reduction in speeds of about 9mph on average<sup>2</sup>. However, the majority of new schemes introduced are now signed only 20 mph limits. These are much cheaper to implement and can avoid the opposition which physical traffic calming measures can attract, but generally lead to much smaller reductions in traffic speeds (about 1 mph on average). Some reduction in the number of collisions and severity of casualties has nevertheless been recorded in recent case studies of 20 mph limits.

Given competing priorities, it is likely that the resources available for Police enforcement of any 20 mph schemes introduced in Maidstone would be limited. To be effective, such schemes would need to be generally self-enforcing. 20 mph limits are therefore unsuited to streets where average traffic speeds are high (i.e. mean speeds above 24mph) and where pedestrian/cyclist movements are low (with little potential to increase).

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<sup>2</sup> [http://www.20splentyforus.org.uk/UsefulReports/20mph\\_Steer\\_Davies\\_Gleave.pdf](http://www.20splentyforus.org.uk/UsefulReports/20mph_Steer_Davies_Gleave.pdf)

# Agenda Item 12

## **Strategic Planning Sustainability & Transportation Committee**

**13 January 2016**

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

**Yes**

### **Integrated Transport Strategy Progress**

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

#### **This report makes the following recommendations to this Committee:**

1. That Members agree the Walking and Cycling Strategy for consultation
2. That Members agree the measures outlined in the draft ITS relating to Parking
3. That Members agree the measures outlined in the ITS relating to Ultra-low/zero emission vehicles
4. That Members Agree the revised draft ITS for consultation.
5. That Members support the continuation of work by MBC and KCC officers following consultation, and further cooperation.

#### **This report relates to the following corporate priorities:**

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

#### **Timetable**

<b>Meeting</b>	<b>Date</b>
Strategic Planning Sustainability & Transportation Committee	13 January 2016

# Integrated Transport Strategy Progress

## 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Integrated Transport Strategy (ITS) has been produced in support of the proposed allocations in the emerging Maidstone Borough Local Plan, in particular, the housing allocations. It does this by identifying and providing the necessary highway and sustainable transport improvements and mitigation.
  - 1.2 This report provides further information to Members on the progress towards a completed draft ITS made since the meetings of this Committee held on 1<sup>st</sup> and 14<sup>th</sup> December 2015.
  - 1.3 The latter followed a meeting of the Maidstone Joint Transportation Board on 7 December. The resolution of the Maidstone Joint Transport Board(MJTB) sets the tone for continued joint working between MBC and KCC officers, to progress not only the draft ITS but also its implementation
  - 1.4 Progress towards the further work in several areas previously identified is described. As a result of the consideration of the issues raised by Members, particularly at the meeting on 1<sup>st</sup> December, corresponding textual changes to the draft ITS have been incorporated and are discussed in the main body of the report. The ITS together with the Infrastructure Delivery Programme (IDP) supports the Local Plan and the Regulation 19 Consultation.
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## 2 INTRODUCTION AND BACKGROUND

- 2.1 The Integrated Transport Strategy (ITS) has been produced in support of the proposed allocations in the emerging Maidstone Borough Local Plan, in particular, the housing allocations. It does this by identifying and providing the necessary highway and sustainable transport improvements and mitigation.

### **SPS&T Committee 1<sup>st</sup> December 2015**

- 2.2 The draft ITS, was reported to this Committee on 1<sup>st</sup> December 2015 with a recommendation that Members note the progress made to-date. Members did consider the documents and raised the following issues and requested that they be addressed in a future revised version of the ITS.
  - 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

### **MJTB 7<sup>th</sup> December 2015**

- 2.3 In between the two meetings of this Committee on 1<sup>st</sup> and 14<sup>th</sup> December, a meeting of the MJTB was held on 7<sup>th</sup> December. The Board unanimously agreed the following resolution:

*'We agree in the absence of an agreed transport strategy and in light of the evidence presented to this Board demonstrating Maidstone's significant highway capacity constraints, this Board recommends that a transport strategy be taken forward urgently by the Borough and County Councils covering the period of the Local Plan, with a further review completed in 2022.'*

*The aim of this strategy will be to mitigate the transport impact of future growth, in the first instance up to 2022. The strategy should comprise of the key highway schemes and public transport improvements agreed by the Board, and further traffic modelling will be required to identify its impact. It is proposed that the £8.9 million growth fund monies identified for transport be used to accelerate the delivery of these improvements. Existing developer contributions may then be used to support further measures.*

*The agreed transport strategy should also develop the justification for a relief road between the A20 to the A274 (the Leeds and Langley Relief Road), along with a preferred route, in order to allow testing with other strategic transport options and identify all source of potential funding to enable the schemes to be implemented at the earliest opportunity.'*

- 2.4 Connected with that resolution, a number of key highway/junction capacity improvement and public transport schemes were agreed by the MJTB.

### **SPS&T Committee 14 December 2015**

- 2.5 At the meeting of this Committee on 14<sup>th</sup> December, Members agreed the following recommendations in addition to adopting and agreeing the resolution of the MJTB set out above:

1. Members agree to progress the highway improvements set out on pages 320, 321 and 322 of the Draft ITS. (Members should note that the page references refer to the page numbers on the agenda papers not the draft ITS itself).  
*(This was subject to removal of a reference to the widening of Sutton Road between Wallis Avenue and Loose Road in relation to the A274 Corridor and also removal of the reference to the closure of Cranbourne Avenue in relation to the proposed improvements at the*

*Wheatsheaf junction, although Members made it clear that Cranbourne Avenue is to be considered as part of the overall assessment of junction capacity improvements (both on page 46 of the draft ITS).*

2. Members agree to progress the provision of the North-west Maidstone Bus-Loop
3. 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.
4. Members agree to progress improvements to bus facilities at identified railway stations.
5. Members agree to pursue with the relevant owners and operators the refurbishment and possible re-provision of a central Maidstone Bus-station.
6. Members agree to pursue the use of LEP Growth-Fund monies to enable the early provision of the highway improvement measures in advance of development.

### **Further progress**

- 2.6 The decision made on 14 December has addressed a significant number of the issues raised by Members at the meeting held on 1<sup>st</sup> December and the draft ITS now includes an agreed package of junction capacity interventions alongside specific public transport measures.
- 2.7 Further changes to the draft ITS to reflect Councillors' comments have also been made. The revised draft of the document is attached at Appendix 1 to this report.
  - The changes recommended by Members on 14<sup>th</sup> December relating to Sutton Road widening and the Wheatsheaf junction have been made (see page 42 of the draft ITS)
  - Section 11 of the draft ITS now includes "SMART" targets for all Action Areas and a clear timetable for monitoring and review that aligns with that of the Local Plan (page 24).
  - The draft ITS has been amended to reflect the Council's aim to seek to meet in full the objectively assessed need (para 3.3 page 2).
  - All reference to Park & Ride has been removed.
  - The comments in relation to buses and rail have also been assessed and changes made in the Public Transport section of the draft ITS. (pages 34-40)
- 2.8 Given that Members have now resolved to progress the highway/junction capacity and public transport in addition to the drafting changes to the draft ITS referred to above, there are two main areas of the draft ITS that have not been agreed. These are Walking and Cycling and Parking/Ultra Low/Zero Emission Vehicles.
- 2.9 Other matters remain outstanding and work continues on these. However, they are not critical to the function of the ITS in supporting the Local Plan.

### **Walking and Cycling**

- 2.10 The Walking and Cycling strategy is proposed as an Appendix to the draft ITS. However, to provide clarity for Members, it is attached at Appendix 2

to this report along with a number of maps and illustrative evidence in support of the strategy.

## 2.11 The main action areas of the strategy in respect of Walking and Cycling are as follows:

### Walking

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

### Cycling

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.
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 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.
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 Plans.
Action C8:	Promote cycling in schools through School Travel Plans.
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.
Action C14	MBC and KCC to commission a detailed audit of the Borough's walking and cycling corridors to refine the infrastructure interventions recommended in the Action Plan.

- 2.12 Improvements to the walking and cycling network are promoted in the strategy primarily through the creation of new links and upgrading existing provision, by filling-in the gaps in the existing network and the creation of an orbital walking and cycling route around the Maidstone urban area and the creation of cycle routes from rural services centres and smaller settlements to transport hubs together with improvements at these hubs as well as the creation of a rural circular cycle route to complement the existing NCR17/Pilgrims Cycle Trail and improve connectivity by cycle between the Rural Service Centres.
- 2.13 The revised draft of the strategy has addressed, where possible, Members' previous comments and considers a range of evidence in support of the actions contained within it. A network of potential routes and interventions and actions for both walkers and cyclists are set out in the strategy.
- 2.14 The suggestion by some Members that specific road closures and contraflow cycle lanes be introduced has been considered but has not been progressed at this stage. This aspect requires greater consideration and work alongside KCC and other partners. This will be undertaken as part of the monitoring and review of the Strategy moving forward to 2022.
- 2.15 Members are recommended to approve the strategy for consultation alongside the draft ITS.

### **Parking**

- 2.16 The thrust of the draft ITS is to provide disincentives to long-stay parking in Maidstone town centre to encourage modal shift. This will be achieved through a review of the pricing structure for car-parks in Maidstone town centre and through the introduction of dynamic car-park charging and the use of improved information to assist drivers.
- 2.17 A key problem with the current situation is that the town centre has a number of relatively small car parks in the inner town centre core and relatively little information (other than the King Street car-park which is just identified as open or closed) as to whether they are at capacity. This is in contrast to the Fremlin Walk car-park, the two Mall car-parks and Lockmeadow car-park which are included on electronic boards on key radial routes into the town centre and their remaining capacity displayed.
- 2.18 This leads to traffic circulating the town centre in the search for parking spaces adding to overall congestion and general issues with air quality.
- 2.19 The town centre parking and pricing strategy moving forward will, therefore, seek to encourage long-stay parking into the larger car-parks on the edge of the town centre (e.g. Sittingbourne Road/Vinters Road and Mote Road) and to improve the provision and reliability of roadside driver



information (including routing) showing available capacity in all publicly accessible off-street town centre car-parks. This will require additional technology in each of the car-parks to more closely monitor patronage to enable roadside information to be updated.

- 2.20 As part of this overall strategy, the impact of the impending closure of the Sittingbourne Road Park & Ride site in early 2016 will need to be monitored closely.
- 2.21 It is vitally important that the pricing strategy should be strong and also flexible enough to promote and support a corresponding increase in bus service frequencies to respond and to assist in encouraging modal shift towards public transport, cycling and walking to further reduce reliance on the use of the private car by 2031.

### **Ultra-low/Zero Emission Vehicles**

- 2.22 In relation to the encouragement of the use of vehicles with zero or ultra-low emissions, a two pronged process will be required. Firstly, adopted parking standards for new development will require appropriate charging points to be made available or for pre-wiring to be put in place to enable easier and less costly retro-fitting. Secondly, incentives such as discounted or free parking can be introduced to encourage the use of ultra-low or zero emissions vehicles for journeys into the town centre.
- 2.23 On 17 December 2015, the Government announced an extension to the existing plug-in car-grant beyond the existing notified February 2016 date, to at least the end of March 2018. The maximum subsidy has been lowered from £5000 to £4500 and two grant rates will be introduced from 1 March 2016 to focus financial support on the 'greenest' vehicles.
- Category 1 vehicles with a zero emission range of over 70 miles will benefit from the maximum £4500 grant.
  - Category 2 and 3 vehicles with a shorter zero emission range (petrol/diesel hybrid vehicles) will benefit from a grant of £2500.
  - A price-cap of £60,000 has also been introduced for category 2 and 3 vehicles; vehicles priced above this level will not receive a grant whereas Category 1 vehicles above this level will remain eligible for the full £4500 grant.

Importantly, the Government has also announced it will continue to provide a £500 grant to Ultra Low Emission Vehicle (ULEV) users towards having a charging point installed at their home (estimated to be approximately 50% of the cost).

- 2.24 During the life of the Local Plan and its accompanying ITS, the technology surrounding vehicles will change, for example, the current limited use of hydrogen fuel-cell powered vehicles is likely to increase as more models come to the market.
- 2.25 Technology already exists to enable the manufacture of hydrogen through electrolysis with power provided by renewable sources to service fuel-cell cars for a reduced cost compared to a conventional filling station to which fuel is delivered. An example of this approach constructed by Honda opened

in 2014 in Swindon and is also used to fuel some for the Local Authority's vehicles.

2.26 The Council should seek to accommodate, in an appropriate location, the provision of a hydrogen filling station within the Borough.

2.27 Members are recommended to approve the commentary on Parking and Ultra-Low/Zero Emission Vehicles for inclusion in the draft ITS

### **Transport modelling**

2.28 The draft ITS has been 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, in late 2014 and early 2015, VISUM strategic modelling was used to provide a high level picture of the implications of major network changes according to various scenarios relating to highways and sustainable interventions.

2.29 Three scenarios for the development proposed by the emerging Maidstone Borough Local Plan were modelled initially, relating to a base case "Do Minimum" (DM) scenario with no transport interventions and two "Do Something" options (DS1 and DS2); a highways scenario based on junction improvement schemes (DS1), and a sustainable transport policies scenario (DS2). Subsequently, a further two options (DS3 and DS4) were modelled at the request of KCC, to investigate different quantum and locations of proposed development, with only the DS4 scenario reflecting the Local Plan's objectively assessed need for housing.

2.30 It is necessary to rerun the DM scenario to reflect the objectively assessed needs identified in the Local Plan and to agree assumptions for further modelling to reflect agreed ITS actions. A joint meeting between MBC officers and KCC officers and their consultants will agree the parameters for the further analysis.

2.31 Detailed technical assessment and design-work of individual highway and junction improvements is required as the highway improvement schemes are progressed and MBC and KCC officers are working together to bring forward a programme for the delivery of the junction improvements previously agreed by this Committee. Sustainable transport parameters reflecting mitigation measures will be incorporated into modelling scenarios, providing robust evidence for the policies and site allocations proposed in the Local Plan.

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## **3 REASONS FOR RECOMMENDATIONS**

3.1 The ITS sets the direction for transport in the Borough, in line with the Local Plan period which runs to 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 Borough Local Plan and sets out the detail, in objectives and action plans, of how these issues will be addressed.

- 3.2 The ITS aims to deliver transport infrastructure and wider reaching 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 Borough 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 and the site allocations in the Local Plan.

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#### **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.

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#### **5 CROSS-CUTTING ISSUES AND IMPLICATIONS**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Impact on Corporate Priorities</b>	The adoption of the ITS will assist in the delivery of the Council's corporate priorities	Head of Planning and Development Rob Jarman
<b>Risk Management</b>	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 development	Head of Planning and Development Rob Jarman
<b>Financial</b>	The cost of VISUM modelling to date has been agreed to be funded jointly by MBC and KCC. These and other costs will be met from existing budget.	Head of Finance and Resources
<b>Staffing</b>	Specialist transport consultants have been engaged to assist in the preparation of the strategy, funded through existing agreed budget	Head of planning and Development Rob Jarman
<b>Legal</b>	The draft ITS has been produced as part of the robust	Kate Jardine Team Leader

	evidence base for the emerging Local Plan as required by legislation	(Planning) Mid Kent Legal Services
<b>Equality Impact Needs Assessment</b>	An ITS 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 and Information Manager Anna Collier
<b>Environmental/Sustainable Development</b>	The implementation of an ITS 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 Do Minimum. An alternative strategy reliant solely on highways improvements is likely to generate more traffic than the additional capacity provided, increasing congestion and carbon emissions.	Head of Planning and development Rob Jarman
<b>Community Safety</b>	N/A	Head of Planning and Development Rob Jarman
<b>Human Rights Act</b>	N/A	Head of Planning and Development Rob Jarman
<b>Procurement</b>	Consultants used to prepare specialist or technical evidence to support the Local Plan are appointed in accordance with the Council's procurement procedures.	Head of Planning and Development Rob Jarman and s151 Officer
<b>Asset Management</b>	N/A	Head of Planning and 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: Maidstone Walking and Cycling Strategy
  - Appendix 3: Pedal Cycle collisions 2012-2015 (Borough-wide)
  - Appendix 4: Pedestrian collisions 2012-2015 (Borough-wide)
  - Appendix 5: Pedal Cycle collisions 2012-2015 (Urban Area)
  - Appendix 6: Pedestrian collisions 2012-2015 (Urban Area)
  - Appendix 7: Walking and Cycling Actions Borough Area (A3)
  - Appendix 8: Walking and Cycling Actions Urban Area (A3)
  - Appendix 9: Walking and Cycling Actions Town Centre (A3)
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## **7 BACKGROUND PAPERS**

None

**Maidstone Borough Council**  
**Draft Integrated Transport Strategy**  
**2011-2031**

## **1. Executive Summary**

***(To follow)***

## **2. Scope of the Draft Integrated Transport Strategy**

- 2.1 The Draft Integrated Transport Strategy (DITS) covers the area of Maidstone Borough which includes the urban area of Maidstone; Rural Service Centres and villages.
- 2.2 Maidstone Borough faces a number of transport challenges and the DITS 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 the transport network. This should ensure that future development can be accommodated without significant detriment to existing conditions whilst seeking to enhance economic, social and environmental well-being.
- 2.3 The DITS assesses the principal existing and future challenges affecting the transport network, including taking account of jobs and housing growth, and recognises that the populations of the urban area and dispersed villages bring different challenges and solutions. The DITS provides a 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 homes and jobs and detailing the transport infrastructure and services necessary to support and deliver this growth. It considers all modes of transport used for trips on main routes and the rail network. It sets out a vision and identifies a detailed programme of interventions consistent with national and local transport and planning policies to help achieve the vision by 2031.
- 2.4 The DITS provides the overview and justification for the detailed transport infrastructure requirements for the Local Plan which are identified in the Infrastructure Delivery Plan (IDP).

## **3. What is the consultation draft strategy?**

- 3.1 The consultation draft strategy is a starting point in the journey towards an adopted strategy. There are a number of important steps to take before the strategy can be completed.
- 3.2 Further work has been commissioned to update the VISUM model. This information, when available, will test the impact of the objectively assessed needs for new development and the key transport interventions set out in the draft strategy.

- 3.3 As part of the consultation process, the council will seek close engagement with key stakeholders and partners involved in delivering improvements to the borough's transport provision. The council will also seek views from local communities and parish councils.

## **4. Transport Challenges**

- 4.1 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 155,143<sup>1</sup>, which is evenly split between the County Town and its rural hinterland, including the six Rural Service Centres (RSCs) of Coxheath, 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. The Maidstone Borough Local Plan seeks to meet in full the identified objectively assessed need of 18,560 dwellings and the creation of almost 14,500 jobs in the plan period from 2011 -2031.
- 4.2 Maidstone's 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.
- 4.3 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 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.
- 4.4 Specific issues for action are identified for each mode below.

### **Highways**

#### **Overview**

- 4.5 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-

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<sup>1</sup> Usual resident population as per 2011 Census



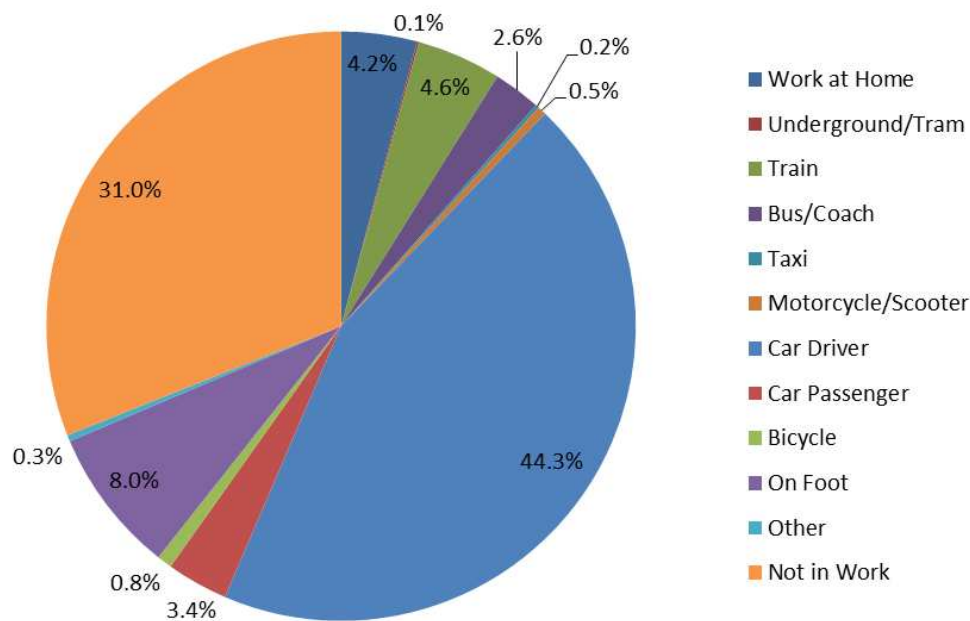
west 'A' roads pass through the town centre and numerous 'B' roads run in concentric rings around the town, providing local links to the rural parts of the Borough. Maidstone also enjoys good connections to the motorway network, including direct access to four junctions of the M20, (junctions 5, 6, 7 & 8).

- 4.6 In peak periods, parts of the road network operate at or near capacity<sup>2</sup> 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. Congestion is caused by road traffic outgrowing capacity. The amount of road traffic is a consequence of the reliance placed on the private car and population and job growth (and their relative locations).
- 4.7 In terms of the reliance placed on the private car, a summary of Journey to Work Census data is shown below:

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

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<sup>2</sup> 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 Wheatsheaf Junction  
A274/Wallis Avenue Junction  
A26 Fountain Lane Junction



4.8 In terms of growth in the period from 2011-2031, the Maidstone Borough Local Plan provides for 18,560 new homes together with employment growth of almost 14,500 jobs within the Borough. 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.

4.9 The implications of growth and the DITS 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. The VISUM model is a strategic highways model in which increases in walking and cycling are 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. As a strategic model it is unsuited to assessing individual junction capacity, or to assess the impacts of proposed infrastructure improvements at those junctions and more detailed modelling is required for such junctions.

4.10 Through the development of the Local Plan a number of modelling scenarios and transport interventions have been evolved and tested (see Appendix 1)

4.11 Congestion presents a cost to the economy in terms of lost time and environmental degradation and associated health costs resulting from poor

air quality and inactivity. 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 alternative choices and demand restricting measures, traffic is expected to outgrow capacity.<sup>3</sup>

- 4.12 High traffic levels and congestion are also associated with poor air quality. Maidstone Borough Council operates two automatic monitoring stations, one situated at a roadside site, and one at a rural background location. The station at the A229 Bridge Gyratory measures NO<sub>2</sub> and PM<sub>10</sub> and is next to a main road, within the Air Quality Management Area. The rural background site in Detling is outside the AQMA and measures NO<sub>x</sub>, PM<sub>10</sub>, sulphur dioxide (SO<sub>2</sub>) and ozone (O<sub>3</sub>). Maidstone Borough Council also monitors annual mean NO<sub>2</sub> concentrations through some 65 passive diffusion tubes located across the Borough. The most recent 2012 data shows the Bridge Gyratory town centre automatic monitoring site exceeding the annual objectives for NO<sub>2</sub> but not the hourly NO<sub>2</sub> objective. The 2012 results from the passive diffusion tubes also show nine sites exceeding the annual mean objective of 40µg/m<sup>3</sup> (Well Road; Boxley Road; Tonbridge Road; A229/A274 Wheatsheaf PH Junction; Pilgrims Way; Upper Stone Street; Wheeler Street; The Pilot PH). There are three sites in Upper Stone Street exceeding 60µg/m<sup>3</sup>, which is an indication of a potential exceedance of the 1-hour mean NO<sub>2</sub> objective. The Maidstone urban area is designated as an Air Quality Management Area.
- 4.13 There are points on the highways network where there are safety issues and a poor record of accidents. Plans identifying pedestrian and cycle collisions in Maidstone town and the Borough as a whole are included at Appendix 2.

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
- Low average vehicle occupancy figures
- 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, particularly at peak periods
- Accident blackspots
- Poor air quality in particular areas

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<sup>3</sup> 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

- The vulnerability of the M20 Motorway during cross-Channel disruption (“Operation Stack”)
- High-demand schools with very large catchment areas resulting in high car use for the ‘school-run’

## **Walking**

### **Overview**

- 4.14 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.
- 4.15 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 infrastructure and environment is right. Similarly, walking trips to school at peak times offer opportunities to reduce car travel.

### The Issues:

- Relatively low levels of walking trips to work and school.
- 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 direct and convenient walking trips. Furthermore, the subways provided are unpleasant and poorly maintained.
- Provision of safe, convenient, pleasant pedestrian routes is not universally available given the dominance of the car in most of the built up parts of Borough.

## **Cycling**

### **Overview**

- 4.16 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.
- 4.17 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 incomplete and limited and there is a lack of cycle parking at key destinations.

#### 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.

### **Public Transport**

#### **Overview**

4.18 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.

4.19 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. Headcorn, Staplehurst and Marden have frequent services to London with similar journey times.

#### 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 bus 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.

## **Parking**

### **Overview**

4.20 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. 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 an overprovision of parking is avoided, particularly in and around Maidstone town centre.

#### The Issues:

- Only a very small portion 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.
- Many of the town's car parks have limited capacity (50 or less spaces), meaning that they fill up quickly and create additional circulatory traffic of vehicles searching for alternative spaces.

## 5. Policy Context

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

### National policy context

- 5.2 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."*<sup>4</sup>

- 5.3 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."*

- 5.4 This vision has been carried forward into the Government's National Planning Policy Framework (NPPF) published in 2012, which replaced 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.
- 5.5 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.
- 5.6 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 DITS contributes:*

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

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<sup>4</sup> <http://www.civilservice.gov.uk/networks/ges/assistant/what-we-do/dft> (accessed 16th Oct 2015)

## Kent County Council

### *Vision for Kent 2012-2022 (2012)*<sup>5</sup>

5.7 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.

#### *How the DITS contributes:*

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

### *Growth without Gridlock: a Transport Delivery Plan for Kent 2010*<sup>6</sup>

5.8 *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 seeks greater transport funding and delivery powers for local transport authorities and calls 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 DITS contributes:*

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

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<sup>5</sup> Kent Forum (2012), *Vision for Kent 2012-2022*

<sup>6</sup> KCC (2010), *Growth without Gridlock – A Transport Delivery Plan for Kent*



*Local Transport Plan (LTP) for Kent 2011-2016 (2011)*<sup>7</sup>

5.9 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

5.10 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 DITS 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**

*Maidstone Sustainable Community Strategy 2009-2020 (2013)*<sup>8</sup>

5.11 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:-

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<sup>7</sup> KCC (2011), *Local Transport Plan for Kent 2011-16*

<sup>8</sup> MBC (2009; Refreshed July 2013), *The Sustainable Community Strategy for Maidstone Borough 2009-2020*

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

*Strategic Plan 2015-2020:*

5.12 The Strategic Plan updates the Sustainable Community Strategy and restates "Our Vision" as "That our residents live in decent houses, 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 DITS contributes:*

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

### **Other Plans and Policies**

5.13 The DITS is also aligned to a number of other plans and policies including:

#### ***KCC's Countryside Access Improvement Plan<sup>9</sup>***

5.14 The Countryside Access Improvement Plan sets a number of objectives especially for sustainable transport:

Priority walking objectives include:

- Make promoted routes as accessible as possible and promote them to a wide audience.
- Ensure new developments encourage and provide for walking and cycling, including links to the wider countryside.
- Widen the audience for walking, including under-represented groups.
- Officers will proactively seek opportunities to improve the accessibility of the network, following consultation with local landowners and parishes.

Priority cycling objectives include:

- Support increasing cycling for everyday journeys, including seeking improvements to routes serving transport hubs, large employers and schools, and connecting cycling networks.

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<sup>9</sup> KCC (2007), *Countryside Access Improvement Plan 2007-2017*

- Deliver a continued increase of traffic-free routes and a better connected network to support the development of tourism, family and recreational cycling.

Priority equestrian objectives include:

- Continue to improve equestrian infrastructure and develop new routes in target areas identified by riders.

### ***Rail Action Plan for Kent<sup>10</sup>***

5.15 The Rail Action Plan for Kent (RAPK) was to form the basis of KCC's response to the DfT's consultation on the new Integrated Kent Franchise (IKF) in 2014.

### ***MBC's Air Quality Action Plan<sup>11</sup>***

5.16 Initially the Council considered declaring AQMAs at the Fountain Lane/Tonbridge Road junction, the Well Road/Boxley Road junction and at the Loose Road/Sutton Road junction in Maidstone town based on the potential exceedances. Following extensive consultation, the Council decided to declare an urban area wide AQMA. The Council adopted the Maidstone Air Quality Action Plan in December 2010 setting out the measures it intends to put in place in pursuit of the objectives. The Borough Council regularly reviews and assesses air quality in the Borough to determine whether or not the air quality objectives are likely to be achieved.

### ***Low Emissions Strategy***

5.17 The Borough Council is also preparing a Low Emissions Strategy (LES) jointly with Tonbridge and Malling BC which is currently subject to initial public consultation<sup>12</sup>.

5.18 Air quality is a key issue in the Maidstone urban area and the DITS will contribute towards reducing pollution and emissions in terms of the promotion of sustainable transport measures. Similarly the future LES, is likely to link to propose the possible introduction of emission control standards for public transport vehicles and taxis and the promotion of low

<sup>10</sup> KCC (2011), *Rail Action Plan for Kent*

<sup>11</sup> MBC (2010), *Maidstone Town Air Quality Action Plan*

<sup>12</sup> MBC (2015) *Low Emissions Strategy* <http://www.maidstone.gov.uk/council/have-your-say/current-consultations/draft-low-emission-strategy-2015>

emission vehicles and infrastructure and identify the increasing potential for electrically powered vehicles for possible inclusion in Council policy.

- 5.19 The DITS 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.

### ***Neighbourhood Plans***

- 5.20 Neighbourhood Plans are developed by 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 matters can form part of these plans.

## **6. Transport Vision for Maidstone Borough**

- 6.1 In the context of the transport challenges for Maidstone Borough and national and local transport policies, the following vision has been developed.
- 6.2 In brief the vision is *Realising Maidstone's sustainable future; connecting communities and supporting a growing economy.*

By 2031, Maidstone town 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.

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.

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 will be supplemented with high speed broadband. 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.

## Strategic Objectives

6.3 In order to achieve this vision, five key objectives have been developed which may be summarised as:

**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 town.

**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.

## **7. Strategic Priorities**

- 7.1 In order to achieve these objectives, it will be necessary to focus on a number of key inter-related strategic priorities which will lead to specific interventions in all modes of transport.

### **Reduce demand for travel**

- 7.2 In order to allow an improved transport network to accommodate existing and proposed development, and play its part in seeking to reduce the air quality impacts, a key priority for the strategy is to reduce the need to travel where 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.
- 7.3 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. This 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 travel behaviour**

- 7.4 The objective of enhancing and encouraging sustainable travel choices will assist in changing travel behaviour. 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. A holistic approach is needed to promote alternatives to private car usage and the encouragement of walking, cycling and the use of public transport.

### **Promote modal shift**

- 7.5 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.
- 7.6 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.

- 7.7 In Poole, the number of journeys by bus has almost doubled from 5.3 million in 2004/2005 to 10.2 million in 2014/2015<sup>13</sup>. 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.
- 7.8 Similar changes to travel behaviour have been seen in Brighton & 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.
- 7.9 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 results<sup>14</sup>:
- 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.

7.10 During the same period, six Cycling Demonstration Towns were also designated (Aylesbury, Brighton & Hove, Darlington, Derby, Exeter and

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<sup>13</sup> Eurotransport Magazine, Volume 13, Issue 5 (2015), *Increasing bus patronage through partnership working and RTPi*

<sup>14</sup> Sloman, L. et al (2010), The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report for Department for Transport.

Lancaster with Morecambe). Evaluation indicated a 27% increase in cycling across all six towns between 2005 and 2009, with the proportion of adults undertaking any cycling increasing by 14%. In schools involved in the 'Bike It' programme, the proportion of pupils cycling to school on a regular basis increased by 126%<sup>15</sup>.

### **Improve network efficiency**

- 7.11 In order to achieve the objectives of enhancing strategic transport links to, from and within Maidstone town and ensuring the transport system supports the growth projected by Maidstone's Local Plan, improvements should also be made to the existing transport network, including major new investment on links where appropriate. The strategy incorporates a programme of road and junction improvements.

## **8. Achieving the Strategy**

- 8.1 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 include the bus operators, the rail company, interest groups promoting walking and cycling, Parish Councils and community groups.

### **Roles and Responsibilities**

#### **Kent County Council**

- 8.2 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).
- 8.3 KCC's third Local Transport Plan (LTP3) covers the period 2011 to 2016 and further Local Transport Plans will be produced over the period of the DITS. It is the intention that the Local Transport Plan will assist the implementation of the Integrated Transport Strategy.

#### **Maidstone Borough Council**

- 8.4 Maidstone Borough Council (MBC) is the Local Planning Authority for the borough and is responsible for producing an up to date Local Plan which

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<sup>15</sup> 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/>



meets objectively assessed needs for new development in the period to 2031.

- 8.5 The Borough Council 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 and implementation of an Air Quality Action Plan.

### **Bus Operators**

- 8.6 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.
- 8.7 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.

### **Rail Operator**

- 8.8 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.

### **Funding Sources**

- 8.9 A key challenge for the DITS 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 DITS supports committed and planned growth 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. 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**

- 8.10 The Local Plan seeks to deliver 18,560 homes. Transport interventions should be scheduled in line with the anticipated development of the 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.
- 8.11 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 requiring infrastructure in the short to medium term.

## **9. Action Plans and Phasing**

- 9.1 The strategy leads to action plans 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.
- 9.2 The Action Plans to achieve the strategic objectives and priorities are set out below.
- 9.3 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.
- 9.4 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 DITS identifies local highways, walking and cycling provision and public transport actions which may attract funds from various sources.

- 9.5 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.
- 9.6 Actions will be phased so that they will be implemented 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.
- 9.7 The DITS actions are summarised below, followed by full details of each action:

<b>No.</b>	<b>Area</b>	<b>Action description</b>
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 and investigate using rail stations for interchange

		facilities
PT9	Public Transport	Lobby Government and train operating companies (TOCs) for improved rail services to Maidstone including the restoration of direct services to London Bridge and Canon Streets
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 Maidstone West train stations to maximise interchange capabilities.
PT12	Public Transport	Work towards an improved bus station in Maidstone town centre.
PT13	Public Transport	Better Public Transport Information/Marketing including on-line/mobile ticketing, journey planning apps and signage.
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.
P4	Parking	Improve parking enforcement on highways to reduce the impact of obstruction on bus reliability
UL/Zero Emissions1	Ultra-Low and Zero Emissions Vehicles	Encourage the provision of suitable infrastructure for Ultra-low and Zero emissions vehicles throughout the Borough
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 Car-Club 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 promotion of 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.

## **Walking**

### The Actions:

- 9.8 More detailed treatment of the walking and cycling actions are presented in the Walking and Cycling Strategy at Appendix 3.

### **Action W1:** Provision of accessible pedestrian routes for all users

- 9.9 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

- 9.10 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.
- 9.11 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

- 9.12 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 walk wherever

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

- 9.13 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

- 9.14 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

- 9.15 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.

- 9.16 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.

- 9.17 MBC will appoint a school travel plan champion to support the County Council initiatives locally and work directly with schools in 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

- 9.18 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.

- 9.19 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:

- 9.20 Detailed treatment of the walking and cycling actions are presented in the Walking and Cycling Strategy at Appendix 3.

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

- 9.21 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 unimpeded by street furniture, pavement parking and other obstructions are de-cluttered
- Routes are well 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.



- 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).

9.22 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.

**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

9.23 The borough has six 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)

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

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 e.g. Beverley Road, Queens Road crossroads, Barming and Loose Road shopping parade.

**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 Years 6-9 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.

9.24 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.

9.25 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)

9.26 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

9.27 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.

9.28 Getting children involved in cycling and providing education on safe cycling is important in developing a longer term cycling culture within the borough.

9.29 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

9.30 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 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:
  - i. The incorporation of bus priority measures into the capacity improvement schemes for the junction of Willington Street/Wallis Avenue and the A274 Sutton Road
  - ii. Limited widening at the St Saviours Road junction by lengthening the left turn flare lane and a relocation of the bus stop and making it left turn only with an exception for buses going straight ahead
  - iii. 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.

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

- 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

9.31 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) and explore the possibility of extending the 6X service (Maidstone-Pembury Hospital Route) into Maidstone Town Centre.
- 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

9.32 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.

9.33 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 statutory Quality Bus Partnership (QBP) schemes in Maidstone

9.34 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. The promotion of the use of S106 agreements for bus service improvements, including subsidisation of services, improvements to signage and the provision of bus shelters will be a key input into this group as will ensuring that operators continue to upgrade fleets to less polluting and fuel efficient models.

**Action PT5:** Improve rail station access for pedestrians and cyclists

9.35 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 link the 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 Land 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

9.36 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.

9.37 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

9.38 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.

- 9.39 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

- 9.40 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.
- 9.41 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 Maidstone East to Victoria still generally takes more than 1 hour, even though Ashford is many miles further from London than Maidstone.
- 9.42 To correct this imbalance, in the run up to the refranchising MBC will review rail services and in conjunction with KCC and passenger groups lobby the government for enhancements to Maidstone services in the new franchise timetable, including the restoration of direct Charing Cross, Canon Street and London Bridge services. 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.
- 9.43 The possibility of the re-introduction of a direct Maidstone to Gatwick Airport service which ceased some years ago should also be assessed.

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

- 9.44 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 PT11:** Improve bus facilities at Maidstone East and Maidstone West train stations to maximise interchange capabilities

9.45 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 PT12:** Work towards an improved bus station in Maidstone town centre

9.46 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.

9.47 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 Borough 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 PT13:** Better information and marketing of public transport options and improved signage

9.48 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

9.49 Improving the availability and ease of use of on-line/mobile app ticket purchasing.

## 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

9.50 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 Standards will enable a fair and appropriate amount of parking to be provided. The Standards will also provide for developments' cycle parking requirements, as well as ensuring that they incorporate electric vehicle charging infrastructure where appropriate.

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

9.51 This action will look to review the pricing structure for car-parks in Maidstone town centre through the introduction of dynamic car-park charging and the use of improved information to assist drivers.

9.52 A key problem with the current situation is that the town centre has a number of relatively small car parks in the inner town centre core and relatively little information (other than the King Street car-park which is just identified as open or closed) as to whether they are at capacity. This is in contrast to the Fremlin Walk car-park, the two Mall car-parks and Lockmeadow car-park which are included on electronic boards on key radial routes into the town centre and their remaining capacity displayed.

9.53 This leads to traffic circulating the town centre in the search for parking spaces adding to overall congestion and general issues with air quality.

9.54 The town centre parking and pricing strategy moving forward will therefore, seek to encourage long-stay parking into the larger car-parks on the edge of the Town Centre (e.g. Sittingbourne Road/Vinters Road and Mote Road) and to improve the provision and reliability of roadside driver information (including routing) showing available capacity in all publicly accessible off-street town centre car-parks. This will require additional technology in each of the car-parks to more closely monitor patronage to enable roadside information to be updated.

9.55 As part of this overall strategy the impact of the impending closure of the Sittingbourne Road Park & Ride site in early 2016 will need to be monitored closely.

9.56 The pricing strategy should be flexible enough to promote and support a corresponding increase in bus service frequencies to respond and to assist

in encouraging modal shift towards public transport, cycling and walking to further reduce reliance on the use of the private car by 2031.

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

9.57 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

9.58 Recent discussions with Arriva the largest operator in the Borough have highlighted the significant impact of highway obstruction on bus operations and reliability. This applies to the other operating companies as well. Enhanced enforcement of parking restrictions on bus routes by MBC will assist all bus operators to maintain timetable schedules.

### **Ultra-Low/Zero Emissions Vehicles**

**Action UL/Zero Emissions1:** Encourage the provision of suitable infrastructure for Ultra-low and Zero emissions vehicles throughout the Borough

9.59 In relation to the encouragement of the use of vehicles with zero or ultra-low emissions a two pronged process will be required. Firstly adopted parking standards for new development will require appropriate charging points to be made available or for pre-wiring to be put in place to enable easier and less costly retro-fitting. Secondly, incentives such as discounted or free parking can be introduced to encourage the use of ultra-low or zero emissions vehicles for journeys into the town centre.

9.60 On 17 December 2015, the Government announced an extension to the existing plug-in car-grant beyond the existing notified February 2016 date, to at least the end of March 2018. The maximum subsidy has been lowered from £5000 to £4500 and two grant rates will be introduced from 1 March 2016 to focus financial support on the 'greenest' vehicles:

- Category 1 vehicles with a zero emission range of over 70 miles will benefit from the maximum £4500 grant.
- Category 2 and 3 vehicles with a shorter zero emission range (petrol/diesel hybrid vehicles) will benefit from a grant of £2500.
- A price-cap of £60,000 has also been introduced for category 2 and 3 vehicles; vehicles priced above this level will not receive a grant whereas Category 1 vehicles above this level will remain eligible for the full £4500 grant.

9.61 Importantly, the Government has also announced it will continue to provide a £500 grant to Ultra Low Emission Vehicle (ULEV) users towards having a

charging point installed at their home (estimated to be approximately 50% of the cost).

9.62 During the life of the ITS and Local Plan the technology surrounding vehicles will change, for example, the current limited use of Hydrogen fuel-cell powered vehicles is likely to increase as more models come to the market.

9.63 Technology already exists to enable the manufacture of hydrogen through electrolysis (and power can be provided by renewable sources) to service fuel-cell cars for a reduced cost compared to a conventional hydrogen filling station to which fuel is delivered. An example of this approach constructed by Honda opened in 2014 and is also used to fuel some of the Local Authority's vehicles. .

9.64 The Council should seek to accommodate in an appropriate location the provision of a hydrogen filling station within the Borough.

## Highways

### The Actions:

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

9.65 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.

9.66 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.

<b>Junction</b>	<b>Aim</b>	<b>Intervention</b>	<b>IDP ref:</b>
<b>Maidstone Town Centre</b>			
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)
<b>Maidstone Urban Area – M20 Junction 7 Strategic Area</b>			
A249 Bearsted Road roundabout and Bearsted Road/New Cut	Capacity improvements.	Signalisation of New Cut roundabout. Provision of a new	Provided under 13/1163.

Junction		signal pedestrian crossing and combined foot/cycle way between New Cut & Bearsted roundabouts.	
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
<b>Maidstone Urban Area – South East Maidstone Strategic Area</b>			
A229/A274 Wheatsheaf junction	Capacity improvements.	Works to improve capacity at the junction	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: Incorporating 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
<b>Maidstone Urban Area – North West Strategic Area</b>			
A20/Coldharbour Lane junction	Capacity improvements.	Junction capacity and signals/left	13/1702 - £338K split

		hand turn lane off A20 to M20 junction 5 link road.	between A20/Coldharbour & A26/Fountain Lane. 13/1749 - £676K. 14/501209 - £189k 14/500412 - £29.4k split between A26/Fountain Lane & Coldharbour
A20/M20 Junction 5	Junction capacity and signals		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
<b>Rural Areas</b>			
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	Capacity/safety	TBC	

associated with Lenham area	improvements.		
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

9.67 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

9.68 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

9.69 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.

9.70 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

9.71 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.

9.72 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.

9.73 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 promotion of electric car use

9.74 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.

9.75 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 Relief Road

9.76 With regard to a potential Leeds-Langley Relief 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. There is no approved scheme,



highway design or funding at this stage and it is therefore not possible to include the scheme in the Local Plan. 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.

## 10. Monitoring and Review

10.1 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.

10.2 The table below identifies targets to monitor the progress of the DITS 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.

10.3 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 DITS.

10.4 The Borough and County Councils will also need to assess whether there are any implications for the Borough's transport network arising from

projects with wider impacts such as the new Integrated Kent Franchise (IKF) in 2018 or 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). 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.

- 10.5 At this stage, major road network projects such as village relief and other road works have not been justified taking account of the implementation of sustainable transport policies but may be considered at the first review of the ITS.
- 10.6 The DITS is designed to be a living strategy, one that is flexible and can adapt to changing circumstances. To this end, it will be subject to monitoring and review which will align with the work to monitor and review the Local Plan once that is adopted. The first major review is therefore scheduled to commence in 2022, although the monitoring work will clearly commence prior to then to inform the review process.

## **APPENDICES**

### The Modelling Context

- A.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.
- A.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 assess the impacts of proposed infrastructure improvements at those junctions.

#### Modelling scenarios

- A.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 previous Core Strategy preferred option for new development. It was updated in 2011 for a previous version of the ITS and a report prepared in April 2012 which assessed the current and future demand for travel in the Maidstone Core Strategy.
- A.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.
- A.5 The present version of the VISUM model was updated in 2014 to take account of revised proposals for the Local Plan and to update baseline conditions.

Certain ITS actions 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 actions are implemented during the plan-

period. A final DS scenario has been run with the objectively assessed need for housing numbers and an agreed programme of highway and transport improvements with two variants (DS4a) and (DS4b) to reflect the potential inclusion of a Leeds-Langley Relief Road.

A.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 m<sup>2</sup> of employment space
- 12,100 m<sup>2</sup> of retail space

#### 2031 Do Minimum (DM)

A.6 A 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 2031) from a base case established in 2014 without any significant highways interventions, except the proposed bridge 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)

A.7 A series of Do Something (DS) scenarios (DS1-DS4) model a range of highway improvements agreed with KCC and certain 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 Wheatsheaf Junction
- A274/Wallis Avenue Junction
- A26 Fountain Lane Junction

A.8 For DS4a and DS4b different 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.

### **Strategic modelling results**

A.9 Previous scenarios tested by VISUM were a highways based option (DS1), a sustainable transport option (DS2) and a hybrid scenario (DS3), and KCC 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)

A.10 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 a full understanding of the modelling results for the DS options. 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 A.7 above from the DM scenario.

A.11 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.

A.12 For scenario DS4a (with the Leeds-Langley Relief Road), 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 DM scenario.

- A.13 For scenario DS4b (without the Leeds-Langley Relief Road), the network travel time during the AM peak is increased to 9,800 hours in 2031, a reduction of 14% relative to the 2031 DM 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 cordons for the VISUM model are not included in the scenarios, thereby further reducing the relevance of the VISUM results.

### **Localised junction modelling**

- A.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

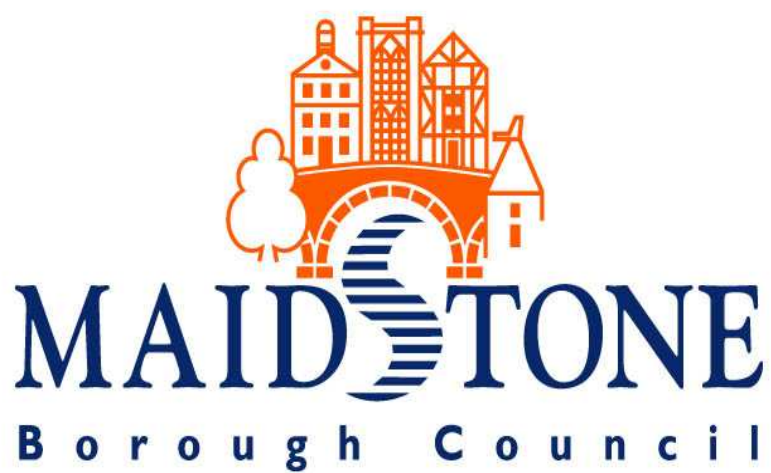
- A.15 The A274 Sutton Road and A229 Loose Road already experience traffic congestion, particularly at peak times, largely due to the capacity of the signalised junctions. Linsig models have been built for the four signalised junctions on the A274/A229 corridor, namely:
- A229/Armstrong Road/Park Way;
  - A229/A274/Cranbourne Avenue;
  - A274/St Saviour's Road; and
  - A274/Wallis Avenue/Willington Street.
- A.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).
- A.17 The package of priority highway capacity improvements referred to in paragraph A.7 above has 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.

- A.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...]***





**DRAFT WALKING AND CYCLING STRATEGY**

**January 2016**

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## 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 C13 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 Growth 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 Plan<sup>1</sup> (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 varying 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 walking and 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.

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<sup>1</sup> 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 NPPF<sup>2</sup> 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 Cycling<sup>3</sup> 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.

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

<sup>3</sup> 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. This is planned to be published in summer 2016, with a statement of funds available by February 2016. There is a new 'Access' fund for sustainable travel building on the legacy of the Local Sustainable Transport Fund and supporting growth in cycling and walking, with £580 million (£80 million revenue and £500 million capital) being provided to the year 2020.
- 2.5 The National Institute for Clinical Excellence (NICE) produced guidance in November 2012 (PHG41)<sup>4</sup>; 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

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<sup>4</sup> 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>

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.

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
- 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 2015<sup>5</sup>. 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.

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<sup>5</sup> 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 employment<sup>6</sup>.

#### *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)<sup>7</sup> 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 obesity<sup>5</sup>.
- 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 miles<sup>8</sup>, or within 40 minutes on foot. Therefore cycling is a potential mode for many of these trips.
- 3.10 Walking and cycling isochrones for the Maidstone urban area are presented in **Appendix A**. These show that the vast majority of the Maidstone urban area is within the 5000m (5km) threshold for trips by cycle and a significant proportion of the Maidstone urban area is within the 2000m (2km) threshold for trips on foot. This demonstrates the huge latent potential for increasing the proportion of trips made by walking and cycling.
- 3.11 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

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

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

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

of these funding streams was 5.5:1, which was considered to represent very high value for 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 relief<sup>9</sup>.

- 3.12 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 (NO<sub>2</sub>) of 43.2µg/m<sup>3</sup> in the year 2012<sup>10</sup>, above the maximum annual mean of 40µg/m<sup>3</sup> 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.
- 3.13 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.<sup>11</sup> 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*

- 3.14 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.
- 3.15 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

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<sup>9</sup> 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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-ofcycling-grants.pdf)

<sup>10</sup> 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](http://www.maidstone.gov.uk/_data/assets/pdf_file/0004/9661/Maidstone-Town-Air-Quality-Action-Plan-April-2013.pdf)

<sup>11</sup> 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](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)

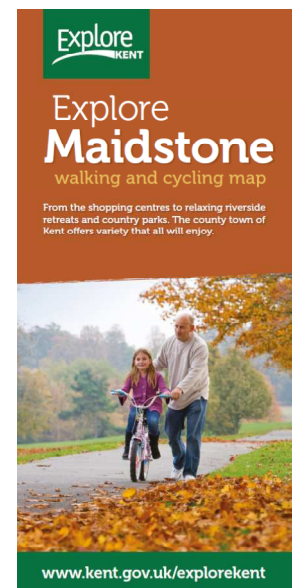
therefore accessible to most people, promoting social inclusion. By reducing or removing the costs of car ownership, cycling has the potential to be an attractive option for young people in particular, giving them independence and increasing their ability to access education, employment, shopping, healthcare 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 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 the Gateway, 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. Explore Kent is currently producing webpages for all Kent towns (including Maidstone) which will communicate cycling information including route maps. The Maidstone Walking and Cycling Map will also be added to the Borough Council and Visit Maidstone websites.
- 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



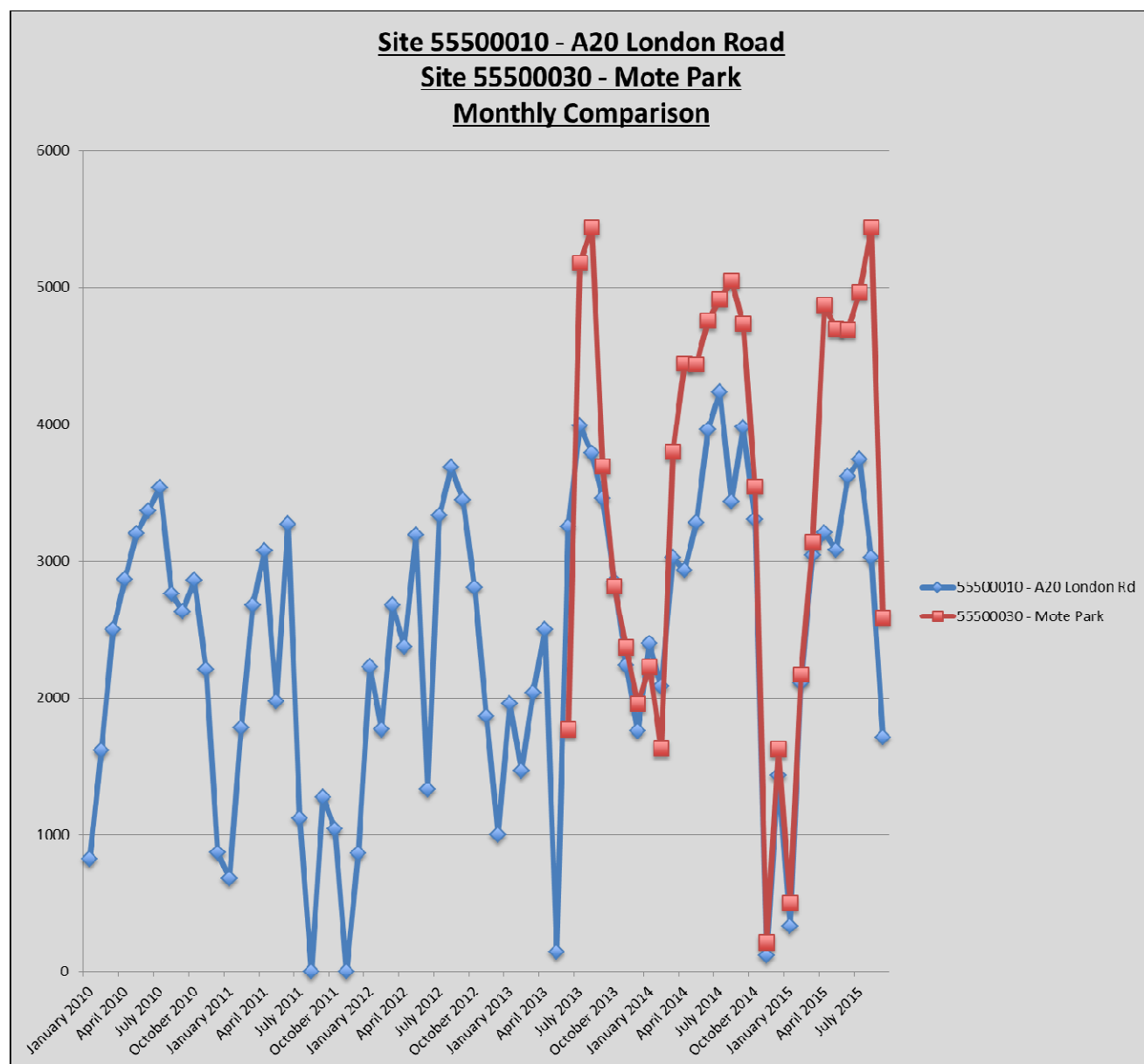
mobility scooters for example. Some routes are stepped without having a ramped alternative.

- **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. To the south of the town centre there are currently no designated cycle routes in Tovil and Loose, although there are bridleways to the east of the latter. Similarly there are no designated cycle routes in Fant, to the west of the town centre. 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. 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 off-highway cycle counters for Maidstone, one on the A20 outside the Kent Police traffic headquarters, and the other in Mote Park, on NCR17, which was purchased and installed in 2013. In addition, KCC's Public Rights of Way team has counters in the Borough (locations to be confirmed). 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 walking and cycling network.
- 4.7 Monthly data for the two fixed cycle counters covering the period from January 2010 to September 2015 is presented overleaf. This suggests that the rate of cycling has remained reasonably consistent over the period, although there is much variability from month to month which could be explained by the following:
- The relatively small number of cyclists crossing the counters;

- Lower levels of cycling in the winter months; and
- Battery problems with the counters leading to some cycling activity not being recorded (solar powered counters are available which are recommended for future installations, but these are more expensive to purchase).



Cycle to work data from the 2011 Census indicates that only 0.8% of adults (935 people) usually cycle to work from homes in Maidstone Borough. DfT Annual Average Daily Flow data<sup>12</sup> for the years 2000 to 2014 have been analysed for automated traffic count sites on the key radial routes into the Maidstone urban area. For each radial route, the graphs presented in **Appendix B** identify the average number of cyclists passing the count sites each day and the percentage of all vehicles that these represent. Although this data records on-highway cycle flows only and not movements on parallel shared use footways, it

<sup>12</sup> Source: <http://www.dft.gov.uk/traffic-counts/>

nevertheless provides a useful baseline against which to measure the success of this Strategy.

Another potential source of useful baseline data is the number of children walking or cycling to school, which can be recorded through School Travel Plans. Information on the number of schools within the Borough which annually update their Travel Plans to be confirmed by KCC.

## 5.0 Improving the Walking and Cycling Network

5.1 As outlined in chapter 11 of the ITS, the Council's targets for active modes are to:

- 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.
- 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.

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 designation of cycle routes along quiet lanes as well as the upgrading of existing footways alongside distributor roads and, where possible, footpath networks to provide cycle linkages. The following areas in particular are identified for intervention:
  - 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 A20 Ashford Road.



- 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 **rural circular cycle route** (which could potentially be branded as a “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 11 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, due to mixed ownership, 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)<sup>13</sup>.
- 6.4 All KCC Highways maintained off-carriageway routes are maintained to set criteria including vegetation cuts twice a year. Maintenance of these routes is led by Maidstone's District Manager with support from the Cycling Transport Planner. The maintenance of the National Cycle Network routes within Maidstone is supported by Sustrans Rangers. They 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.**

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<sup>13</sup> 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, with training subsidised by the DfT for those 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 website<sup>14</sup>.

**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. For example the current "Share the Road Safely"<sup>15</sup> campaign seeks to promote a better understanding amongst all road users of the challenges faced by others, be they pedestrians, cyclists, motorcyclists, car drivers or HGV drivers. The objective is for road users to be better able to anticipate hazards.

<sup>14</sup> <http://www.kent.gov.uk/roads-and-travel/road-safety/road-safety-training/cycle-training>

<sup>15</sup> <http://www.kentroadsafety.info/oneroadforall/>

- 7.6 Plots of Personal Injury Collisions (PICs) involving pedestrians and cyclists are included as **Appendix C**.
- 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 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.
- 7.8 This priority list will be developed with reference to KCC's Road Casualty Reduction Strategy 2014-2020<sup>16</sup> which identifies initiatives to improve safety along routes as a whole. Its objective is to reduce the number of people killed and seriously injured (KSI) in road crashes by 33% compared to those recorded in Kent during the year 2010.

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

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<sup>16</sup> <http://www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy>

## 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.

### *Walking and Cycling Route Mapping*

- 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.

### *Wayfinding*

- 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.

### *Travel Planning*

- 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. Guidance for schools and businesses on preparing their own travel plans is provided at [www.jambusterstpms.co.uk](http://www.jambusterstpms.co.uk) and [www.kentsmartertravel.co.uk](http://www.kentsmartertravel.co.uk) respectively.

- 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. KM and KCC jointly run walking buses and the 'Walk on Wednesday' scheme. 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.

8.6 KCC also runs a 'Small Steps' programme which is aimed at Year 2 and teaches pupils to be 'Brilliant Pedestrians'.

8.7 Schemes such as the above contribute greatly to reducing traffic congestion. These achievements will be built on via 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".

### *Walking and Cycling Events*

8.8 Successful recent initiatives include:

- **Sky Ride Local** – this programme provides free guided cycle rides for all ages and abilities throughout the UK, including rides in Maidstone Borough. These have been delivered since 2012 by KCC Highways (lead partner), Kent Sport, KCC's Public Health team and MBC's community team in partnership with British Cycling. Many rides have been linked to Shepway Community Centre and the Fusion Healthy Living Centre at Park Wood. They are led by qualified staff and benefit from wider promotion via [www.goskyride.com](http://www.goskyride.com). Funding is currently being sought to continue these rides.



- **Ride Social** – this programme is intended to keep people cycling beyond the Sky Ride Local schedule of rides, assisting Public Health meet targets in reaching inactive people and producing more cycling commuters.



- **Breeze** – this British Cycling programme is targeted at women (young children are also allowed). With the support of Kent Sport a dedicated KCC co-ordinator has been appointed, encouraging new ride "Champions".

8.9 In addition other opportunities to establish cycling events will be investigated, such as during National Bike Week each June and National Cycle to Work Day each September.

### *Promoting Walking and Cycling Through the Planning Process*

- 8.10 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*<sup>17</sup>, 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.

### *Maidstone Cycling Forum*

- 8.11 With the support of KCC's Cycling Transport Planner, 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."*
- 8.12 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.**

**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 Plans.**

<sup>17</sup> [http://www.maidstone.gov.uk/\\_data/assets/pdf\\_file/0010/88984/Kent-and-Medway-Structure-Plan-2006-SPG4-Vehicle-Parking-Standards.pdf](http://www.maidstone.gov.uk/_data/assets/pdf_file/0010/88984/Kent-and-Medway-Structure-Plan-2006-SPG4-Vehicle-Parking-Standards.pdf)

**Action C8: Promote cycling in schools through School Travel Plans.**

**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.**



## **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 walking and cycling routes and detailed 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 11 of the ITS. Progress against the ITS targets will be monitored using future census data, but walking and cycling activity 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 walk/cycle counters should be installed to enable a detailed analysis of usage. Installation to proceed as resources allow, but each new walking/cycling 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. Recommended interventions have been identified and the Action Plan overleaf splits these into the following geographical areas:

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

10.3 **Appendix D** contains three maps illustrating the recommended infrastructure interventions, one covering Maidstone town centre, the second covering the Maidstone urban area and the third the wider Borough. These are described in the accompanying Action Plan, together with an indicative timetable for their implementation, potential funding sources and delivery partners.

10.4 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.

10.5 In the first instance, however, it is recommended that a detailed audit of the Borough's walking and cycling corridors is undertaken to identify missing links, gaps or barriers, and refine the recommended infrastructure interventions accordingly. For example, a similar exercise has recently been undertaken by Sustrans on behalf of Medway Council. It is suggested that an indicative budget of £15,000 could be allocated for this task, with the DfT's new Sustainable Travel "Access" Fund being the most likely funding source.

**Action C14: MBC and KCC to commission a detailed audit of the Borough's walking and cycling corridors to refine the infrastructure interventions recommended in the Action Plan.**

## DRAFT WALKING AND CYCLING STRATEGY ACTION PLAN

### Maidstone Town Centre

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).				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
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.				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC3	Improved cycle connectivity between High Street and Lockmeadow.	<p>Package of measures to improve cycle facilities between High Street and Barker Road. Signage, upgrading of Bishops Way controlled crossing, expansion of cycle/pedestrian waiting areas, relocation of lamp columns/street furniture, cycle facilities on Barker Road, surfacing.</p> <p>Some measures to be delivered as part of Maidstone Bridges Gyratory remodelling, other measures as part of action MTC9.</p>				<ul style="list-style-type: none"> <li>LEP Local Growth Fund</li> <li>MBC New Homes Bonus</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC4	Enable cycling between College Road and Brunswick Street.	<p>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.</p> <p>Amended Right of Way Order required, signage, surfacing.</p>				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC5	Package of measures to improve pedestrian environment and public realm along Week Street, incorporating appropriate access for cyclists.	<p>Allow cycle access to Week Street:</p> <ol style="list-style-type: none"> <li>at all times between Station Road and Union Street (contraflow required);</li> <li>from 8pm to 8am between Union Street and High Street (subject to review).</li> </ol> <p>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).</p>				<ul style="list-style-type: none"> <li>CIL</li> <li>MBC Capital Programme</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Town Centre Partnership</li> </ul>
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 should be designed to maintain access for cyclists. Cycle parking facilities to be provided within improved public realm. Linkages with MTC13.				<ul style="list-style-type: none"> <li>CIL</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Town Centre Partnership</li> </ul>

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		
MTC7	New cycle route between Week Street (NCN17) and Medway Valley towpath, serving Kent History & Library Centre.	Signage, footway widening on Stacey Street and Fairmeadow, new direct shared use footway from James Whatman Way to Fairmeadow, existing crossing facilities to south of A229/James Whatman Way roundabout to be upgraded to toucan standard.				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC8	Upgrade existing footway across River Medway between Maidstone Barracks (Buckland Hill) and Maidstone East (Station Road) for shared pedestrian/cycle use.	Signage (to indicate shared use of path, but with priority to pedestrians).				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC9	Medway Valley Towpath	Towpath improvements and making of Cycle Tracks Order to create a cycle route between Allington Lock and East Farleigh. In the longer term, this route to be extended as per RMB7 to the Medway Towns and Tonbridge.				<ul style="list-style-type: none"> <li>LEP (Local Sustainable Transport Fund)</li> <li>MBC (New Homes Bonus)</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC10	Scotney Gardens – Whatman Park Towpath	On west side of River Medway, new section of towpath and improvements to existing towpath.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
MTC11	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"> <li>Barracks, East, West rail stations</li> <li>Outside shopping centres/main shopping streets</li> <li>Outside major attractions (e.g. museum, theatre)</li> </ul>				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Town Centre Partnership</li> <li>South Eastern Rail Franchisee</li> <li>Network Rail</li> <li>Bus Operators</li> </ul>
MTC12	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.				<ul style="list-style-type: none"> <li>CIL</li> <li>S106 (Church Street crossing improvements)</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Town Centre Partnership</li> <li>Bus Operators</li> </ul>
MTC13	New River Medway pedestrian/cycle crossing	Provision of shared use pedestrian/cycle footbridge linking St Peter’s Street and Earl Street.				<ul style="list-style-type: none"> <li>CIL</li> <li>LEP Local Growth Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Town Centre Partnership</li> </ul>
MTC14	New cycle parking facilities at Maidstone West railway station.	Funding secured for the installation of five cycle stands (accommodating 10 cycles) with shelter, together with CCTV.				<ul style="list-style-type: none"> <li>LEP (Local Sustainable Transport Fund)</li> </ul>	<ul style="list-style-type: none"> <li>MBC</li> <li>South Eastern Rail Franchisee</li> <li>KCC</li> </ul>

## North West Maidstone

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.				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
NWM2	Upgraded crossing facilities at Castle Road/London Road junction.	Install controlled crossing facilities on all arms. Dropped kerbs, tactile paving, signage.				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
NWM3	Create new cycle route between Newbury Avenue and Sandling via Allington Lock, providing low vehicle traffic route to Museum of Kent Life.	Signage, footway improvements (widening, dropped kerbs, tactile paving) between Forstal Road and Sandling.				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
NWM4	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.				<ul style="list-style-type: none"> <li>S106</li> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>TMBC</li> <li>MBC</li> <li>South Eastern Rail Franchisee</li> </ul>
NWM5	Cycle route between Giddyhorn Lane and Hermitage Lane. Continuation to Oakwood Park/Road.	Surface existing footpath and upgrade to bridleway status. Signage and lighting.				<ul style="list-style-type: none"> <li>S106</li> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> <li>DfT Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>

**South West Maidstone**

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	Closure of North Pole Road to through motor traffic to facilitate creation of cycle route from Barming to Kingshill.	Stopping Up Order, bollards, signage. Link with Medway Valley Towpath (MTC9) via North Street and South Street.				<ul style="list-style-type: none"><li>• CIL</li><li>• DfT Sustainable Travel “Access” Fund</li><li>• DfT Integrated Transport block funding</li></ul>	<ul style="list-style-type: none"><li>• TMBC</li><li>• KCC</li><li>• MBC</li></ul>
SWM2	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).				<ul style="list-style-type: none"><li>• CIL</li><li>• DfT Sustainable Travel “Access” Fund</li><li>• DfT Integrated Transport block funding</li></ul>	<ul style="list-style-type: none"><li>• KCC</li><li>• MBC</li></ul>

## North East Maidstone

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.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
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.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>Highways England</li> <li>KCC</li> <li>MBC</li> </ul>
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"> <li>Reduction in speed limit from 40mph to 30mph</li> <li>Vertical/horizontal traffic calming</li> <li>Footway widening to facilitate shared pedestrian/cycle use</li> <li>Improved connectivity with pedestrian/cycle facilities on Bearsted Road (NEM1)</li> </ul>				<ul style="list-style-type: none"> <li>CIL</li> <li>Integrated Transport block funding</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
NEM4	New cycle parking facilities at Bearsted railway station.	Funding secured for installation of four cycle stands accommodating eight cycles, and CCTV.				<ul style="list-style-type: none"> <li>LEP (Local Sustainable Transport Fund)</li> </ul>	<ul style="list-style-type: none"> <li>MBC</li> <li>South Eastern Rail Franchisee</li> <li>KCC</li> </ul>
NEM5	Package of improvement measures on the A20 Ashford Road between New Cut Road 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.				<ul style="list-style-type: none"> <li>S106/S278</li> <li>CIL</li> <li>LEP (Local Sustainable Transport Fund)</li> </ul>	<ul style="list-style-type: none"> <li>MBC</li> <li>KCC</li> </ul>

## South East Maidstone

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 (Local Plan site H1(10) to The Quarries via Brishing Lane and Brishing Road (these are existing advisory cycle routes). This would connect with an existing advisory cycle route to Loose and the proposed Loose "Greenway".	Signage, surfacing.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>Developers</li> <li>KCC</li> <li>MBC</li> </ul>
SEM2	Loose "Greenway" – cycle route from Kirkdale to Old Drive and northwards to Cripple Street.	Signage, surfacing, widening, existing footpaths upgraded to bridleway status.				<ul style="list-style-type: none"> <li>LEP Local Growth Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Loose Parish Council</li> </ul>
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.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
SEM4	Crossing facilities on A274 to connect housing site H1(7) to the north with site H1(10) to the south.	Dropped kerbs, tactile paving, signage. Toucan crossing anticipated but details subject to agreement with KCC.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>
SEM5	Crossing facilities on A274 north of 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, signage. Toucan crossing anticipated but details subject to agreement with KCC.				<ul style="list-style-type: none"> <li>S106</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> </ul>



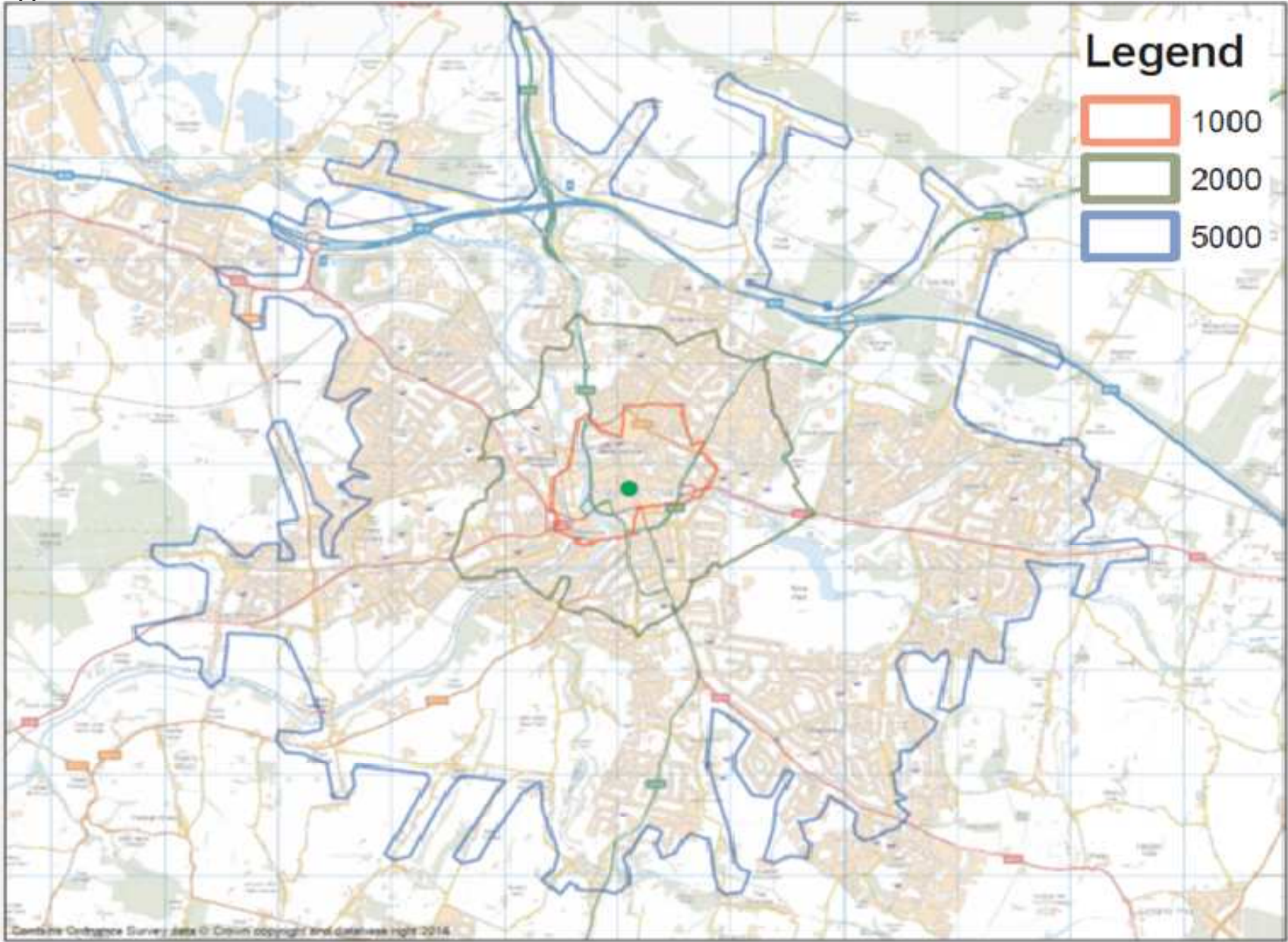
## Rural Maidstone Borough

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).				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Ashford DC</li> <li>Sustrans</li> </ul>
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).				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Tunbridge Wells DC</li> <li>Sustrans</li> </ul>
RMB3	Creation of cycle route from Maidstone to Marden via Coxheath	Signage, quiet unclassified roads, some on-street cycle lanes/segregated cycle track.				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Sustrans</li> </ul>
RMB4	Creation of cycle route from Medway Valley towpath to Paddock Wood via Laddingford	Signage, quiet unclassified roads.				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Tunbridge Wells DC</li> <li>Sustrans</li> </ul>
RMB5	Creation of cycle route from Maidstone to Sittingbourne via A249 and quiet lanes	Signage, segregated shared use footways, possible toucan crossings.				<ul style="list-style-type: none"> <li>CIL</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>Highways England</li> <li>MBC</li> <li>Swale BC</li> <li>Sustrans</li> </ul>
RMB6	Creation of cycle route from Maidstone to Harrietsham/Lenham via A20.	Signage, segregated shared use footways, possible toucan crossings.				<ul style="list-style-type: none"> <li>CIL</li> <li>S106</li> <li>DfT Sustainable Travel "Access" Fund</li> </ul>	<ul style="list-style-type: none"> <li>KCC</li> <li>MBC</li> <li>Sustrans</li> </ul>

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		
RMB7	Creation of Maidstone – Tonbridge cycle route via Medway Valley	Extension of action MTC8. From Allington Lock northwards and Barming Bridge southwards. Signage, anticipated mixture of riverside towpath, segregated cycle track and quiet unclassified roads.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Tonbridge &amp; Malling BC</li> <li>• Medway Council</li> <li>• Sustrans</li> <li>• Medway Valley Countryside Partnership</li> </ul>
RMB8	Creation of rural circular 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. Potential scope for route branding/marketing of attractions en route to stimulate leisure cycling/tourism, in addition to use by commuting cyclists accessing public transport hubs.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• DfT Sustainable Travel “Access” Fund</li> <li>• MBC</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Swale BC</li> <li>• Tunbridge Wells DC</li> <li>• Parishes</li> <li>• Private Sector</li> <li>• Sustrans</li> </ul>
RMB9	Coxheath Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. bus stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. However, the need for a new footway link from site H1 (45) to Mill Lane, Coxheath has already been identified in the Infrastructure Delivery Plan.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Coxheath Parish Council</li> </ul>
RMB10	Harrietsham Sustainable Transport Package	Initial work has been undertaken to identify a package of interventions, including the outline design of pedestrian crossing improvements and speed reduction measures on the A20. Other potential interventions include: <ul style="list-style-type: none"> <li>• Cycle route between railway station and primary school</li> <li>• Additional cycle parking at railway station</li> <li>• Footway enhancements</li> </ul> A full audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required to determine the specific interventions taken forward.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• South Eastern Rail Franchisee</li> <li>• Harrietsham Parish Council</li> </ul>

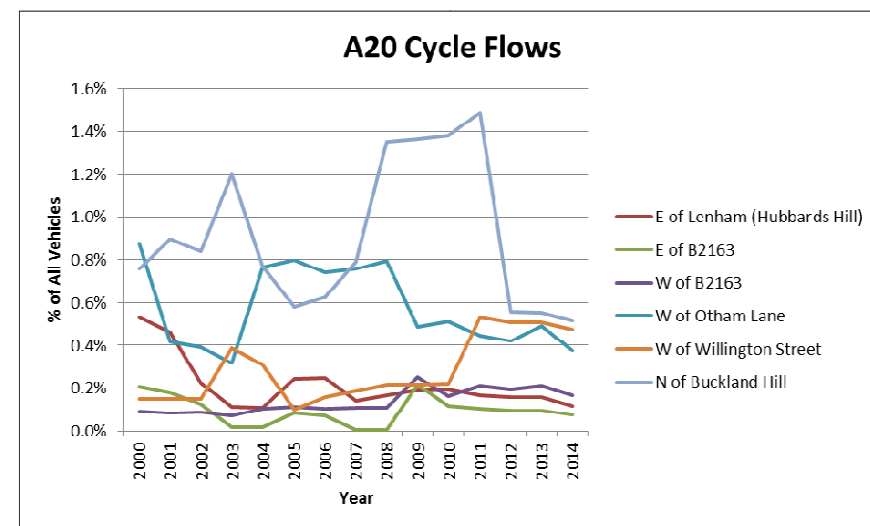
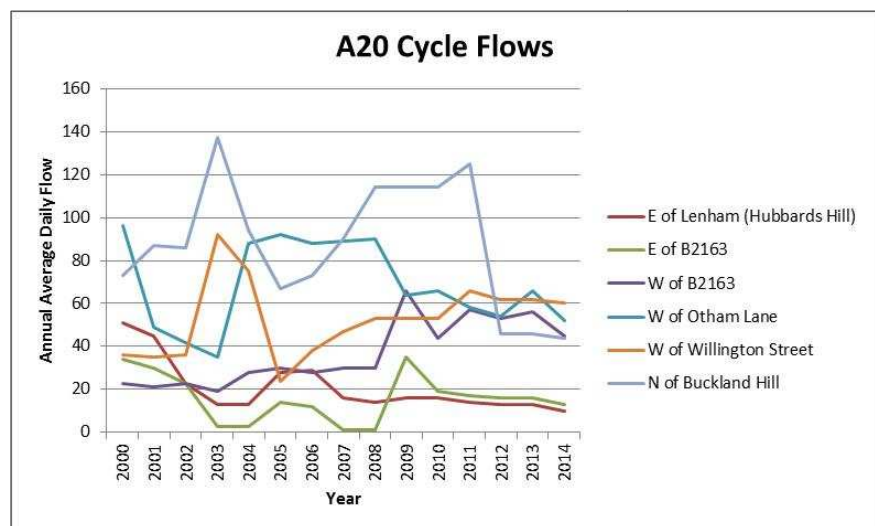
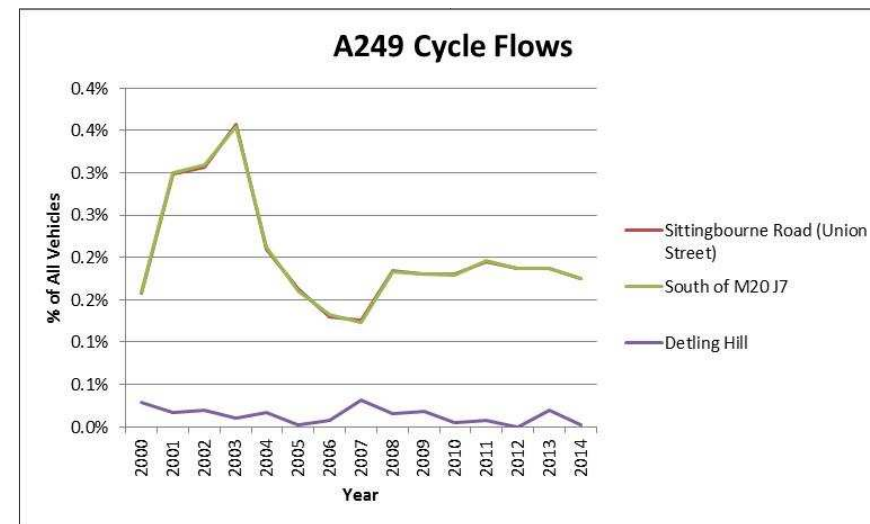
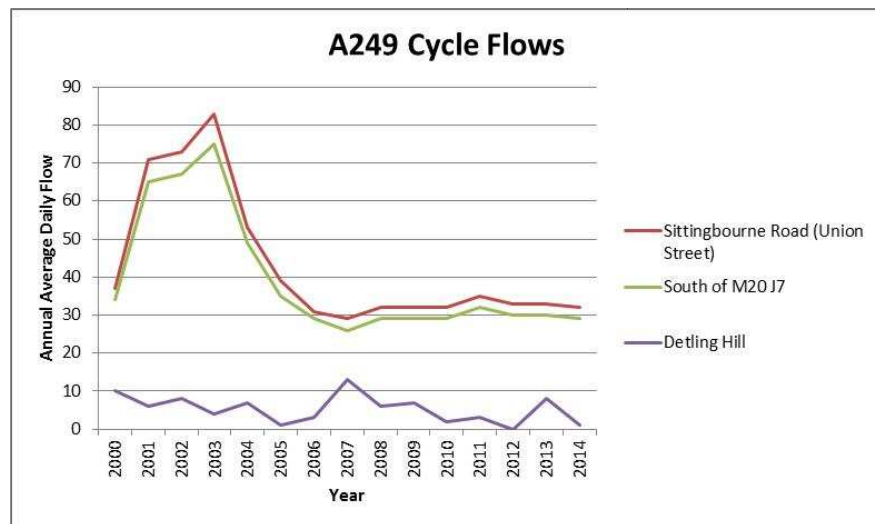
Action	Proposal	Type of Infrastructure Required	Timescale for Delivery			Potential Funding Sources	Delivery Partners
			Short term <5 years	Medium term 5-10 years	Long term >10 years		
RMB11	Headcorn Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. However, the need for crossing improvements at A274 Wheeler Street and a footway link from site EMP1(4) to the A274 has already been identified in the Infrastructure Delivery Plan. In addition funding has been secured for the installation of a shelter over the existing cycle stands at the railway station.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Headcorn Parish Council</li> <li>• South Eastern Rail Franchisee</li> </ul>
RMB12	Hollingbourne – Cycle Parking	Funding has been secured for the installation of five cycle stands and CCTV at the railway station.				<ul style="list-style-type: none"> <li>• Local Enterprise Partnership (LSTF)</li> </ul>	<ul style="list-style-type: none"> <li>• South Eastern Rail Franchisee</li> <li>• KCC</li> <li>• MBC</li> </ul>
RMB13	Lenham Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. However, the need for traffic calming and pedestrian crossing facilities on Ham Lane and Old Ashford Road has already been identified in the Infrastructure Delivery Plan.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Lenham Parish Council</li> </ul>
RMB14	Marden Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. However, the Infrastructure Delivery Plan has already identified the need for: <ul style="list-style-type: none"> <li>• Upgrading of the Goudhurst Road zebra crossing to a pelican crossing</li> <li>• New pedestrian crossing on Church Green</li> <li>• Traffic calming measures</li> </ul> In addition funding has been secured for the installation of 10 cycle stands and a shelter at the railway station.				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Marden Parish Council</li> <li>• South Eastern Rail Franchisee</li> </ul>
RMB15	Staplehurst Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. However, proposals are currently being developed at the railway station to: <ul style="list-style-type: none"> <li>• Improve the forecourt to make bus access easier</li> <li>• Provide additional cycle parking</li> <li>• Enhance footway and crossing facilities on Station Approach.</li> </ul>				<ul style="list-style-type: none"> <li>• CIL</li> <li>• S106</li> <li>• South Eastern Rail Franchisee</li> <li>• DfT Sustainable Travel “Access” Fund</li> </ul>	<ul style="list-style-type: none"> <li>• KCC</li> <li>• MBC</li> <li>• Staplehurst Parish Council</li> <li>• South Eastern Rail Franchisee</li> <li>• Bus Operators</li> </ul>

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		
RMB16	Yalding Sustainable Transport Package	Further work is required to determine specific interventions. An audit of pedestrian/cycle accessibility to key infrastructure (e.g. public transport stops, schools, shopping areas) is required. Potential interventions could include measures identified in the Neighbourhood Plan. Measures could include the provision of cycle parking to encourage the use of proposed new rural cycle routes (RMB4, RMB7, RMB8).				<ul style="list-style-type: none"><li>• CIL</li><li>• S106</li><li>• South Eastern Rail Franchisee</li><li>• DfT Sustainable Travel “Access” Fund</li></ul>	<ul style="list-style-type: none"><li>• KCC</li><li>• MBC</li><li>• South Eastern Rail Franchisee</li><li>• Yalding Parish Council</li></ul>





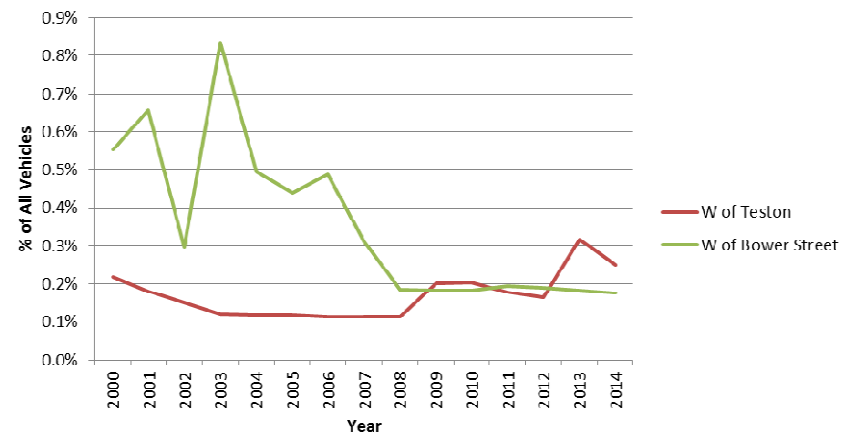
## Appendix B: Annual Average Daily Cycle Flows & Modal Share – Maidstone Radial Routes



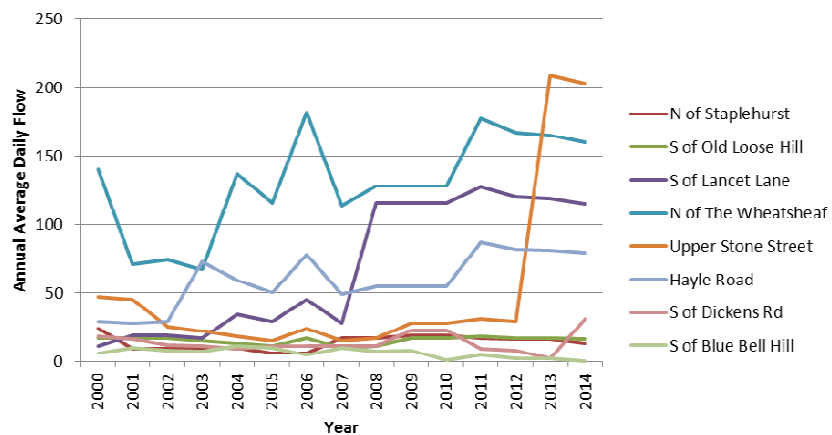
### A26 Cycle Flows



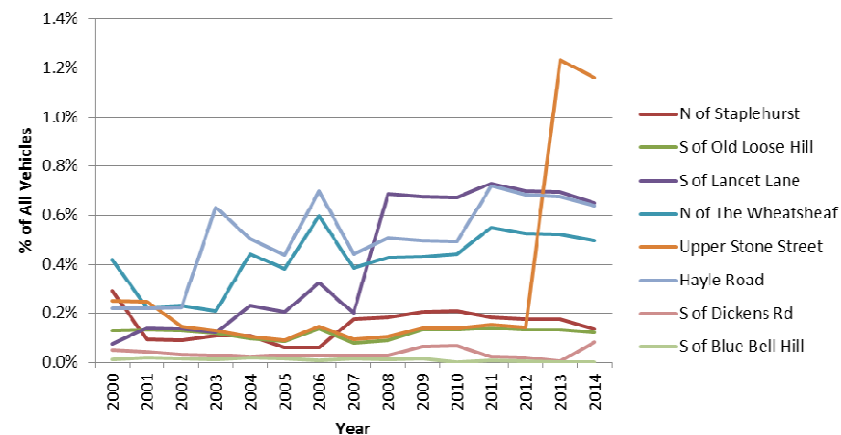
### A26 Cycle Flows

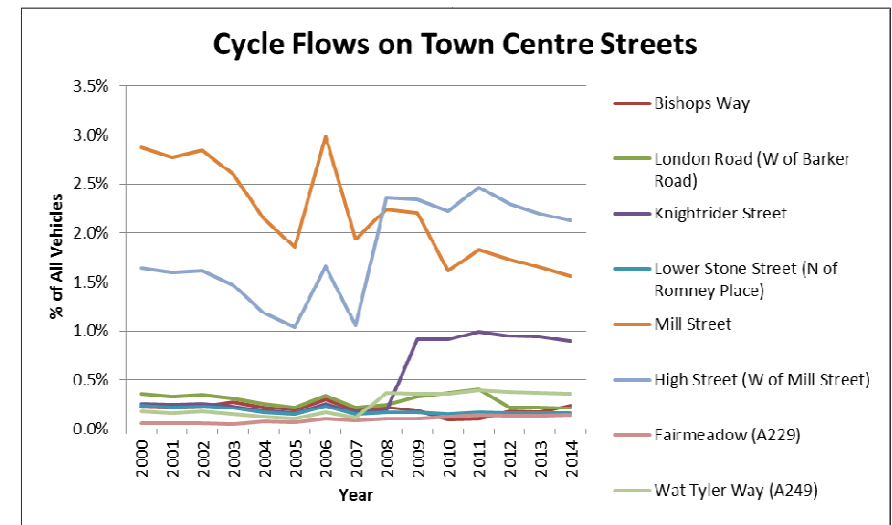
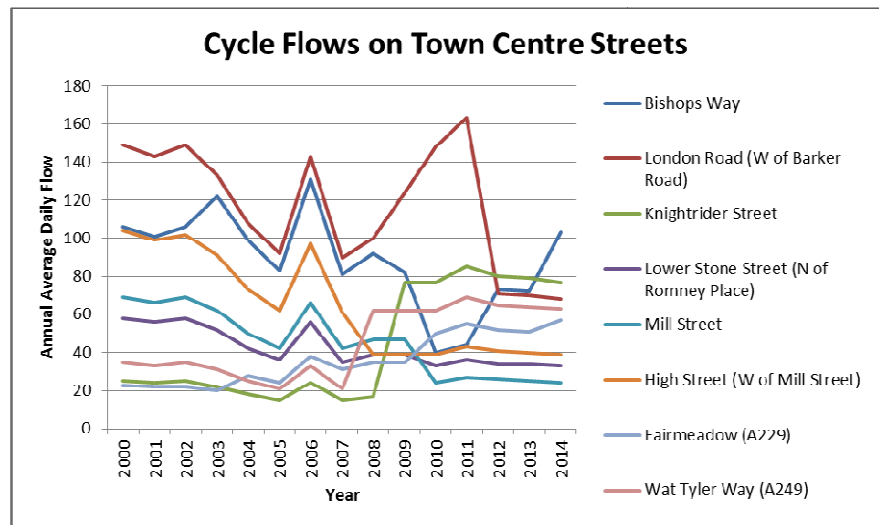
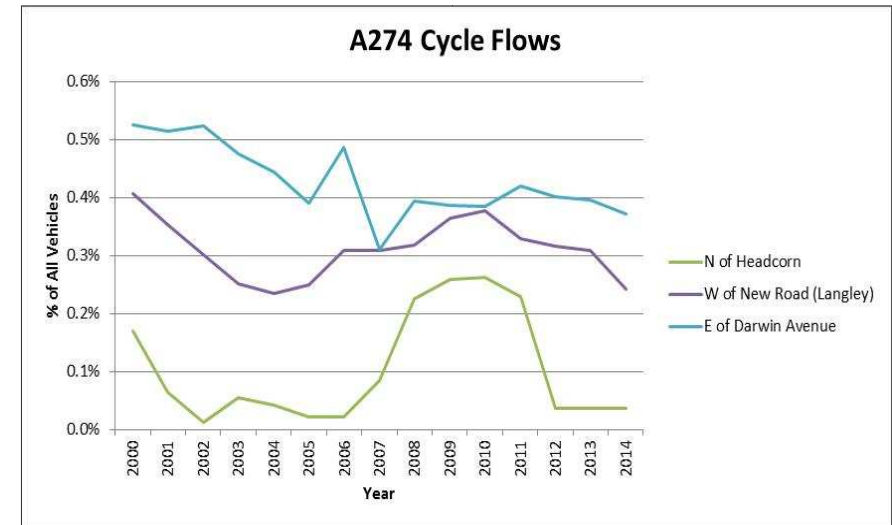
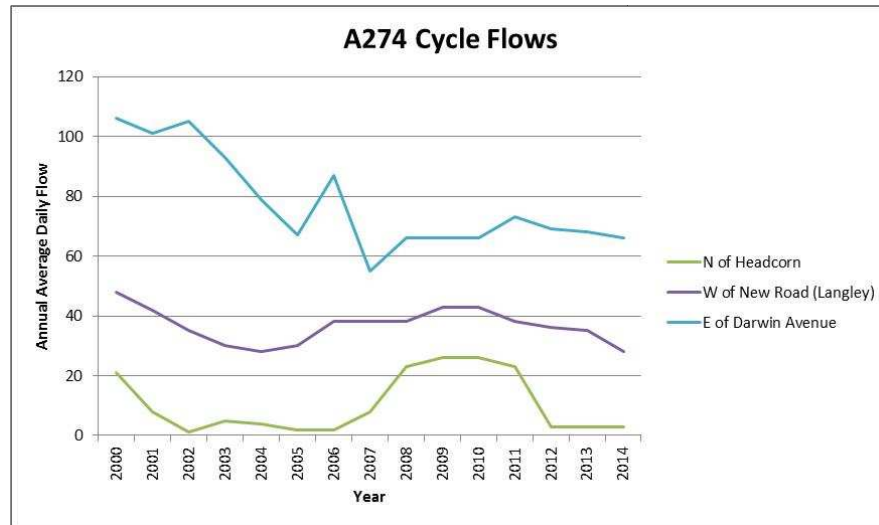


### A229 Cycle Flows



### A229 Cycle Flows



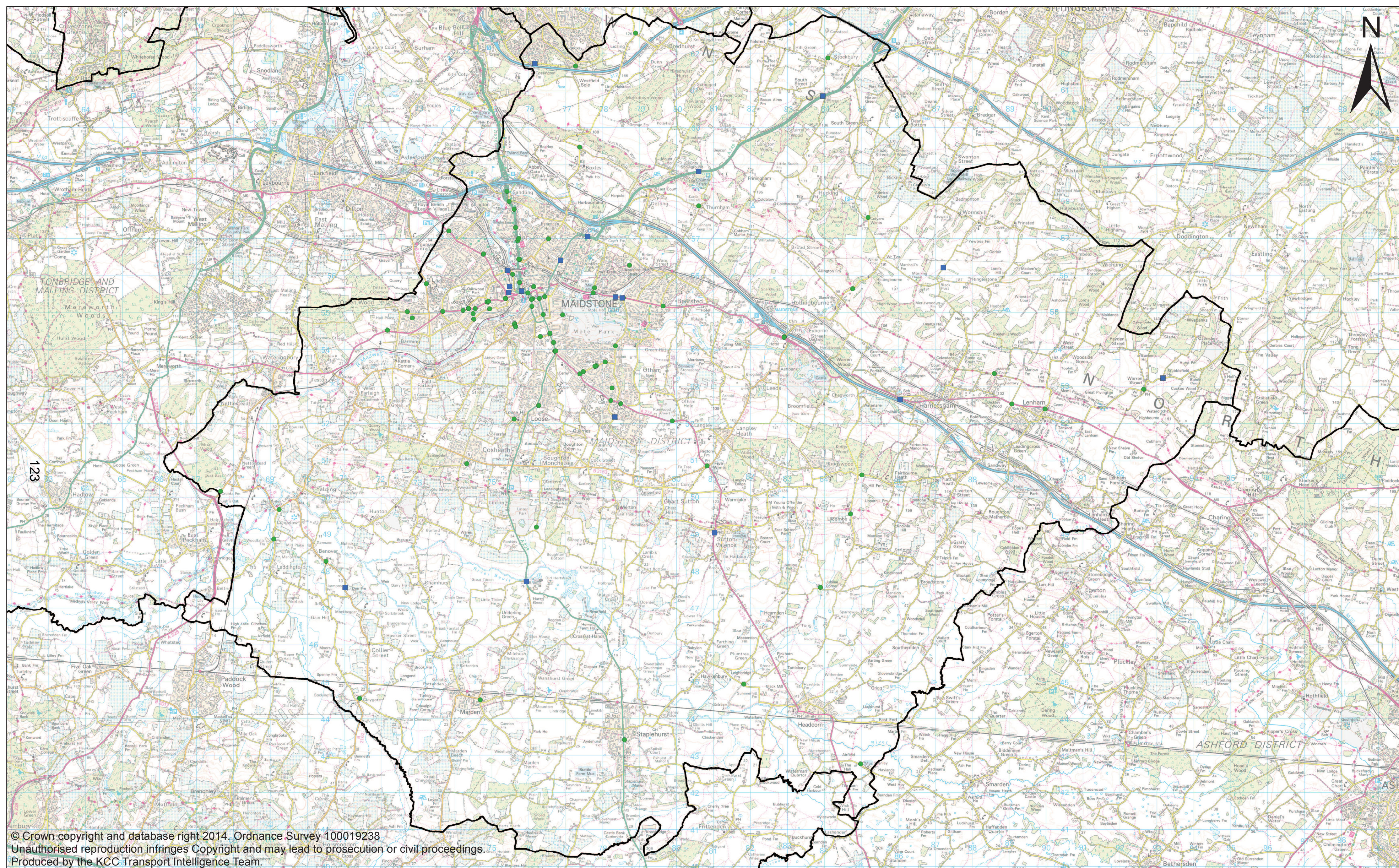




**Appendix C: Collisions Involving Pedestrians and/or Cyclists, 1<sup>st</sup> July 2012 to 30<sup>th</sup> June 2015 (please see separate PDFs)**

**Appendix D: Maps of Proposed Walking and Cycling Strategy Actions (please see separate pdfs)**





## Maidstone District Pedal Cycle Collisions

(01.07.2012 to 30.06.2015)

Note: There were no fatal pedal cycle collisions recorded during this period

**Legend**

■

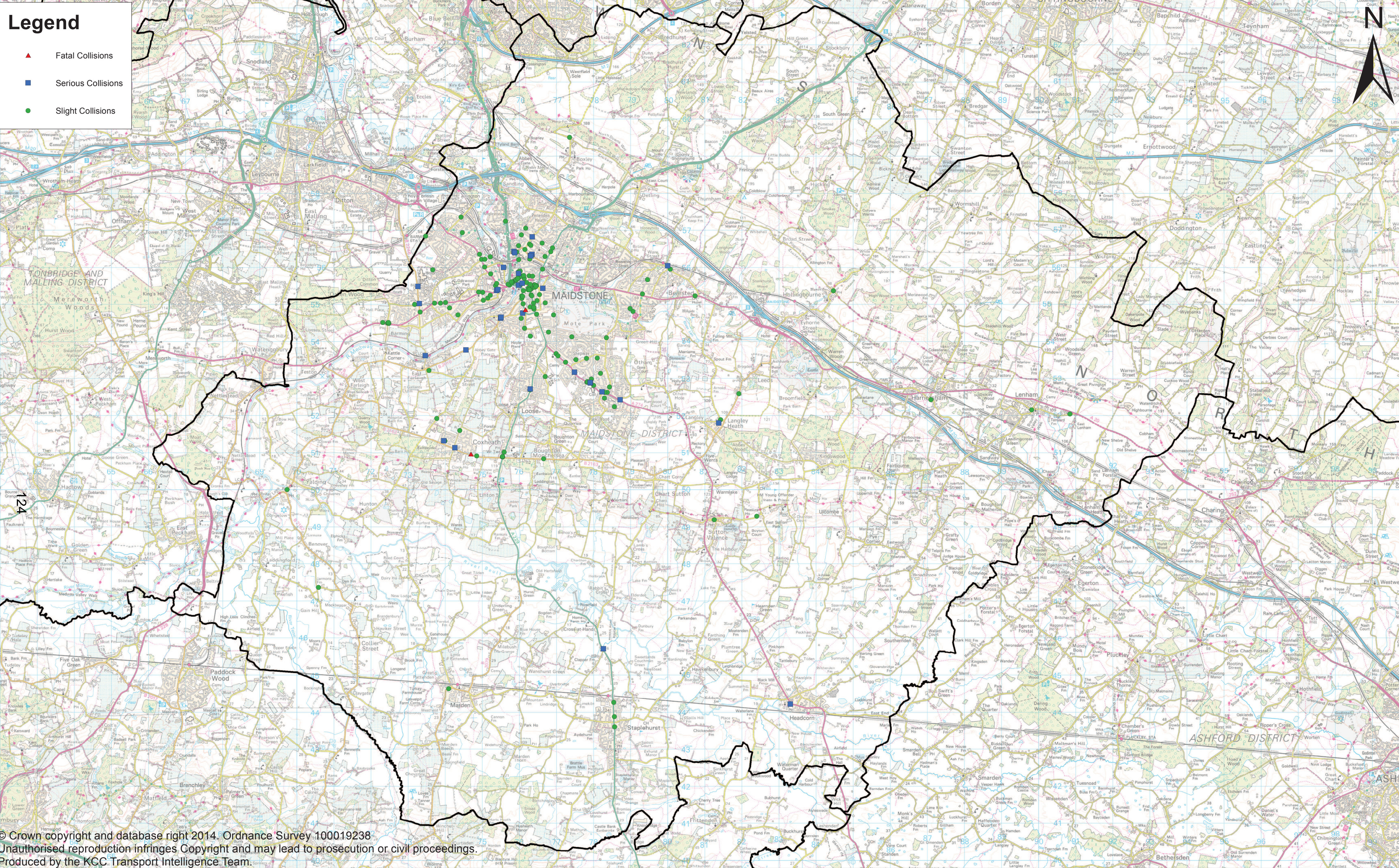
Serious Collisions

●

Slight Collisions



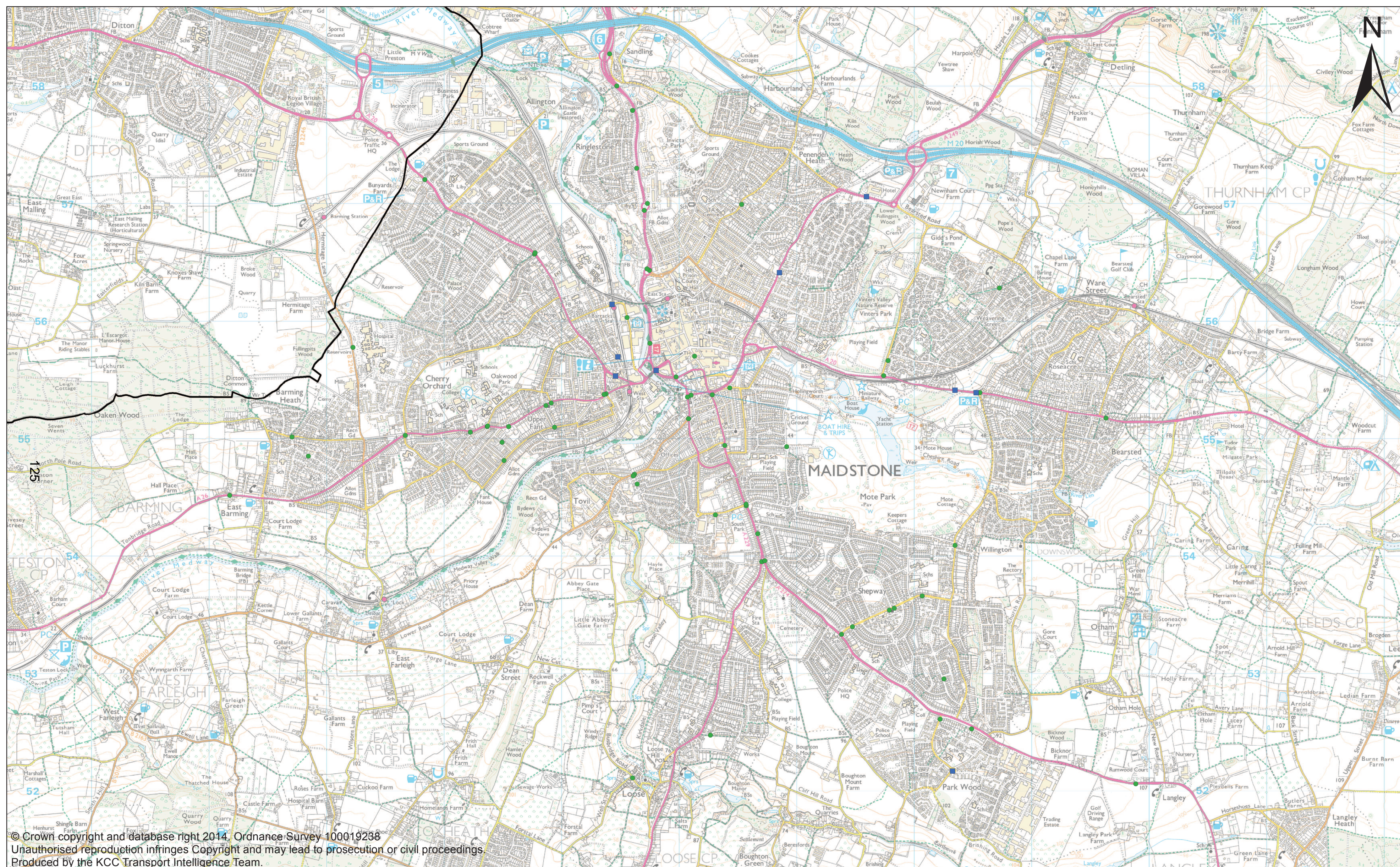




# Maidstone District Pedestrian Collisions

(01.07.2012 to 30.06.2015)





## Maidstone Pedal Cycle Collisions

(01.07.2012 to 30.06.2015)

Note: There were no fatal pedal cycle collisions recorded during this period

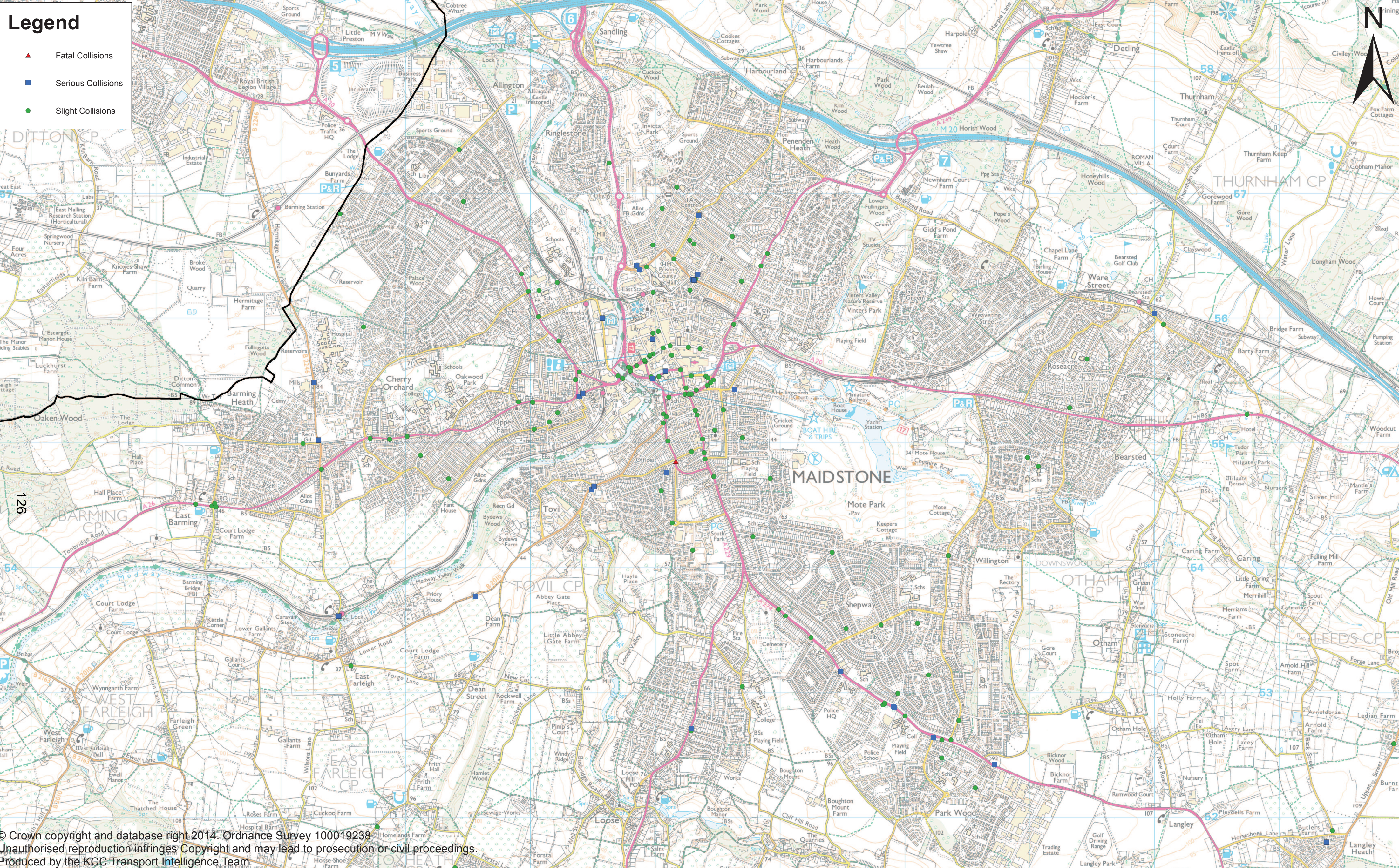
**Legend**

Serious Collisions

Slight Collisions

**Kent**  
**County**  
**Council**  
kent.gov.uk





Maidstone Pedestrian Collisions

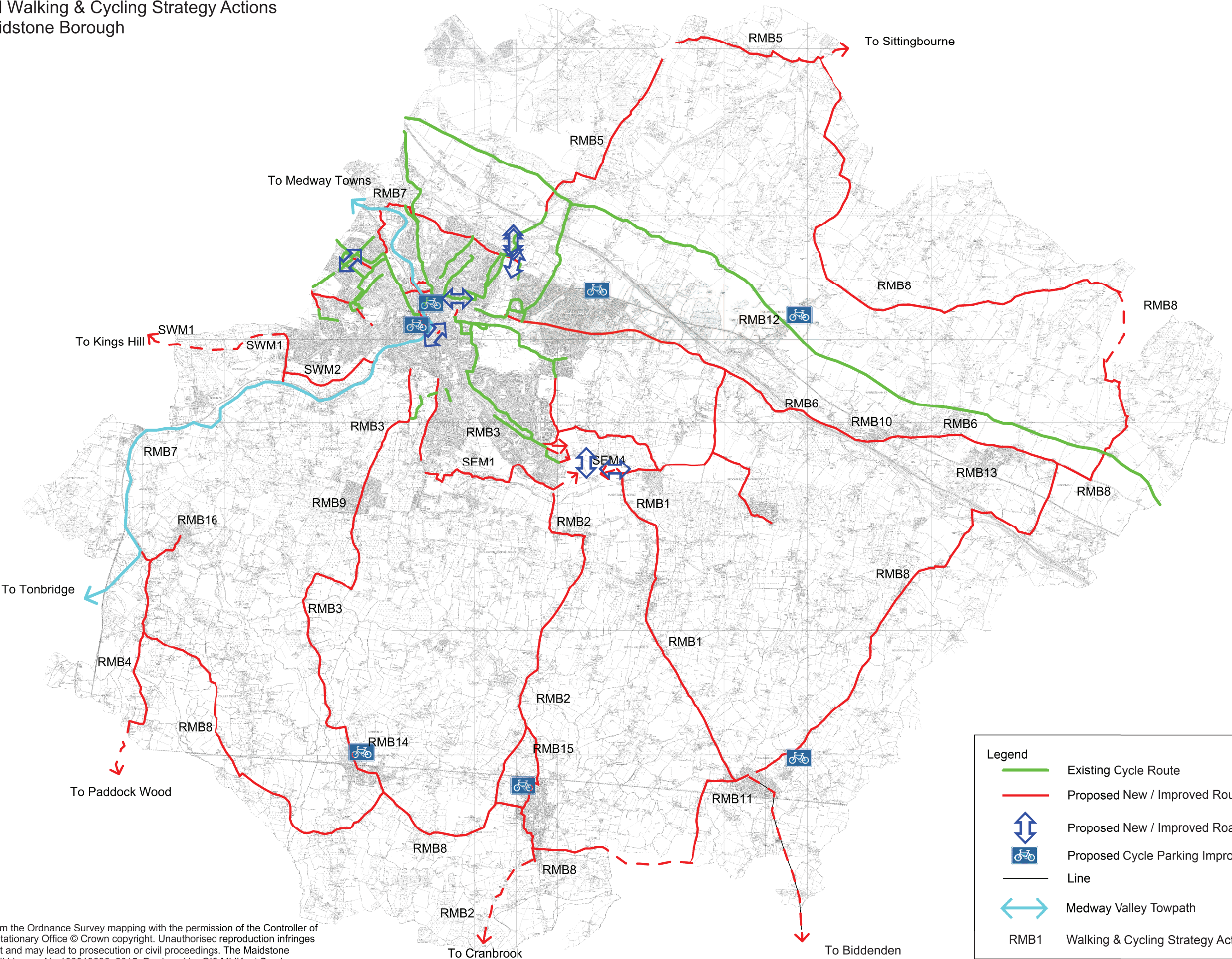
(01.07.2012 to 30.06.2015)



Proposed Walking & Cycling Strategy Actions  
Rural Maidstone Borough



127



Legend

Existing Cycle Route

Proposed New / Improved Route

Proposed New / Improved Road Crossing

Proposed Cycle Parking Improvements

Line

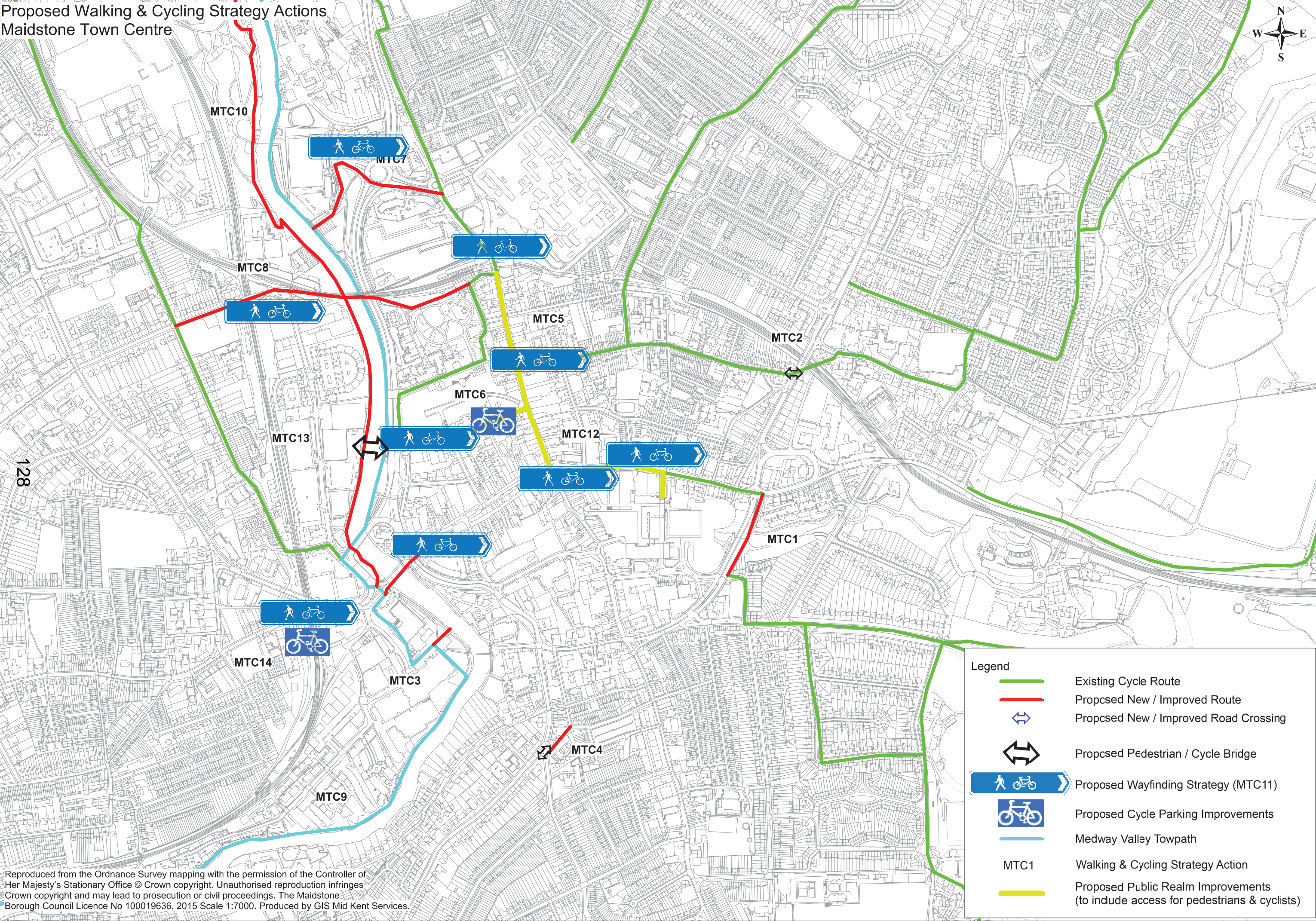
Medway Valley Towpath

RMB1

Walking & Cycling Strategy Action



Proposed Walking & Cycling Strategy Actions  
Maidstone Town Centre



- Legend
- Existing Cycle Route
  - Proposed New / Improved Route
  - Proposed New / Improved Road Crossing
  - Proposed Pedestrian / Cycle Bridge
  - Proposed Wayfinding Strategy (MTC11)
  - Proposed Cycle Parking Improvements
  - Medway Valley Towpath
  - MTC1
  - Walking & Cycling Strategy Action
  - Proposed Public Realm Improvements (to include access for pedestrians & cyclists)



Proposed Walking & Cycling Strategy Actions  
Maidstone Urban Area

Legend

Existing Cycle Route

Proposed New / Improved Route

Proposed New / Improved Road Crossing

Proposed Pedestrian / Cycle Bridge (MTC13)

Proposed Cycle Parking Improvements

Proposed Wayfinding Strategy (MTC11)

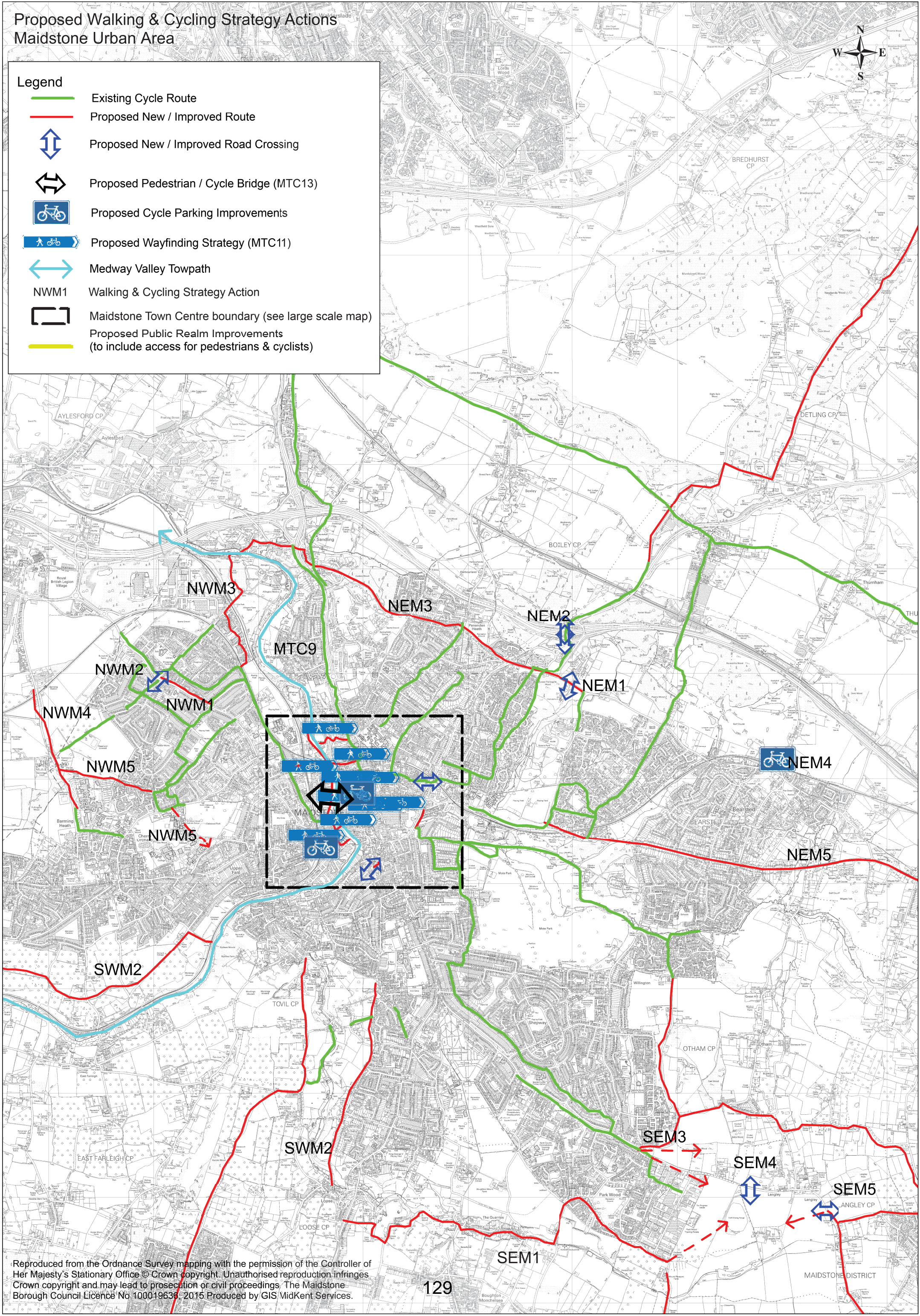
Medway Valley Towpath

NWM1

Walking & Cycling Strategy Action

Maidstone Town Centre boundary (see large scale map)

Proposed Public Realm Improvements  
(to include access for pedestrians & cyclists)





# Agenda Item 13

## Strategic Planning, Sustainability & Transportation Committee

13 January 2016

Is the final decision on the recommendations in this report to be made at this meeting?	Yes
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## Maidstone Borough Local Plan: Infrastructure Delivery Plan

<b>Final Decision-Maker</b>	Strategic Planning, Sustainability & Transportation Committee
<b>Lead Director or Head of Service</b>	Rob Jarman: Head of Planning and Development
<b>Lead Officer and Report Author</b>	Andrew Thompson: Principal Planning Officer
<b>Classification</b>	Public
<b>Wards affected</b>	All

That the Strategic Planning, Sustainability and Transportation Committee is recommended to:

1. Approve the Infrastructure Delivery Plan for publication as supporting evidence to the Maidstone Borough Local Plan (Regulation 19 version), recognising that the Infrastructure Delivery Plan is a "living document" and may require further updating prior to its publication.
2. Approve the Infrastructure Delivery Plan for submission to the Secretary of State for Communities and Local Government as supporting evidence to the Maidstone Borough Local Plan, with any necessary amendments required to take account of consultation responses, factual updates and/or further evidence being made available by infrastructure providers.

### **This report relates to the following corporate priorities:**

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

- Securing provision of and improvements to infrastructure in our Borough

### **Timetable**

<b>Meeting</b>	<b>Date</b>
Strategic Planning, Sustainability & Transportation Committee	13 January 2015

# Maidstone Borough Local Plan: Infrastructure Delivery Plan

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Infrastructure Delivery Plan (IDP) identifies the infrastructure schemes necessary to support the development proposed in the Local Plan and outlines how and when these will be delivered. The IDP is therefore a key evidence base document and infrastructure planning tool which will support the examination and implementation of the Local Plan.
- 1.2 An initial draft IDP was published alongside the Regulation 18 consultation on the Local Plan in spring 2014. The IDP has been comprehensively reviewed and updated in readiness for publication of the Regulation 19 version of the Local Plan, and has been informed by up-to-date input from infrastructure providers and the latest available infrastructure evidence base such as the Integrated Transport Strategy and Kent School Commissioning Plan. No “showstopper” infrastructure items have been identified, and the IDP demonstrates that the necessary infrastructure can be delivered alongside development to accommodate the growth proposed in the Local Plan in a sustainable manner. The IDP is attached at Appendix A.
- 1.3 This report seeks approval to publish the IDP as supporting evidence alongside the Maidstone Borough Local Plan (Regulation 19 version) and also seeks approval to submit the IDP to the Secretary of State for Communities and Local Government to support the Local Plan at examination. The IDP is a “living document” and its contents must be regularly reviewed and updated to ensure the document is kept up-to-date. In light of this the report also seeks approval to make amendments to the IDP as schemes progress or in response to new evidence or consultation responses prior to submission of the document to the Secretary of State.

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## 2. INTRODUCTION AND BACKGROUND

### Context

- 2.1 Sound infrastructure planning is central to the success of the Local Plan, as it helps to demonstrate that the Council’s strategy for growth can be delivered, and that development can be accommodated in a sustainable manner. In line with best practice, the Council has developed an IDP which identifies the infrastructure required to support the growth proposed in the Local Plan. The IDP is therefore a key component of the Local Plan evidence base as it will demonstrate, at a relatively high level, where, when and how infrastructure will be delivered.

- 2.2 The IDP is very much a collaborative document, and infrastructure providers play a critical role in assessing the implications of proposed development and identifying appropriate interventions. Dialogue with infrastructure providers is an ongoing process and regular discussions and liaison meetings are held to ensure the IDP content is up-to-date. In readiness for the publication of the Regulation 19 Local Plan, however, the IDP has been subject to a comprehensive review to ensure it provides a robust and up-to-date evidence base to support the Local Plan at Publication stage.
- 2.3 As one of the key evidence documents to be submitted to the Planning Inspectorate alongside the Local Plan, the IDP will be subject to rigorous testing as part of the Local Plan examination in public anticipated later this year. It is critical therefore that each scheme identified in the IDP is based upon robust evidence and so the IDP reflects only the schemes where there is sufficient evidence available at this point in time to justify their inclusion. In some instances there is a need for further studies to identify schemes to address more long term objectives and, as a “living document” it is clear that circumstances will change over time leading to the inclusion of new schemes and the exclusion of others as they are completed or superseded.
- 2.4 The updated IDP (Appendix A) therefore reflects the very latest input from infrastructure providers and other evidence documents, and takes account of both the individual and cumulative impacts of development proposed in the Regulation 19 version of the Local Plan.
- 2.5 Many of the infrastructure providers approached for input have provided detailed responses, based on robust assessments of the impacts of proposed growth on their service provision. A number of responses remain outstanding however, including detailed responses on elements of Kent County Council service provision, from Kent Police and from the Maidstone and Tunbridge Wells NHS Trust. Discussions with these providers remain ongoing and further detail will be added to the IDP as sufficient information becomes available. Joint work with the County Council on the Integrated Transport Strategy provides the basis for many of the schemes identified in the Highways and Transportation schedule, whilst the recently published School Commissioning Plan 2016-2020 supports many of the schemes identified in the Education Provision schedule.
- 2.6 The IDP is arranged by infrastructure type and, where appropriate, by settlement or area, within the schedules identified below. This report sets out a summary of the contents for each schedule and highlights the key schemes and outputs. Where infrastructure providers have responded to confirm that there is no requirement for additional infrastructure these comments are reflected below but will be incorporated into an IDP Topic Paper for submission of the Local Plan, rather than incorporated within the schedule itself. Similarly, for longer term aspirational infrastructure projects where there is currently insufficient evidence to justify their inclusion in the IDP, reference to the objective or scheme can be made within the IDP Topic Paper, rather than within the schedule itself.
- 2.7 Engagement with infrastructure providers has indicated that significant new infrastructure is likely to be required to accommodate the broad locations,

identified for growth in the latter part of the Local Plan period. These requirements are not considered to be a constraint to delivery of the broad locations. However, necessary infrastructure will need to be planned and delivered in a coordinated manner. Further work on infrastructure requirements will be developed through the broad location masterplanning exercises and can be accommodated more comprehensively in the IDP later in the Local Plan period.

## **Summary of IDP contents**

**Schedule A:** Highways and Transportation – *Such as schemes relating to walking, cycling, public transport, road network or strategic road network.*

- 2.8 Highways and Transportation is comfortably the most extensive schedule in the IDP, and provides an overview of the site specific and strategic transport interventions identified through various studies including the Integrated Transport Strategy, junction specific modelling work, land availability assessments and developer Transport Assessments. Many of the schemes identified in the schedule are therefore also set out in the Integrated Transport Strategy. Similarly, many of the schemes have been subject to detailed modelling and design work, and some have already been committed or developer contributions have been secured towards their delivery through planning permissions. The schedule brings this evidence together to justify the inclusion of each transport scheme, identifies which development in the Local Plan generates the need for the intervention and outlines how and when the scheme will be delivered. The schedule is arranged by area so that the packages of measures identified for each key development area are grouped together.
- 2.9 Key measures for the M20 Junction 7 development area include capacity enhancements at the New Cut and Bearsted Roundabouts, together with the duelling of the Bearsted Road and improvements to the motorway junction. Many of these schemes have already been committed through existing planning permissions. Measures identified for the North West Maidstone development area include works to key junctions and roundabouts, the provision of a bus loop and a new cycle lane on Hermitage Lane. Again, contributions have already been secured through existing planning consents for many of the schemes. A significant number of schemes are identified for the South East Maidstone development area including works to key junctions, capacity enhancements on Sutton Road and Gore Court Road, and a range of site specific interventions such as the Langley Park roundabout. Given that many of the sites in this area have already received planning consent, contributions have already been secured towards many of the improvements identified.
- 2.10 In addition to the Bridges Gyratory improvements, which is to be delivered using funding from the South East Local Enterprise Partnership together with MBC funding, a number of schemes are identified in Maidstone Town Centre including works to the pedestrian environment and public realm identified through various town centres studies, improvements at Maidstone East rail station and the cycle scheme at the River Medway towpath. Elsewhere within the Maidstone Urban Area, key schemes include improvements to Boughton

Lane and at its junction with the Loose Road, and improvements on the A20 associated with the Woodcut Farm employment allocation.

- 2.11 Transport interventions are identified to mitigate the impact of development in the rural areas of the borough, including in each of the Rural Service Centres. In Coxheath, the works to improve the operation of Linton Crossroads are identified, together with a number of more site specific interventions. The key scheme in Harrietsham is the A20 improvement works, whilst in Headcorn a series of interventions are already committed at Oak Lane, Grigg Lane and Wheeler Street, in addition to the signalisation of the Kings Road/Mill Bank junction and other site specific measures. Improvements associated with the Tanyard Farm development are identified for Lenham, however it is anticipated that further interventions will be required to support the broad location, and these will be developed in detail later in the Local Plan period following further work.
- 2.12 A number of schemes are identified in Marden including improvements to the rail station and a series of local sustainable transport improvements already secured through existing planning consents. One of the key schemes in Staplehurst is the crossroads junction improvements. However, packages of sustainable transport measures have already been secured through the development management process, and the IDP identifies the need for improvements to passenger facilities at Staplehurst rail station. A number of site specific schemes have also been identified at Yalding including improvements to the level crossing and local highways works associated with the former Syngenta site.
- 2.13 The Highways and Transportation schedule therefore sets out a comprehensive set of site specific and strategic measures, identified as necessary to mitigate the impact of the development proposed in the Local Plan. The transport evidence base is unlikely to “stand still” however and further work on the delivery of Integrated Transport Strategy and Walking and Cycling Strategy objectives may identify additional schemes which would merit inclusion in the IDP at a later date. To date, only limited information has been made available by South Eastern in regards to schemes to improve rail infrastructure, and further work in this area may identify additional schemes to improve the quality and/or patronage of services in the borough. The adoption of Neighbourhood Plans may also provide sufficient evidence to justify inclusion of additional schemes in the future.

**Schedule B:** Education Provision – *Such as schemes relating to primary education, secondary education, further education or higher education;*

- 2.14 Kent County Council published its new School Commissioning Plan in December 2015 and this document provides much of the underpinning evidence required to identify the specific primary and secondary school schemes outlined in the IDP. The education schedule is arranged by urban/rural and, for the urban area, the IDP identifies a number of new two form entry primary schools in Maidstone, including on land at Langley Park and at East of Hermitage Lane, provided for through existing planning consents. Contributions have already been secured towards the construction and land acquisition costs

for these schools and, in the case of Langley Park, the school is due to open in 2016-17.

- 2.15 The County Council has advised that, even taking account of the additional school places provided through the Langley Park primary school, there will be insufficient capacity in the south eastern area of Maidstone to accommodate additional housing developments. It is considered that Land south of Sutton Road is well placed to meet any residual need for primary school places in this area and, indeed, the developer of the site is proposing provision of a new primary school within the site. Although this school is not identified in the Commissioning Plan itself, the need for additional capacity is established, and it is necessary to identify sufficient mitigation within the IDP.
- 2.16 Elsewhere in the urban area, the County Council has identified that South Borough Primary School will be expanded by one form of entry for 2016-17, and contributions towards this project have already been secured from developments within the urban area.
- 2.17 In terms of secondary education in Maidstone, contributions have been secured towards an additional form of entry at both Maplesden Noaks and Maidstone Grammar, with the latter identified for delivery by 2018-19. Significantly, however, the Valley Invicta Academy Trust are currently preparing a planning application for a new six form entry secondary school on land adjacent to the Invicta Grammar School and Valley Park, having received approval from the Department for Education for a new Free School. The last iteration of the IDP identified the need for a new eight form entry secondary school within Maidstone although it was unclear where and how this would be delivered. The Free School proposal effectively removes the need for a new County Council led secondary school, with the residual need being mitigated through extensions to existing schools. The Valley Invicta Academy Trust has indicated an intention to deliver the first phase of the school by 2017-18.
- 2.18 In the rural areas, the County Council has identified that the Cornwallis Academy will be expanded by one form of entry by 2018-19. Contributions towards the scheme have already been secured from a number of development sites identified in the Local Plan. Similarly, both Headcorn Primary School and Marden Primary School are identified for expansion in the Commissioning Plan for delivery by 2017-18. Again, contributions towards these schemes have already been secured through the development management process. The County Council has identified a need for an additional one form of entry at either Harrietsham Primary School or Lenham Primary School. However, the timing and location of this scheme is currently under review pending the outcome of feasibility studies. Contributions have also been secured towards the expansion of Coxheath Primary School.
- 2.19 In the longer term it is recognised that development in Staplehurst will generate the need for an expansion at Staplehurst Primary School, and the School Commissioning Plan identifies that the broad locations at Lenham, and at the Invicta Barracks in Maidstone, will each require a new two form entry school. Work will continue with colleagues at the County Council to ensure that

infrastructure required in the longer term can be delivered in a coordinated manner.

- 2.20 Discussions have been held with Mid Kent College and the University of the Creative Arts who have both advised that they have no plans for significant development or expansion in response to the growth proposed in the Local Plan. Mid Kent College is due to complete a major scheme to refurbish and reorganise the campus in spring 2016. However, these works have been undertaken to improve the “offer” for students, and the College anticipates that student numbers will remain relatively stable in the short to medium term. Both Mid Kent College and the University of the Creative Arts will keep this position under review however, as the situation may change later in the Local Plan period.

**Schedule C: Health Provision – *Such as schemes relating to GP facilities, hospital provision or specialist facilities;***

- 2.21 Responsibility for health infrastructure planning is overseen by a number of organisations including the NHS West Kent Clinical Commissioning Group (CCG), the Maidstone and Tunbridge Wells NHS Trust and NHS Property Services South East. Some of the most direct impacts on health infrastructure are likely to be felt in local GP surgeries. However, we are still awaiting a full response from NHS Property Services, who are responsible for this type of provision, and this is anticipated by the end of January Contributions towards improvements or additional capacity at a number of GP surgeries in the borough have already been secured from various Local Plan sites which have gone through the development management process. It is anticipated that NHS Property Services will shortly provide details of any additional schemes required to support the remaining development sites in the Local Plan, and the IDP is likely to require updating in order to reflect this information.
- 2.22 The CCG is currently developing a series of initiatives in the West Kent area but is yet to identify specific schemes required to support development in the Local Plan. There is an anticipated need for a rehabilitation centre at some point during the Local Plan period. However, the timing and location of the facility remains uncertain. The Council will continue to work collaboratively with the CCG to determine how, when and where this centre might be delivered, and on other initiatives as appropriate.
- 2.23 Discussions with the Maidstone and Tunbridge Wells NHS Trust, which has primary responsibility for the Maidstone Hospital, are at an early stage and the Trust is still assessing the potential need for improvements or additional capacity to accommodate the patient numbers generated by planned growth in the borough. The Trust are currently undertaking a comprehensive strategy review, due for completion in spring / summer 2016, and the IDP may require updating to take account of this review.



**Schedule D:** Social and Community Infrastructure - *Such as schemes relating to community facilities, community learning, adult services or youth services.*

2.24 Kent County Council is responsible for many of these services. However, the County Council is yet to provide any evidence of the impact on these services of growth identified in the Local Plan, or to identify specific schemes required to mitigate any impact. The County Council has recently advised that much of this work has been completed but a response will not be available until later in January. Similarly to health provision, contributions towards these services have been secured from various Local Plan sites which have gone through the development management process; however, there is a need to plan more strategically for infrastructure provision through the IDP and the Local Plan. When the County Council provides a response in respect of community learning, adult services and youth services, there may be a need to update the IDP.

2.25 With regards to new community facilities, new buildings have been secured through planning permissions at Langley Park and at East of Hermitage Lane, the latter being a multi-functional community centre measuring approximately 600 sqm. At this point in time there is insufficient evidence to justify the inclusion of additional community facilities in the IDP. However, it is anticipated that the broad location at Invicta Barracks may generate the need for another new facility. More detailed infrastructure planning work for the broad locations will be completed later in the Local Plan process, and it may be the case that Neighbourhood Plans could also develop work in respect of community facilities which could lead to additional schemes being included in the IDP in the future.

**Schedule E:** Public Services – *Such as schemes relating to libraries, police services, fire services, waste management or ambulance services;*

2.26 The South East Coast Ambulance Service has advised that a number of the proposed development sites would not be covered by their Community First Responder scheme and has identified a series of proposals to ensure adequate coverage, generally in the rural parts of the borough.

2.27 The Kent Fire and Rescue Service have confirmed that the development proposed in the Local Plan does not generate the need for any additional infrastructure.

2.28 A response from Kent Police is still awaited, pending the outcome of a strategic review of its services. It may be the case that updates to the IDP are required when the outcomes of the review are known.

2.29 Kent County Council is yet to provide any evidence of the impact of growth identified in the Local Plan on libraries or waste management, or to identify specific schemes required to mitigate any impact. Similarly to social services, the County Council has recently advised that much of this work has been completed but a response will not be available until later in January. When the County Council provides a response there may be a need to update the IDP.

**Schedule F:** Utilities – *Such as schemes relating to waste water treatment, sewerage infrastructure, fresh water supply, gas network, electricity network or broadband provision;*

- 2.30 South East Water has identified a number of schemes required to support the development proposed in the Local Plan, including new mains from Charing to Headcorn, and from Loose to Linton. A series of mains transfers are identified together with localised reinforcement works. However, the schemes identified by South East Water can be partly funded by anticipated revenue and/or business plan funding.
- 2.31 Southern Water has confirmed that growth proposed in the Local Plan would not generate the need for new Environmental Permits for any of its waste water treatment works, other than in Lenham alongside the broad location later in the Local Plan period. Any necessary improvements to its waste water treatment works can be accommodated and delivered through Southern Water's Periodic Review process, and Southern Water has again confirmed that the provision of waste water treatment capacity is not a constraint to development, provided infrastructure delivery is properly planned and coordinated. In respect of sewerage infrastructure, Southern Water has confirmed that connectivity to the existing network and, where necessary, capacity enhancements, can be delivered alongside development to ensure that the need for sewerage infrastructure does not act as a constraint to development.
- 2.32 Southern Gas Networks (SGN) has undertaken a high level review of the development proposed in the Local Plan and has identified that a series of reinforcement works are likely to be required to support development. SGN has confirmed, however, that the precise details of each infrastructure scheme are usually determined after individual sites have received planning permission, where the precise details and expected loads can be more accurately calculated. Given the strategic nature of the assessment, the actual loads are likely to differ from those applied in the assessment, and the results can be considered indicative only. With this level of uncertainty specific interventions are not identified in the IDP schedule and instead, works related to connectivity and, where necessary, reinforcement of the network, should be identified and delivered alongside development.
- 2.33 The County Council is continuing to work with BT Openreach to roll out superfast broadband across Kent and to provide minimum speeds of 2Mbps within its project area. The first phase of the roll out sought to provide superfast broadband to at least 91% of premises across Kent by the end of 2015. The second phase, due to commence in January 2016, should improve this coverage to 95% of homes and businesses within Kent and Medway by the summer of 2018.
- 2.34 A response from UK Power Networks is still awaited. However, no concerns have been raised through the formal Local Plan consultation exercises.

**Schedule G:** Green and Blue Infrastructure – *Such as schemes relating to new and existing open space and recreation facilities or river enhancement;*

- 2.35 The Local Plan identifies a series of open space allocations through Policy OS1, and each of these allocations are incorporated within the IDP schedule as site specific mitigation. Open space provision will also be secured on a number of other sites proposed for development in the Local Plan. However, in these cases, the total quantum and/or location is not yet determined. In many instances, financial contributions are likely to be secured through the development management process instead of, or in addition to, on site open space provision. The IDP schedule therefore reflects this provision in more general terms.
- 2.36 The Environment Agency has identified a number of strategic schemes for river restoration and biodiversity improvements including schemes to remove barriers to fish passages along the River Medway. It is anticipated that the Green and Blue Infrastructure Strategy and Action Plan will identify additional schemes which may need to be included in the IDP schedule.

**Schedule H: Flood Prevention and Mitigation – *Such as schemes relating to site specific or strategic flood mitigation schemes.***

- 2.37 Major flood defence proposals for the River Medway are identified by the Environment Agency to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone. The Environment Agency has confirmed that Defra have agreed to supply 50% of the total £25m cost, and they anticipate that contributions will be provided from the County Council, and from Maidstone and Tonbridge and Malling Borough Councils. A smaller scale scheme to protect properties including the primary school is identified for Headcorn.
- 2.38 The Environment Agency has recently provided updated flood zone mapping data which provides the basis for a revised Strategic Flood Risk Assessment, due to be undertaken in early 2016. There may be a need to update the IDP depending on the outcome of this work.

**Additional information within the IDP**

- 2.39 In addition to identifying the infrastructure schemes required to support development proposed in the Local Plan, another key function of the IDP is to outline how and when schemes will be delivered. In accordance with Local Plan Policy ID1, the default approach is to seek funding through planning obligations under s106 of the Town and Country Planning Act 1990 for site specific infrastructure requirements, and to use the Community Infrastructure Levy (CIL) for strategic infrastructure. Although there are some instances where s106 may continue to be the appropriate mechanism for securing certain infrastructure projects, such as new schools, government guidance is clear that the use of s106 must be significantly scaled back upon adoption of a CIL Schedule and therefore the CIL will become the primary mechanism for collecting developer contributions towards the provision of strategic infrastructure.
- 2.40 Consultation on a Preliminary Draft CIL Charging Schedule was undertaken alongside the Local Plan Regulation 18 consultation in 2014 and the Draft CIL Charging Schedule is due to be presented to Strategic Planning, Sustainability

and Transportation Committee in the spring in advance of consultation and submission later in the year. This timetable should allow the CIL Schedule to “catch up” with the Local Plan to a degree, although it is understood that the Planning Inspectorate would not consider examining the CIL Schedule until after the Local Plan has been through its examination process. It is critical that the CIL Schedule timetable is maintained in order to minimise the delay between adoption of the Local Plan and subsequent adoption of the CIL Schedule, so the objective is to ensure that the CIL Schedule can be adopted in early 2017. The current iteration of the IDP provides a strong indication that there will be a “funding gap”, required to demonstrate that the CIL Schedule should be adopted. However, further work on this will be required to support the Draft CIL Charging Schedule.

- 2.41 Identifying the appropriate funding mechanism for infrastructure projects in the IDP therefore also provides the basis for further work on the CIL Schedule, where it will be necessary to demonstrate that developers will not be charged twice for the same infrastructure; a process which has become known as “double dipping”. The CIL Schedule’s list of relevant infrastructure - “the Regulation 123 List” - must specify which infrastructure types or projects will be funded wholly or partly through the CIL, and will therefore preclude the future use of planning obligations under s106 to seek contributions towards these infrastructure types or projects.
- 2.42 The CIL Regulations 2010 (as amended) do not, however, preclude the use of developer contributions secured through existing s106 legal agreements towards the delivery of infrastructure types or projects. Although there are now significant limitations on the use of s106 through the pooling restrictions (no more than five contributions for identified infrastructure types or projects may be collected, calculated from April 2010), contributions towards more strategic infrastructure will continue to be secured through s106 legal agreements up until the adoption of the CIL.
- 2.43 The timing of delivery of infrastructure schemes is dependent upon a number of key factors including when development comes forward, the point at which an infrastructure project is actually required and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three tranches – short term (<5 years), medium term (5 – 10 years) and long term (10> years). In some instances, the timing of delivery may straddle two of these periods whilst, for other items, the timing of infrastructure delivery could be more variable and may take place periodically throughout the life of the Local Plan. The IDP therefore indicates broadly when schemes are likely to be delivered. However, this will be kept under regular review and will inevitably change over the course of the Local Plan period.
- 2.44 Alongside the identification of delivery timescales, it is best practice to establish the importance of each infrastructure item to the delivery of the Local Plan strategy. For instance, there are some items which are critical to “unlock” development sites, including items which must be delivered in advance of development taking place or being occupied. Other infrastructure items are essential to the delivery of the Local Plan. However, the point at which the need for the infrastructure arises may not be immediate, so there may be a lag

between commencement of a development and the need for infrastructure delivery. Finally, some items in the IDP may not be required to accommodate development identified in the Local Plan, but will facilitate the delivery of overall spatial strategy objectives. Broad definitions of each category are outlined below:

**Critical infrastructure:** Infrastructure that must happen to enable physical development to take place. Critical infrastructure items may be required in order to “unlock” development sites and are most common in relation to transport and utilities infrastructure. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.

**Essential infrastructure:** Infrastructure that is required if development is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term, failure to invest in it could result in delays in development in the medium or long term. This type of infrastructure needs to be provided alongside development to ensure that the impacts of development are mitigated and to avoid unacceptable overuse of existing facilities, or leaving developments without necessary facilities. The most common type of essential infrastructure is education, health and open space provision.

**Desirable infrastructure:** Infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Although infrastructure identified within this category may have a lower level of priority than critical or essential infrastructure, its importance to the delivery of sustainable development and the Local Plan strategy should not be underestimated.

2.45 The IDP also identifies, in broad terms, the risk to delivery for each infrastructure item. This information focusses on the risk that the infrastructure will not be delivered, not the wider risk to the Local Plan if infrastructure doesn’t happen and development associated with it doesn’t take place. Broad definitions of each category are outlined below:

**High:** Fundamental constraints attached to the delivery of the scheme, e.g. no clear funding stream, no site identified, land/site assembly issues.

**Moderate:** Some constraints or uncertainty attached to the delivery of the scheme.

**Low:** Strong certainty of delivery e.g. costs identified, funding in place, political and community support.

2.46 As with much of the IDP content, the level of risk identified is clearly subject to change throughout the Local Plan period, and will need to be kept under review. In identifying the indicative level of risk in the IDP however, the document provides an additional layer of information to inform future decision making on infrastructure delivery and will, alongside the timescale and importance to strategy information, indicate where resources may need to be prioritised or where further work is required.

### **3. AVAILABLE OPTIONS**

**Option A:** Approve the IDP for publication as supporting evidence to the Maidstone Borough Local Plan (Regulation 19 version) recognising that the IDP is a “living document” and may require further updating prior to its publication. This option should be selected if the IDP is considered to be fit for purpose.

**Option B:** Reject the IDP for publication as supporting evidence to the Maidstone Borough Local Plan (Regulation 19 version). This option should be selected if the IDP is not considered to be fit for purpose.

**Option C:** Approve the IDP for submission to the Secretary of State as supporting evidence to the Maidstone Borough Local Plan with any amendments required to take account of consultation responses, factual updates and further evidence being made available by infrastructure providers.

**Option D:** Reject the IDP for submission to the Secretary of State as supporting evidence to the Maidstone Borough Local Plan without further consideration of any amendments required as a result of consultation responses, factual updates and/or further evidence being made available by infrastructure providers.

### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

4.1 Option A is recommended. The IDP is informed by an extensive evidence base and by significant input from infrastructure providers. The IDP is a key component of the Local Plan evidence base and should be made available for consideration alongside the Regulation 19 version of the Maidstone Borough Local Plan.

4.2 Option C is recommended. The IDP is a “living document” which requires regular review to ensure it remains up-to-date. Further changes to the document between publication and submission are inevitable, and this option will ensure that the Local Plan programme can be maintained in accordance with the Local Development Scheme.

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### **5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK**

5.1 Engagement with infrastructure providers has been continuous throughout the development of the Local Plan, both through formal consultation exercises and through more informal engagement and liaison. In preparation for the Local Plan Publication, the IDP has been comprehensively reviewed and many infrastructure providers have provided detailed responses to the request for input to the IDP, taking account of the revisions to the Local Plan.

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## 6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 The IDP will be published as a key element of the Local Plan evidence base, alongside the Regulation 19 version of the Maidstone Borough Local Plan.
- 6.2 As a “living document” the current iteration of the IDP provides only a snapshot in time and consultation and engagement with infrastructure providers will remain ongoing prior to submission of the Local Plan. Amendments to the IDP may be required to take account of consultation responses, factual updates or if new or updated evidence is made available.

## 7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Impact on Corporate Priorities</b>	The IDP will support the Local Plan and will assist in the delivery of the Council's corporate priorities	Head of Planning and Development
<b>Risk Management</b>	A key risk to the Local Plan programme relates to the Council's ability to demonstrate sound infrastructure planning necessary to support planned growth	Head of Planning and Development
<b>Financial</b>	A number of schemes identified in the IDP are to be funded wholly or partly by the Council through its Capital Programme and New Homes Bonus. The IDP will inform the future allocation of CIL receipts, decisions on which will be made by the Council.	Head of Finance & Resources
<b>Staffing</b>	The IDP will need to be regularly reviewed if it is to provide an up-to-date evidence base and infrastructure planning tool.	Head of Planning and Development
<b>Legal</b>	The IDP is prepared as part of the evidence base for the Local Plan, supporting its soundness, required to facilitate its progression through Examination in Public, to adoption.	Team Leader (Planning), Mid Kent Legal Services
<b>Equality Impact Needs Assessment</b>	The IDP identifies the infrastructure necessary to support development in a sustainable manner, and therefore seeks to minimise the potential equality impacts of new development in the borough. Access to new and improved local community infrastructure should benefit those equality groups most in need.	Policy & Information Manager
<b>Environmental/Sustainable</b>	The IDP identifies the infrastructure required to minimise the environmental	Head of Planning and

<b>Development</b>	and social impacts of new development, whilst facilitating economic development and growth within the borough.	Development
<b>Community Safety</b>	The IDP identifies interventions required to mitigate the safety impacts of new development such as transport schemes. Kent Police have been consulted on the IDP.	Head of Planning and Development
<b>Human Rights Act</b>	N/A	Head of Planning and Development
<b>Procurement</b>	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 and Development Section 151 Officer
<b>Asset Management</b>	N/A	Head of Planning and Development

## 8. REPORT APPENDICES

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

- Appendix A: Maidstone Borough Local Plan: Infrastructure Delivery Plan (January 2016)

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## 9. BACKGROUND PAPERS

None



App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
SCHEDULE A: HIGHWAYS AND TRANSPORTATION											
MAIDSTONE TOWN CENTRE											
HTTC1	Highway improvements  Works to reduce traffic congestion.	Provision of a bridge gyratory bypass through Fairmeadow to reduce congestion in the Town Centre.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Town Centre Study 2010  SELEP Business Case – Maidstone Gyratory Bypass	Development across the Borough may exacerbate the existing congestion issues without the intervention.	KCC / MBC	£5.47m	Local Enterprise Partnership / MBC (New Homes Bonus committed)	Detailed design work is complete however further work is underway in respect of non-motorised modes. Funds have been secured. Construction to commence early 2016.	Short term	Critical	Low
HTTC2  145	Public transport and highway improvements  Works to improve the functionality of the public transport network.	Provision of a bus lane on Romney Place.	Sustainable Transport DM24  KCC Local Transport Plan  Integrated Transport Strategy 2011-31  Town Centre Study 2010	Maidstone Town Centre SP4	KCC	£60k	Local Transport Plan	Detailed design work is complete. Funds have been secured. Construction anticipated in 2016.	Short term	Essential	Low
HTTC3	Public transport  Works to provide additional capacity.	Improvements to secure cycle parking at Maidstone West Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTTC4	<b>Pedestrian environment</b>  Measures to improve accessibility and appearance.	Package of measures to improve the pedestrian environment and public realm along Week Street	Maidstone Economic Development Strategy 2015 - 2031  Maidstone Town Centre Assessment 2013  Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£1.5m	CIL	Outline scheme and costings developed.	Short term	Essential	Low
HTTC5  146	<b>Pedestrian environment</b>  Measures to improve accessibility and appearance.	Package of measures to improve pedestrian linkages from the Town Centre to the riverside, including the pedestrianisation of Earl Street, from Pudding Lane to Week Street.	Sustainable Transport DM24  Maidstone Economic Development Strategy 2015 - 2031  Maidstone Town Centre Assessment 2013  Town Centre Study 2010	Maidstone Town Centre SP4	MBC	£972k	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC6	<b>Pedestrian environment and cycle provision</b>  Measures to improve accessibility and permeability.	Provision of a shared use pedestrian/ cycle footbridge linking St Peter's Street and Earl Street	Sustainable Transport DM24  Town Centre Study 2010  Maidstone Town Centre Assessment 2013	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Study completed but further work required	Long term	Desirable	High

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTTC7	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility, safety and appearance.	Footpath improvements and improved public realm on Gabriel's Hill.	Maidstone Economic Development Strategy 2015 - 2031	Maidstone Town Centre SP4	MBC	£1.178m	CIL	Outline scheme and costings developed	Medium term	Essential	Moderate
HTTC8	<b>Pedestrian environment</b>  Measures to improve access and safety for pedestrians	New section of riverside towpath and improvements to existing riverside towpath from Scotney Garden to Whatman Park.	Sustainable Transport DM24  Maidstone Borough Local Plan 2000  Town Centre Study 2010  Planning permission MA/13/0297  Planning permission MA/02/0820	Maidstone Town Centre SP4	MBC / KCC	Unknown	S278 and S106	Committed through planning permissions MA/02/0820 and MA/13/0297	Short term	Essential	Low
HTTC9	<b>Pedestrian and cycle environment</b>  Measures to improve access and safety for pedestrians and cyclists	Improvements to the existing towpath on the eastern and western banks of the River Medway.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Cycle Strategy 2011-31  Town Centre Study 2010  SELEP Business Case – River Medway Cycle Path  Destination Management Plan 2015	Maidstone Town Centre SP4	MBC / KCC	£2.5m	SELEP and MBC (New Homes Bonus committed)	Draft designs and costings developed.	Short term	Essential	Low

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTTC10	<b>Public transport and pedestrian environment</b>  Measures to improve accessibility and appearance.	Improvements to Maidstone East Rail Station forecourt and ticket office, together with improvements to the public realm at the northern end of Week Street.	SELEP Business Case - Maidstone East  Maidstone Town Centre Assessment 2013  Town Centre Study 2010  SHEDLAA 2014	Maidstone Town Centre SP4	South Eastern Trains / Network Rail / MBC / KCC	£2.0m	SELEP and Network Rail	Detailed design and a funding bid is with SELEP for consideration.	Short term	Essential	Moderate
HTTC11	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility and appearance.	Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm.	Maidstone Town Centre Assessment 2013  Town Centre Study 2010  SHEDLAA 2014	Maidstone Town Centre SP4  RMX1 (2) Maidstone East and Maidstone Sorting Office	MBC / KCC	Unknown	S106	Outline design completed.	Medium term	Essential	Moderate

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTTC12	<b>Pedestrian environment and public realm</b>  Measures to improve accessibility, safety and appearance.	Package of measures to improve linkages, accessibility and the quality of the public realm on Rose Yard, Pudding Lane and Market Buildings.	Maidstone Economic Development Strategy 2015 - 2031  Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	£1.52m	CIL	Initial costings estimate developed.	Medium term	Desirable	High
HTTC13 149	<b>Pedestrian environment</b>  Measures to improve town centre legibility.	Package of measures to introduce themed trails and quarters in the town centre to improve legibility.	Destination Management Plan 2015  Town Centre Study 2010	Maidstone Town Centre SP4	MBC / KCC	Unknown	CIL	Concept identified in DMP Action Plan. Further detailed work required.	Medium term	Desirable	High
HTTC14	<b>Pedestrian environment and cycle provision</b>	Footpath and public realm improvements on King Street between the junction of Wyke Manor Road and site RMX1 (3)	Sustainable Transport DM24  Town Centre Study 2010	Maidstone Town Centre SP4  RMX1 (3) King Street	MBC / KCC	Unknown	S106	Further work required to establish outline scheme	Short term	Essential	Low

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTTC15	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the Town Centre.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31  Town Centre Study 2010	Maidstone Town Centre SP4  The schemes will benefit new and existing users in the Town Centre.	KCC / MBC	Unknown	CIL / DFT Sustainable Travel "Access" Fund / DFT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
<b>MAIDSTONE URBAN AREA – M20 Junction 7 Strategic Development Area</b>											
150	<b>HTJ71</b>  <b>Highway improvements</b>  Works to provide additional capacity.	Capacity improvements and signalisation of Bearstead roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC	£809k - £1.09m	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low
	<b>HTJ72</b>  <b>Highway improvements</b>  Works to improve the functionality of the strategic road network.	Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	£0.2m	S106	Committed scheme under MA/13/1163.	Short term / Medium term	Critical	Low

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTJ73	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network.	Capacity improvements at M2 J5 (located in Swale Borough)	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	Highways England	Unknown	DfT / S106	DfT have agreed funding in principle. Options Study to commence in 2016.	Medium term	Critical	Low
HTJ74	<b>Highway improvements</b>  Works to provide additional capacity.	Upgrading of Bearstead Road to a dual carriageway between Bearstead roundabout and New Cut roundabout.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/13/1931	RMX1 (1) Newnham Park, Maidstone	KCC	£2.7m - £3.3m	S106	Detailed design prepared as part of planning application	Medium term	Critical	Low
HTJ75	<b>Public transport and highway improvements</b>  Works to improve the functionality of the public transport network.	Increased frequency of 333 / 334 route to provide a bus service with 15 minute intervals between site RMX1 (1) and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/13/1931  Planning permission MA/13/1163	RMX1 (1) Newnham Park, Maidstone	KCC / Arriva	c£2.7m	Existing S106 contributions  CIL	Bus extension scheme options considered under planning applications at site RMX1 (1).	Short term / Medium term	Critical	Moderate

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)												
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or <i>Varies</i>	Local Plan		
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low	
MAIDSTONE URBAN AREA – South East Maidstone Strategic Development Area												
152	HTSE1	Highway improvements  Works to provide additional capacity.	Capacity improvements on 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.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission MA/12/0986  Planning permission MA/12/0987	H1 (5) Langley Park, Maidstone  H1 (6) North of Sutton Road, Maidstone  H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone  H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone	KCC	Unknown	Existing s106 contributions  CIL	Study underway to ascertain detailed scheme and costings	Short term	Critical	High
	HTSE2	Highway improvements  Works to provide additional capacity.	Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning permission MA/13/1148  Planning permission MA/13/0951  Planning permission MA/13/1523	H1 (5) Langley Park, Maidstone  H1 (6) North of Sutton Road, Maidstone  H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone	KCC	£267k plus statutory undertakings and potential land acquisition	Existing s106 contributions  Local Growth Fund	Outline design developed	Short term	Critical	Moderate



App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
				H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone							
HTSE3	Highway improvements  Works to provide additional capacity.	Provision of a new road between Gore Court Road and Sutton Road through site H1 (6)	Sustainable Transport DM24  SHEDLAA 2014  Planning permission MA/13/0951	H1 (6) Land north of Sutton Road, Maidstone	KCC	Unknown	Developer funded	Scheme committed through MA/13/0951	Short term	Critical	Low
HTSE4	Highway improvements  Works to provide additional capacity.	Widening of Gore Court Road between the new road and White Horse Lane	Sustainable Transport DM24  SHEDLAA 2014	H1 (7) Land north of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone	KCC	Unknown	S106	Need for the scheme established through the SHEDLAA	Short term / Medium term	Critical	Moderate
HTSE5	Highway improvements  Works to provide additional capacity.	Provision of a new roundabout to provide access to site H1 (5)	Sustainable Transport DM24  SHEDLAA 2014  Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone	KCC	£220k	S278	Delivered as part of the Langley Park development	N/A	Critical	Low
HTSE6	Highway improvements  Works to provide additional capacity.	Improvements to capacity at the A229/A274 Wheatsheaf junction	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/12/0986	H1 (7) North of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of	KCC	£483k plus statutory undertakings and potential land acquisition	Existing s106 contributions  Local Growth Fund  CIL	Outline design developed	Short term / Medium term	Critical	Low

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or <i>Varies</i>	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			Planning permission MA/12/0987  Planning permission MA/14/503167	Sutton Road, Maidstone  H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone  H1 (29) New Line Learning, Maidstone							
154 HTSE7	Highway improvements  Works to provide additional capacity.	Improvements to the approaches to the Bridge Gyratory signal junctions from the Wheatsheaf junction.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/12/0986  Planning permission MA/12/0987  Planning permission MA/14/503167	H1 (7) North of Bicknor Wood, Maidstone  H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone  H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone  H1 (29) New Line Learning, Maidstone	KCC	Unknown	Existing s106 contributions  CIL	Planning applications have demonstrated the need for improvements. An options study is required to determine appropriate scheme.	Short term / Medium term	Critical	Moderate
HTSE8	Public transport  Measures to improve opportunities for access to the public transport network and improve network functionality	Extension and/or improvements to the frequency of bus services along the A274 Sutton Road to connect the allocated sites with the Town Centre.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Arriva Consultation 2015	H1 (5) Langley Park, Maidstone  H1 (6) North of Sutton Road, Maidstone  H1 (7) North of Bicknor Wood, Maidstone	Arriva / KCC	c2.7m	CIL	Discussions ongoing with Arriva to determine the most appropriate scheme	Short term / Medium term	Essential	Moderate

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Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
				H1 (8) West of Church Road, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone  H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police Training School, Maidstone							
HTSE9 155	<b>Pedestrian environment</b>  Works to improve safety and accessibility.	Provision of a new footway on the northern side of Sutton Road.	Sustainable Transport DM24  Planning application MA/15/509015	H1 (10) South of Sutton Road, Maidstone	KCC	£550k	S106	Outline design developed	Short term	Critical	Low
HTSE10	<b>Pedestrian environment and cycle provision</b>  Works to improve safety and accessibility	Provision of a Toucan crossing on A274 to connect site H1 (6) to site H1 (5).	Sustainable Transport DM24  Planning permission MA/13/0951	H1 (6) North of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Committed scheme under MA/13/0951.	Short term	Critical	Low
HTSE11	<b>Cycle provision</b>  Works to improve safety and accessibility	Provision of a cycle route through sites H1 (5) and H1 (10) from the A274 in the vicinity of Langley Church to Brishling Lane.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Planning application MA/15/509015	H1 (5) Langley Park, Maidstone  H1 (10) South of Sutton Road, Maidstone	KCC / Developer	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTSE12	<b>Cycle provision</b>  Works to improve safety and accessibility	Connections to the existing cycle network from Park Wood to the town centre	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Planning application MA/15/509015  Planning application MA/14/506264  Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone  H1 (9) Bicknor Farm, Maidstone  H1 (10) South of Sutton Road, Maidstone	KCC	Unknown	S106 / S278	Outline design developed	Short term	Critical	Low
MAIDSTONE URBAN AREA – North West Maidstone Strategic Development Area											
HTNW1 156	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network	Interim improvement to M20 J5 roundabout including white lining scheme	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1749  Planning permission MA/13/1702  Planning permission MA/14/501209	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	Highways England / KCC	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning consents	Short term	Critical	Low
HTNW2	<b>Highway improvements</b>  Works to improve the functionality of the strategic road network	Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/14/503735  Planning application MA/14/503786	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane,	Highways England / KCC	£383k plus statutory undertakings and potential land acquisition	Local Growth Fund  CIL	Outline design developed.	Medium term	Essential	Low

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Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			Planning permission MA/13/1702  Planning permission MA/14/501209	Maidstone							
HTNW3	Highway improvements  Works to provide additional capacity.	Provision of an additional lane at the Coldharbour roundabout.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/14/501209  Planning permission MA/13/1749  Planning permission MA/13/1702  Planning application MA/14/503735  Planning application MA/14/503786	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	£2.6m	Existing S106 contributions  Local Growth Fund  CIL	Outline design developed	Short term	Critical	Moderate
157											
HTNW4	Highway improvements  Works to provide additional capacity.	Capacity improvements at the junction of Fountain Lane and A26	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1702  Planning application MA/14/503735  Planning	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	£400k	Existing S106 contributions  Local Growth Fund  CIL	Outline design developed	Short term	Critical	Moderate

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Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			application MA/14/503786  Planning application MA/13/2079								
HTNW5	Highway improvements  Works to provide additional capacity.	Capacity improvements at the junction of Hermitage Lane and London Road, and widening of the A20 between the Hermitage Lane and Mills Road junctions.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31	Development in north western Maidstone will place additional pressure on this junction.	KCC	£499k plus statutory undertakings and potential land acquisition	Local Growth Fund  CIL	Outline design developed.	Short term	Essential	Moderate
HTNW7  158	Public transport  Works to provide additional capacity.	Provision of a circular bus route to serve the north west Maidstone strategic development area.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning permission MA/13/1702  Arriva Consultation 2015	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC / Arriva	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning permission	Short term	Essential	Moderate
HTNW8	Pedestrian environment  Works to improve safety and accessibility.	Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.	DM24 Sustainable Transport  Planning permission MA/13/1702	H1 (3) West of Hermitage Lane	KCC	Unknown	S278	Scheme committed through MA/13/1702	Short term	Critical	Low


App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTNW9	<b>Pedestrian environment</b>  Works to improve safety and accessibility.	Provision of pedestrian crossing facilities on Hermitage Lane to the north of site H1 (2)	DM24 Sustainable Transport  Planning permission MA/13/1749	H1 (2) East of Hermitage Lane	KCC	Unknown	Existing S106 contributions  CIL	Need for the scheme established through the planning permission	Short term	Critical	Moderate
HTNW10	<b>Cycle provision</b>	Provision of a new cycle lane along B2246 Hermitage Lane	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31  Planning permission MA/13/1749	H1 (1) Bridge Nurseries, Maidstone  H1 (2) East of Hermitage Lane, Maidstone  H1 (3) West of Hermitage Lane, Maidstone  H1 (4) Oakapple Lane, Maidstone	KCC	Unknown	Existing S106 contributions  CIL	Outline design developed.	Medium term	Essential	Moderate
<b>MAIDSTONE URBAN AREA - Other</b>											
HTUA1	<b>Highway improvements</b>  Works to provide additional capacity	Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  SHEDLAA 2014  Planning application MA/13/2197  Planning application MA/14/503167  Planning permission MA/14/503167	H1 (29) New Line Learning, Loose  H1 (58) Land at Boughton Lane, Loose  H1 (59) Land at Boughton Mount	KCC	Unknown	Existing S106 contributions  CIL	Planning applications have demonstrated the need for an intervention. An options study is required to determine appropriate scheme.	Short term	Critical	Moderate

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Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTUA2	<b>Highway improvements</b>  Works to provide additional capacity	Improvements to capacity at the A20/Willington Street junction	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	£86k plus statutory undertakings and potential land acquisition	S106 / S278  Local Growth Fund	Outline design developed.	Short term	Critical	Low
HTUA3	<b>Pedestrian and public transport improvements</b>	Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.	Sustainable Transport DM24  Planning application MA/15/503288	EMP1 (5) Woodcut Farm, Bearsted	KCC	Unknown	S106 / S278	Outline design developed.	Short term	Critical	Low
HTUA4	<b>Highway improvements</b>  Works to improve accessibility and provide additional capacity	Highway and footway improvements to North Street, Barming	Sustainable Transport DM24  SHEDLAA 2014  Planning application MA/14/506419	H1 (23) North Street, Barming	KCC	Unknown	S106 / S278	Committed scheme under planning application MA/14/506419	Short term	Critical	Low



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTUA5	<b>Public transport</b>  Works to provide additional capacity.	Improvements to secure cycle parking at Bearstead Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
HTUA6 161	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the Maidstone Urban Area.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31	The schemes will benefit new and existing users in various locations.	KCC / MBC	Unknown	CIL / DfT Sustainable Travel "Access" Fund / DfT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
<b>RURAL AREAS - Coxheath</b>											
HTC1	<b>Highway improvements</b>  Works to provide additional capacity and improve safety	Linton Crossroads junction improvements	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Mott McDonald Study June 2015  SHEDLAA 2014  Planning permission MA/14/0836  Planning permission	H1 (34) Heathfield, Heath Road, Coxheath  H1 (35) Forstal Lane, Coxheath  H1 (60) Junction of Church Street and Heath Road, Boughton Monchelsea  H1 (36) Older's Field, Coxheath	KCC	£650k	Existing S106 contributions  CIL	Outline design completed	Short term / Medium term	Critical	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			MA/14/0566	H1 (37) Clockhouse Farm, Coxheath  Other development sites in Coxheath and Loose/Boughton Monchelsea are likely to have an impact on the junction.							
162 HTC2	<b>Public transport</b>  Measures to improve opportunities for sustainable transport and improve network functionality	Increased frequency of the No. 89 route	Sustainable Transport DM24  Integrated Transport Strategy 2011-31  Arriva Consultation 2015	Improvements will benefit new and existing users in and around the Coxheath area.	KCC / Arriva	c£900k	CIL	Discussions ongoing with Arriva	Short term / Medium term	Essential	Moderate
HTC3	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Coxheath.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Coxheath Neighbourhood Plan	Improvements will benefit new and existing users in and around the Coxheath area.	KCC / Coxheath Parish Council	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
HTC4	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Provision of a formal footway link between site H1 (35) and Mill Lane.	DM24 Sustainable Transport  SHEDLAA 2014	H1 (35) Forstal Lane, Coxheath  DM24 Sustainable Transport	KCC	Unknown	S106	SHEDLAA identifies the need for the footway	Short term	Critical	Low
HTC5	<b>Pedestrian environment and public transport</b>  Measures to improve safety and accessibility.	Package of measures including bus stop improvements on Heath Road, new footways and pedestrian crossings	DM24 Sustainable Transport  Planning permission MA/14/0566	H1 (37) Clockhouse Farm, Coxheath	KCC	Unknown	S278	Scheme committed through MA/14/0566	Short term	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTC6	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Extension of the footway on the western side of Stockett Lane to the access of site H1 (33)	DM24 Sustainable Transport  SHEDLAA 2014	H1 (33) Linden Farm, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
HTC7	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Extension of the footway on the northern side of Heath Road to site H1 (36)	DM24 Sustainable Transport  SHEDLAA 2014	H1 (36) North of Heath Road, Coxheath	KCC	Unknown	S278	Need for the scheme identified in the SHEDLAA	Short term	Critical	Low
 <b>RURAL AREAS - Harrietsham</b>											
HTHA1	<b>Highway improvements</b>  Works to improve safety	A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities	DM24 Sustainable Transport  Planning permission MA/14/0828  Planning application MA/13/1823  Planning application MA/14/0095  JMP A20 Stage 2 Report April 2014	H1 (38) South of Ashford Road, Harrietsham  H1 (39) Mayfield Nursery, Harrietsham  H1 (40) Church Road, Harrietsham	KCC	£1.1m	Existing s106 contributions	Detailed design work completed and costings developed	Short term	Critical	Moderate
HTHA2	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island	DM24 Sustainable Transport  Planning application MA/14/0095	H1 (40) Church Road, Harrietsham	KCC	Unknown	S278	Scheme committed through planning permission MA/14/0095	Short term	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		right turn lane; provision of new and improved footways and improvements to the existing "splitter island" to provide a pedestrian crossing point.									
HTHA3	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Harrietsham.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Harrietsham Neighbourhood Plan	Improvements will benefit new and existing users in and around the Harrietsham area.	KCC / Harrietsham Parish Council / South Eastern Rail	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
<b>RURAL AREAS – Headcorn</b>											
THE1 64	<b>Highway improvements and pedestrian environment</b>  Works to improve safety and accessibility	Package of measures at Grigg Lane and Oak Lane, Headcorn including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274)	DM24 Sustainable Transport  Planning permission MA/12/1949  Planning permission MA/13/1943  Planning application MA/15/501342	H1 (43) Grigg Lane and Lenham Road, Headcorn	KCC	Unknown	S106	Outline design work completed and scheme committed through planning permissions MA/12/1949 and MA/13/1943	Short term	Critical	Low
THE2	<b>Highway improvements</b>  Works to improve safety	Signalisation of the Kings Road / Mill Bank junction, Headcorn.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/15/503325  Planning application MA/14/505162	H1 (42) Ulcombe Road and Millbank, Headcorn  H1 (46) North of Lenham Road, Headcorn	KCC	Unknown	Existing S106 contributions	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTHE3	Highway improvements  Works to improve safety	Extension of the 30 mph limit and upgrading of road markings on Ulcombe Road, Headcorn	DM24 Sustainable Transport  Planning application MA/15/503325	H1 (42) Ulcombe Road and Millbank, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/15/503325	Short term	Critical	Low
HTHE4	Highway improvements and pedestrian environment  Works to improve safety	Package of measures on Lenham Road, Headcorn including extension of the 30 mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.	DM24 Sustainable Transport  Planning application MA/14/505162	H1 (46) North of Lenham Road, Headcorn	KCC	Unknown	S278	Scheme committed under planning permission MA/14/505162	Short term	Critical	Low
165											
HTHE5	Pedestrian environment  Measures to improve accessibility and safety	Provision of a footway along the A274 from the access to site EMP1 (4) to connect with the existing footway to the south, and provide pedestrian access to the existing bus stops.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  SHEDLAA 2014	EMP1 (2) West of Barradale Farm, Headcorn	KCC	Unknown	S106	Need for the scheme identified in the SHEDLAA.	Short term	Critical	Low
HTHE6	Public transport  Works to provide additional capacity.	Improvements to secure cycle parking at Headcorn Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
HTHE7	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Headcorn.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Headcorn area.	KCC / Headcorn Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
LENHAM											
HTL1	<b>Highway improvements and pedestrian environment</b>  Works to improve safety and accessibility	Extension of the 30 mph limit on the Old Ashford Road to site H1 (29) and extension of the footway on the northern side of the road.	DM24 Sustainable Transport  SHEDLAA 2014	H1 (47) Tanyard Farm, Lenham	KCC	Unknown	S106	SHEDLAA identifies potential need for the scheme.	Short term	Essential	Moderate
HTL2	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Lenham	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Lenham Neighbourhood Plan	Improvements will benefit new and existing users in and around the Headcorn area.	KCC / Lenham Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
MARDEN											
HTM1	<b>Public transport</b>  Measures to improve functionality	Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.	DM24 Sustainable Transport  Planning permission MA/13/1291  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning	H1 (49) Howland Road, Marden  H1 (50) Stanley Farm, Marden  H1 (51) The Parsonage, Marden  H1 (52) Marden Cricket and Hockey Club  H1 (53) Land	Unknown	South Eastern Trains	Existing S106 contributions  CIL	Outline design work completed	Short term	Essential	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			application MA/13/1928	south of The Parsonage, Marden							
167  HTM2	<b>Pedestrian environment and public transport</b>  Measures to improve functionality, safety and accessibility.	Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning application MA/13/1928	H1 (50) Stanley Farm, Marden  H1 (51) The Parsonage, Marden  H1 (52) Marden Cricket and Hockey Club	KCC	Unknown	S278	Committed through planning permissions MA/13/1585, MA/13/0693 and MA/13/1928	Short term	Critical	Low
HTM3	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Footpath widening and traffic calming on Howland Road, Marden	DM24 Sustainable Transport  Planning permission MA/13/1291	H1 (49) Howland Road, Marden	KCC	Unknown	S278	Committed through planning permission MA/13/1291	Short term	Critical	Low
HTM4	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Marden.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Marden area.	KCC / Marden Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
STAPLEHURST											
HTS1	Highway improvements  Works to provide additional capacity	Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road, Staplehurst.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010  Planning application MA/14/505432  SHEDLAA 2014  Mott McDonald Study 2015	H1 (54) Hen and Duckhurst Farm, Staplehurst  H1 (55) Fishers Farm, Staplehurst	KCC	Currently unknown	S106	Outline design work completed	Short term	Critical	Moderate
HTS2  168	Pedestrian environment, public transport, highway safety and cycle provision  Measures to improve safety and accessibility.	Package of measures in north eastern Staplehurst including the provision of a pedestrian and cycle crossing on Headcorn Road, bus infrastructure improvements, extension of the 30 mph speed limit on Headcorn Road.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/505432	H1 (55) Fishers Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission MA/14/505432	Short term	Critical	Low
HTS3	Pedestrian environment, public transport and highway safety.  Measures to improve functionality, safety and accessibility.	Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road. bus infrastructure improvements, traffic calming and the	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010	H1 (54) Hen and Duckhurst Farm, Staplehurst	KCC	Unknown	S278	Scheme to be committed through planning permission MA/14/502010	Short term	Critical	Low



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		extension of the 30 mph limit on Marden Road.									
HTS4	<b>Public transport</b>  Measures to improve functionality and provide additional capacity.	Improvements to public and passenger facilities at Staplehurst Rail Station.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Planning application MA/14/502010  Planning application MA/14/505432	H1 (54) Hen and Duckhurst Farm, Staplehurst  H1 (55) Fishers Farm, Staplehurst  H1 (56) North of Henhurst Farm, Staplehurst	Network Rail / South Eastern Trains	Estimated cost £900k	Existing S106 contributions  CIL	South Eastern are developing an outline design	Short term	Essential	High
HTS5	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Staplehurst.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31  Staplehurst Neighbourhood Plan	Improvements will benefit new and existing users in and around the Staplehurst area.	KCC / Staplehurst Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
YALDING											
HTY1	<b>Pedestrian environment</b>  Measures to improve safety and accessibility.	Extension of the footway along Vicarage Road to site H1 (46)	DM24 Sustainable Transport  SHEDLAA	H1 (67) Vicarage Road, Yalding	KCC	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Critical	Low
HTY2	<b>Highway improvements</b>  Works to improve safety	Safety improvements to level crossing at Hampstead Lane, Yalding	DM24 Sustainable Transport  SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	Network Rail / South Eastern Trains	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Essential	Moderate
HTY3	<b>Highways improvements</b>  Measures to improve	Provision of a right turn lane on Hampstead Lane at its junction with	DM24 Sustainable Transport  SHEDLAA 2014	RMX1 (4) Former Syngenta Works, Yalding	KCC	Unknown	S106	Need for scheme identified through SHEDLAA.	Short term	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
	accessibility and safety	Maidstone Road									
HTY4	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in Yalding.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit new and existing users in and around the Yalding area.	KCC / Yalding Parish Council / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.	Varies	Desirable	Moderate
OTHER RURAL AREAS											
HTR1	<b>Public transport</b>  Works to provide additional capacity.	Improvements to secure cycle parking and installation of CCTV at Hollingbourne Railway Station.	Sustainable Transport DM24  Cycle Parking Project Grant Agreement 2015	The scheme will benefit new and existing users.	MBC	Overall project cost £15k. This scheme is one of four within the project.	Local Sustainable Transport Fund	Scheme committed through Grant Agreement	Short term	Desirable	Low
HTR2	<b>Walking and cycling provision</b>  Measures to improve pedestrian connectivity and the cycle network.	Package of measures identified in the Walking and Cycling Strategy to improve pedestrian connectivity and to improve the accessibility and quality of the cycle network within the rural areas of the borough.	Sustainable Transport DM24  Walking and Cycling Strategy 2011-31  Integrated Transport Strategy 2011-31	The schemes will benefit new and existing users in various locations.	KCC / MBC	Unknown	CIL / DfT Sustainable Travel "Access" Fund / DfT Integrated Transport block funding	Various schemes at different stages of development.	Varies	Essential	Moderate
HTR3	<b>Pedestrian environment and public transport</b>  Measures to improve functionality and accessibility.	Package of measures to improve sustainable transport infrastructure in other rural settlements and areas.	DM24 Sustainable Transport  Integrated Transport Strategy 2011-31	Improvements will benefit existing users and encourage further use of sustainable transport options.	KCC / Parish Councils / South Eastern Trains	Unknown	CIL	Further work is required to determine specific interventions.  Neighbourhood Plans?	Varies	Desirable	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
SCHEDULE B: EDUCATION PROVISION											
MAIDSTONE URBAN AREA											
EDM1	Secondary education  Measures to provide additional capacity	Provision of a 6FE secondary school on land adjacent to Invicta Grammar School and Valley Park School, Maidstone	Valley Invicta Academy Trust have confirmed that the application for Free School status has been approved, funding is provisionally secured and they are preparing a planning application.  KCC School Commissioning Plan 2015 - 2019	Housing development across the borough will generate the need for additional secondary school places	VIAT / DfE	Unknown	DfE have provisionally agreed to fund the school	Planning application is being prepared.	Short term	Essential	Moderate
EDM2	Secondary education  Measures to provide additional capacity	1FE expansion of The Maplesden Noakes School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/501209  Planning permission MA/13/1749  Planning permission MA/14/504795	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Need for the scheme established through the planning permissions	Short term	Essential	Moderate
EDM3	Secondary education  Measures to provide additional capacity	1FE expansion of The Maidstone Grammar School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			MA/13/1585  Planning permission MA/15/503325								
EDM4	Primary education  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (2) Land East of Hermitage Lane, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/501209  Planning permission MA/13/1749 Planning permission MA/14/503735	Housing development in north western Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery between 2019 and 2022.	Short term	Critical	Moderate
EDM5  172	Primary education  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (5) Langley Park, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523  Planning permission MA/12/0986  Planning permission MA/12/0987	Housing development in south eastern Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Critical	Moderate
EDM6	Primary education  Measures to provide additional capacity	Provision of a new 2FE primary school on site H1 (10) South of Sutton Road, Maidstone	KCC School Commissioning Plan 2016 – 2020  Planning application MA/15/509015	Housing development in south eastern Maidstone, in particular, will generate the need for additional primary school places in this area	KCC	£6.0m	Future S106 contributions	Need for additional primary school capacity identified in the Commissioning Plan 2015 – 2019.	Medium term	Critical	Moderate



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
EDM7	Primary education  Measures to provide additional capacity	1FE expansion of South Borough Primary School, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/504795  Planning permission MA/13/2038	Housing development within Maidstone urban area will generate the need for additional primary school places in this area	KCC	£2.6m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2016-17	Short term	Essential	Moderate
RURAL AREAS											
EDR1	Secondary education  Measures to provide additional capacity	1FE expansion of Cornwallis Academy, Loose, Maidstone	KCC School Commissioning Plan 2015 - 2019  Planning permission MA/14/502010  Planning permission MA/14/0566  Planning permission MA/13/1149  Planning permission MA/13/0951  Planning permission MA/13/1523	Housing development across the borough will generate the need for additional secondary school places	KCC	£3.0m	Existing S106 contributions  CIL	Identified in the Commissioning Plan for delivery by 2018-19	Short term	Essential	Moderate
EDR2	Primary education  Measures to provide additional capacity	1FE expansion of either Harrietsham Primary School or Lenham Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/14/0828  Planning permission MA/13/1823  Planning permission MA/14/0095  Planning permission MA/14/0475	Housing development in Harrietsham and Lenham, in particular, will generate the need for additional primary school places in this area	KCC	£1.77m	CIL  Existing S106 contributions	The timing and location of this scheme is currently under review pending the outcome of feasibility studies.	Short term / Medium Term	Essential	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
EDR3	Primary education  Measures to provide additional capacity	0.6FE expansion of Marden Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/13/1291  Planning permission MA/13/1585  Planning permission MA/13/0693  Planning permission MA/13/1928	Housing development in Marden, in particular, will generate the need for additional primary school places in this area	KCC	£1.439m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Critical	Moderate
EDR4  174	Primary education  Measures to provide additional capacity	1FE expansion of Headcorn Primary School.	KCC School Commissioning Plan 2016 – 2020  Planning permission MA/14/502010  Planning permission MA/15/503325	Housing development in Headcorn, in particular, will generate the need for additional primary school places in this area	KCC	£4.0m	Existing S106 contributions	Identified in the Commissioning Plan for delivery by 2017-18	Short term	Critical	Moderate
EDR5	Primary education  Measures to provide additional capacity	0.5FE expansion of Staplehurst Primary School	KCC School Commissioning Plan 2016 – 2020	Housing development in Staplehurst, in particular, will generate the need for additional primary school places in this area	KCC	£885k	CIL	The timing and of this scheme will be kept under review.	Medium Term	Essential	Moderate

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										Importance to strategy	Risk to delivery
		Scheme location, description and overall output	Evidence supporting the scheme's inclusion in the IDP				CIL, S106, S278 or other	Study, concept, detailed design or committed	Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Critical Essential Desirable	High Moderate Low
SCHEDULE C: HEALTH PROVISION											
175	HP1	GP Surgeries	A full response is still awaited from NHS Property Services however it is not anticipated that development proposed in the Local Plan will generate the need for new GP Surgeries within the borough. Development is expected to place pressure on some existing services however and so improvements and works to extend premises are likely to be required in some areas in order to accommodate growth in a sustainable manner.			NHS Property Services and partners	Unknown	CIL			
		Measures to improve quality and provide additional capacity	Further details on specific interventions will be included in the IDP when the evidence is made available.								
	HP2	Maidstone Hospital	A full response is still awaited from the Maidstone and Tunbridge Wells NHS Trust.								
		Further details on specific interventions will be included in the IDP when the evidence is made available.									

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
SCHEDULE D: SOCIAL AND COMMUNITY SERVICES											
SC1	Community Facilities  Measures to provide additional facilities	Provision of a new community facility within site H1 (2) East of Hermitage Lane, Maidstone	Planning permission MA/13/1702	H1 (2) East of Hermitage Lane, Maidstone	Developer	Unknown	S106	Need for the facility established through the planning permission	Short term	Critical	Low
SC2	Community Facilities  Measures to provide additional facilities	Provision of a new community facility within site H1 (5) Langley Park, Maidstone	Planning permission MA/13/1148	H1 (5) Langley Park, Maidstone	Developer	Unknown	S106	Need for the facility established through the planning permission	Short term	Critical	Low
SC3	Social services  Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of adult social services, youth services and community learning however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific interventions will be included in			KCC	Unknown	CIL				
176											



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		the IDP when the evidence is made available.									
SCHEDULE E: PUBLIC SERVICES											
117	PS1	<b>Ambulance service</b>  Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Bearsted area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c170 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Bearsted area	SECamb	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential  High
	PS2	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Harrietsham area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c242 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Harrietsham area	SECamb	£14k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential  High
	PS3	<b>Ambulance service</b>  Measures to increase coverage	Expansion of existing Community First Responder (CFR) Scheme required in the Lenham area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c164 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Lenham area	SECamb	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential  High

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
PS4	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Marden area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c447 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Marden area	SECamb	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS5	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Staplehurst area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c710 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Staplehurst area	SECamb	£28k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS5	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Headcorn area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c417 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Headcorn area	SECamb	£17.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS6	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Yalding area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will	The scheme will benefit new and existing residents in the Yalding area	SECamb	£10.5k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			result in c275 new homes in an area which SECamb currently cannot provide adequate emergency cover								
PS7	<b>Ambulance service</b>  Measures to increase coverage	Creation of a new Community First Responder (CFR) Scheme required in the Hollingbourne area.	Mapping and analysis undertaken by SECamb – October 2015  Development in the Local Plan will result in c39 new homes in an area which SECamb currently cannot provide adequate emergency cover	The scheme will benefit new and existing residents in the Hollingbourne area	SECamb	£7k	CIL	Scheme is ready to implement, pending funding.	Short term / Medium term	Essential	High
PS8	<b>Library provision</b>  Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of library provision however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific			KCC	Unknown	CIL				

App MAIDSTONE BOROUGH LOCAL PLAN: INFRASTRUCTURE DELIVERY PLAN (JANUARY 2016)											
Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		interventions will be included in the IDP when the evidence is made available.									
PS9	Waste management  Measures to improve quality and provide additional capacity	A full response is still awaited from KCC in respect of waste management infrastructure however it is not anticipated that development proposed in the Local Plan will generate the need for new facilities within the borough. Development is expected to place pressure on some existing services however and so improvements to existing premises may be required in some areas in order to accommodate growth in a sustainable manner.  Further details on specific interventions will be included in the IDP when the evidence is made available.			KCC	Unknown	CIL				
PS10	Police service  Measures to improve quality and provide additional capacity	A full response is still awaited from Kent Police in respect of the need for additional policing infrastructure.  Further details			Kent Police	Unknown	CIL				



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Item Reference	Service and Issue	Output  Scheme location, description and overall output	Justification  Evidence supporting the scheme's inclusion in the IDP	Development in the Local Plan which is dependent upon the output	Lead and delivery partners	Cost (if known)	Funding arrangements  CIL, S106, S278 or other	Scheme status  Study, concept, detailed design or committed	Timescale for delivery  Short term <5 yrs Medium term 5-10 yrs Long term 10> yrs Or Varies	Local Plan	
										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		on specific interventions will be included in the IDP when the evidence is made available.									
SCHEDULE F: UTILITIES											
UT1	<b>Water Supply</b>  Measures to increase capacity	8km of 300mm dia main from Charing to Headcorn area	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Marden, Staplehurst and Headcorn	SEW and contractors	£4.7m	Developer contributions off set by revenue and business plan funding.	Concept	Medium term	Critical	High
UT2	<b>Water Supply</b>  Measures to increase capacity	4km of 400mm dia main from Loose to Linton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Coxheath	SEW and contractors	£2.5m	Developer contributions off set by revenue and business plan funding.	Concept	Medium term	Critical	High
UT3	<b>Water Supply</b>  Measures to increase capacity	Transfer main Kingshill to Allington	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Maidstone, Harrietsham and Lenham.	SEW and contractors	£1.6m	Developer contributions off set by revenue and business plan funding.	Concept	Short term	Critical	High
UT4	<b>Water Supply</b>  Measures to increase capacity	Transfer main Maidstone to Boughton	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Boughton Monchelsea, Chart Sutton, Downwood, Otham, Parkwood and Maidstone.	SEW and contractors	£1.9m	Developer contributions off set by revenue and business plan funding.	Concept	Short term	Critical	High
UT5	<b>Water Supply</b>  Measures to increase capacity	Transfer main at Penenden Heath	Hydraulic modelling using demand projections and resource availability from WRMP	EMP1 (5) Woodcut Farm, Maidstone	SEW and contractors	£1.4m	Developer contributions off set by revenue and business plan funding	Concept	Short term	Critical	High
UT6	<b>Water Supply</b>  Measures to increase capacity	Local reinforcement at Yalding	Hydraulic modelling using demand projections and resource	Development in Yalding	SEW and contractors	£120k	Developer contributions offset by revenue	Awaiting application from Developer	Short term	Essential	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			availability from WRMP								
UT7	<b>Water Supply</b>  Measures to increase capacity	Local reinforcement at at Ulcombe Road, Headcorn	Hydraulic modelling using demand projections and resource availability from WRMP	Development in Ulcombe Road, Headcorn.	SEW and contractors	£10k	Developer contributions off set by revenue	Awaiting application from developer	Medium term	Essential	Moderate
UT8	<b>Waste Water Treatment</b>  Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve development	Southern Water has advised that additional waste water treatment capacity may be required to accommodate development proposed in the Local Plan but that this requirement should not be a constraint to development. Development in Harrietsham may require additional infrastructure however, other than capacity enhancements at Lenham (UT9) no further specific requirements have been identified.	All development must be adequately serviced by waste water treatment infrastructure.	Southern Water	Unknown	Southern Water through Periodic Review process.	Schemes will be developed through the Southern Water through Periodic Review process and in response to approaches from developers.	Varies	Critical	Low
UT9	<b>Waste Water Treatment</b>  Measures to provide additional capacity	Provision of additional waste water treatment capacity to serve Lenham broad location development	Southern Water has advised that additional waste water treatment capacity will be required to serve the overall development of 1500 homes in Lenham. A new or amended environmental permit will be required from the Environment Agency in order to accommodate the capacity enhancements at	Policy H3 (3) Lenham broad location.	Southern Water	Unknown	Southern Water through Periodic Review process.	A feasibility study is required to determine whether the capacity can be provided at Lenham WTW in accordance with Environment Agency treatment standards or whether alternative solutions will be required.	Long term	Critical	Moderate

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			Lenham WTW.								
UT10	<b>Sewerage infrastructure</b>  Works to provide connectivity and additional capacity where required	Each development site will generate the need for connectivity to the existing sewerage infrastructure network. Many of these connections will require off site works. Where there is insufficient capacity in the network to accommodate new development, new or improved sewerage infrastructure will also be required.	Southern Water has advised that connectivity and capacity enhancements to the sewerage infrastructure network will be required for many of the sites identified in the Local Plan  Although in some cases adequate capacity may exist at this time, it is not possible to guarantee future reservation of this capacity	Development across the Borough will generate the need for connectivity to the sewerage network which may also require capacity enhancements to accommodate the new development.  Significant new or improved sewerage infrastructure will be required for H1 (10) South of Sutton Road, H1 (11) Springfield, H3 (2) Invicta Barracks and H3 (3) Lenham.	Southern Water	Unknown	Southern Water  Developers	Schemes to provide connectivity and potentially capacity enhancements will usually be developed either during or following the development management process.	Varies	Critical	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
SCHEDULE G: GREEN AND BLUE INFRASTRUCTURE											
GBI1	Blue infrastructure improvements  Works to improve fish passages	Yalding fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. Yalding autosluice is a complete barrier to fish movement. 8.8 km of main river will be connected Yalding -TQ 6903 4977	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL  Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GBI2	Blue infrastructure improvements  Works to improve fish passages	East Farleigh fish pass - This structure is 1 of 2 remaining obstructions to fish migration on the main stem of the river Medway. East Farleigh lock is a complete barrier to fish movement. 10.5 km of main river will be connected. East Farleigh - TQ 7353 5356	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£300k	CIL  Some match funding from DEFRA may be possible	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High
GBI3	Blue infrastructure improvements  Works to improve fish passages and river habitat	3 weir project – Gatehouse Farm (TQ7310746083) , New Lodge Farm (TQ7287046873) and Dairy House Farm (TQ7248047065) weirs are located on the Lesser Teise near Chainhurst. The weirs represent a total barrier to fish passage. Moreover, the	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	EA, Teise Catchment Improvement Group, South East River Trust,	£150k	CIL  Some match funding from DEFRA may be possible	Outline agreement from the angling club, landowner and EA has been received. Pending funding to continue	Short / Medium Term	Desirable	High



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		weir contributes to a lack of habitat diversity in the section of river upstream due to its impounding effect. 3.5 km of main river will be connected.									
GBI4	Blue infrastructure improvements  Works to provide in-channel improvements	Upper Beult restoration plan - From Smarden TQ 8890 4191 to Bethersden TQ 9223 3961 Design and deliver - river restoration features which can improve the quality, quantity and connectivity of riparian habitats across key sites in the Upper Beult. Deliver workshops, landowner advice, site plans, community engagement, wetland creation, woodland & pond creation and buffer zones. 5 km of main river will be improved. (Located in Ashford Borough)	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	EA, Beult Catchment Improvement Group, South East River Trust,	£150k	CIL  Some match funding from DEFRA may be possible	Outline agreement received. Pending funding to continue.	Short / Medium Term	Desirable	High
185											
GBI5	Blue infrastructure improvements  Fish monitoring	Introduction of a sustainable fish monitoring programme on the River Medway and its tributaries	This work is high priority to meet the requirements of Water Framework Directive and Eel Regulations.	Not directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1	Environment Agency	£30k	CIL	Outline designs have been completed by EA awaiting funding to continue to project development	Short / Medium Term	Desirable	High

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
GB16	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.5ha of natural/semi natural open space at Oakapple Lane, Barming.	Open Space DM11  Open Space Allocations OS1 (1)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (4) Oakapple Lane, Maidstone	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB17	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 7.65ha of informal open space (nature conservation area) on site H1 (5) Langley Park, Maidstone	Open Space DM11  Open Space Allocations OS1 (2)  Planning permission MA/13/1149  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (5) Langley Park, Sutton Road, Maidstone	Developer	Unknown	S106	Committed through planning permission MA/13/1149	Short / Medium Term	Essential	Low
GB18	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision 14ha of natural/semi-natural open space at South of Sutton Road, Langley	Open Space DM11  Open Space Allocations OS1 (3)  Planning application MA/15/509015  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (10) South of Sutton Road, Langley	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
GB19	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 1.37ha of natural/semi-natural open space and 0.5ha allotments at South of Ashford Road	Open Space DM11  Open Space Allocations OS1 (4)  Planning application MA/14/0828  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (38) South of Ashford Road, Harrietsham	Developer	Unknown	S106	Committed through planning permission MA/14/0828	Short / Medium Term	Essential	Low
GB20 187	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 0.91ha of natural/semi natural open space at Church Road, Harrietsham	Open Space DM11  Open Space Allocations OS1 (5)  Planning application MA/14/0095  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(40) Church Road, Harrietsham	Developer	Unknown	S106	To be committed through planning application MA/14/0095	Short / Medium Term	Essential	Low
GB21	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 1.6ha of outdoor sports provision (3-5 sports pitches) at Kent Police HQ, Maidstone	Open Space DM11  Open Space Allocations OS1 (6)  Planning applications MA/12/0986 and MA/12/0987  Qualitative Open Space Study 2014  Quantitative Open Space	H1 (27) Kent Police HQ, Maidstone  H1 (28) Kent Police training school, Maidstone	Developer	Unknown	S106	To be committed through planning application MA/12/0986	Short / Medium Term	Essential	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			Study 2015								
188	<b>GB22</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 2.16ha of natural/semi natural open space at The Parsonage, Goudhurst Road, Marden	Open Space DM11  Open Space Allocations OS1 (7)  Planning application MA/13/0693  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (51) The Parsonage, Goudhurst Road, Marden	Developer	Unknown	S106	Committed through planning permission MA/13/0693	Short / Medium Term	Essential  Low
	<b>GB23</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.5ha amenity green space at Heathfield, Coxheath	Open Space DM11  Open Space Allocations OS1 (8)  Planning application MA/14/0836  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (34) Heathfield, Coxheath	Developer	Unknown	S106	To be committed through planning application MA/14/0836	Short / Medium Term	Essential  Low
	<b>GB24</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 2.4ha of natural/semi-natural open space at Cross Keys, Bearsted	Open Space DM11  Open Space Allocations OS1 (9)  Planning application	H1(32) Cross Keys, Bearsted	Developer	Unknown	S106	To be committed through planning application MA/14/504795	Short / Medium Term	Essential  Low



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			MA/14/504795  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015								
189	<b>GB25</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.22ha of natural/semi natural open space at North of Henhurst Farm, Staplehurst  Open Space DM11  Open Space Allocations OS1 (10)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (56) North of Henhurst Farm, Staplehurst	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
	<b>GB26</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.1ha amenity green space at Land at Lenham Road, Headcorn  Open Space DM11  Open Space Allocations OS1 (11)  Planning application MA/14/505162  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (46) North of Lenham Road, Headcorn	Developer	Unknown	S106	To be committed through planning application MA/14/505162	Short / Medium Term	Essential	Low
	<b>GB27</b>	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 1.18ha Natural/semi natural open space at South of Grigg Lane, Headcorn  Open Space DM11  Open Space Allocations OS1 (12)  Qualitative Open Space Study 2014	H1 (44) South of Grigg Lane, Headcorn	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
			Quantitative Open Space Study 2015								
GB28	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 1.12ha natural/semi natural open space at North of Heath Road, Coxheath	Open Space DM11  Open Space Allocations OS1 (13)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1 (36) North of Heath Road, Coxheath	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB29	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 4.4ha of natural/semi natural open space at Former Syngenta Works, Hampstead Lane, Yalding	Open Space DM11  Open Space Allocations OS1 (14)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	RMX1 (4) Former Syngenta Works, Yalding	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
190											
GB30	Provision of open space  Measures to improve accessibility and quantity of open space	Provision of 1.49ha of natural/semi natural open space at Boughton Lane, Loose and Boughton Mon Chelsea	Open Space DM11  Open Space Allocations OS1 (15)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(58) Boughton Lane, Boughton Monchelsea and Loose	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB31	Provision of open space  Measures to improve accessibility and quantity of open	Provision of 0.15ha of natural/semi natural open space.	Open Space DM11  Open Space Allocations OS1 (16)	H1(59) Boughton Mount, Boughton Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
	space		Qualitative Open Space Study 2014  Quantitative Open Space Study 2015								
GB32	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Provision of 0.15ha of natural/semi natural at Lyewood Farm, Boughton Monchelsea	Open Space DM11  Open Space Allocations OS1 (17)  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	H1(61) Lyewood Farm, Green Lane, Boughton Monchelsea	Developer	Unknown	S106	OS1 allocation	Short / Medium Term	Essential	Low
GB33	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	In addition to open space secured through OS1 allocations, on site open space will be sought through residential developments where this can be achieved on site. Where the full needs cannot be accommodated on site financial contributions towards improvements at existing facilities will be sought for any residual deficit in provision.	Open Space DM11  Qualitative Open Space Study 2014  Quantitative Open Space Study 2015	Residential allocations in the Local Plan.	Developers  MBC  Parish Councils	Unknown	S106	The need for open space provision is established through the Quantitative Open Space Study 2015	Varies	Essential	Low
GB34	<b>Provision of open space</b>  Measures to improve accessibility and quantity of open space	Where development sites are unable to fully mitigate their quantitative impact on open space provision	Open Space DM11  Green and Blue Infrastructure Strategy 2016  Qualitative Open	Residential allocations in the Local Plan. Will support Local Plan strategy incl. Policy SS1 and implementation	MBC  Parish Councils	Unknown	CIL	Further work to be undertaken through implementation of GBI Strategy objectives.	Varies	Desirable	High

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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
		though on-site open space, this may exacerbate existing deficiencies for certain open space typologies in some areas. Though the implementation of the GBI Strategy the Council will look for opportunities to address these deficiencies.	Space Study 2014  Quantitative Open Space Study 2015	of the GBI Strategy 2016.							
GB35  192	<b>Green and blue infrastructure improvements</b>  Measures to improve accessibility, connectivity, biodiversity and quality of green and blue infrastructure in the borough.	The Green and Blue Infrastructure Strategy 2016 identifies a series of measures in its Action Plan. Though the implementation of the GBI Strategy the Council will look for opportunities to deliver these actions, including through the use of developer contributions where appropriate.	Green and Blue Infrastructure Strategy 2016	Not necessarily directly related to individual development sites. Will support Local Plan strategy incl. Policy SS1 and implementation of the GBI Strategy 2016.	MBC  Parish Councils  Community and voluntary groups	Unknown	Various potential sources including CIL	Actions identified through the Green and Blue Infrastructure Strategy 2016	Varies	Desirable	High
SCHEDULE H: FLOOD PREVENTION AND MITIGATION											
FP1	<b>Flood management improvements</b>  Works to reduce the potential impacts of flooding	Construction of a scheme of defences to reduce the risk of flooding in Collier Street and communities from Yalding to Maidstone	R Medway CFMP 2008  Middle Medway Strategy 2007 revised 2010	The scheme will benefit new and existing properties located on this part of the River Medway flood zone. The risk of flooding to 3202 properties will be reduced	Environment Agency, MBC, TMBC, KCC	£25m	Defra/ KCC  Defra are supplying 50% of the projected cost.	Outline design being developed for consideration in early 2016. Business case to be submitted in 2018.	Short / Medium Term	Essential	Moderate



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										Importance to strategy  Critical Essential Desirable	Risk to delivery  High Moderate Low
FP2	<b>Flood management improvements</b>  Works to reduce the potential impacts of flooding	Property level protection for 30 houses and the school which are at risk of flooding from the moat stream in Headcorn. The properties are in Oak Farm Gardens, Kings Road, Moat Road and The Uptons also Headcorn primary school	River Medway Flood Mapping and Modelling 2008 and 2014  The impact of flooding to 30 properties will be reduced	The scheme will benefit existing properties in Headcorn	EA, MBC	£170k	Defra FDGIA  The EA can provide matched funding for 50% total cost.	Proposed means to reduce risk would be property level protection.	Short / Medium Term	Desirable	High

# Agenda Item 14

## Strategic Planning, Sustainability and Transportation Committee

13 January 2016

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

No

## Maidstone Borough Local Plan – Publication (Regulation 19)

<b>Final Decision-Maker</b>	Council
<b>Lead Director or Head of Service</b>	Rob Jarman, Head of Planning and Development
<b>Lead Officer and Report Author</b>	Rob Jarman, Head of Planning and Development, and Sue Whiteside, Principal Planning Officer
<b>Classification</b>	Non-exempt
<b>Wards affected</b>	All wards

### **A. That the Strategic Planning, Sustainability and Transportation Committee:**

1. Approves the re-classification of Coxheath as a rural service centre in the local plan settlement hierarchy.
2. Agrees the officer responses to the balance of representations on the draft Maidstone Borough Local Plan 2014, attached at Appendix B.

### **B. That the Strategic Planning, Sustainability and Transportation Committee recommends that Council:**

3. Approves the Maidstone Borough Local Plan 2016 (attached at Appendix A) for Publication (Regulation 19<sup>1</sup>) and Submission to the Secretary of State for Communities and Local Government (Regulation 22) for examination under section 20 of the Planning and Compulsory Purchase Act 2004.
4. Grants delegated powers to the Strategic Planning, Sustainability and Transportation Committee to submit a schedule of proposed changes/main modifications to the pre-submission Publication version of the Maidstone Borough Local Plan 2016, arising from representations made (Regulation 20), to the Secretary of State.
5. Confirms the borough's full objectively assessed housing need of 18,560 dwellings as the council's local plan housing target.

<sup>1</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

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**This report relates to the following corporate priorities:**

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

- Planning for sufficient homes to meet our Borough's needs
- Promoting a range of employment opportunities and skills required across our Borough
- Securing improvements to the transport infrastructure of our Borough
- Enhancing the appeal of the town centre for everyone
- Respecting the character of our Borough.

**Timetable**

<b><i>Meeting</i></b>	<b><i>Date</i></b>
Strategic Planning, Sustainability and Transportation Committee	13 January 2016
Council	25 January 2016

# Maidstone Borough Local Plan – Publication (Regulation 19)

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks approval to undertake ‘Publication’ consultation on the Maidstone Borough Local Plan 2016 (Regulation 19<sup>2</sup>), attached at Appendix A, and to submit the plan to the Secretary of State for examination (Regulation 22) under section 20 of the Planning and Compulsory Purchase Act 2004 ("the 2004 Act").
- 1.2 Appendix B contains the balance of issues raised by respondents to the draft Maidstone Borough Local Plan 2014 consultation, most of which have been addressed through the consideration of site allocations and detailed policies together with officer responses.
- 1.3 The report explains how the plan has evolved and, for ease of reference, a schedule attached at Appendix C cross-references amended policy numbers from the 2014 and 2015 consultation documents with the Maidstone Borough Local Plan 2016 (Appendix A), and lists the committee dates where key policy changes have been agreed.
- 1.4 Appendix D is a website link to the draft Maidstone Borough Local Plan Sustainability Appraisal which has informed and shaped the local plan at various stages of plan preparation.
- 1.5 The Maidstone Borough Local Plan 2016 provides for a balance of land uses and makes provision for open space. It provides the policy framework for development management decisions. Importantly, the plan demonstrates that the council can meet its objectively assessed needs for housing, employment and retail. Meeting the objectively assessed need for Gypsy and Traveller accommodation assumes an allowance for unidentified sites; and Officers are in the process of finding out, through duty to cooperate arrangements, if neighbouring local authorities can contribute towards identified needs. The plan is supported by a robust evidence base and sustainability appraisal, and has been reviewed by the Planning Advisory Service and by an independent Planning Inspector (who will not be the person appointed to examine the plan).
- 1.6 Having previously undertaken extensive consultation on the content of the draft local plan, ‘Publication’ (Regulation 19) allows any person to make representations on the ‘Submission’ version of the plan that will be examined by an Inspector appointed by the Secretary of State. Regulation 19 Publication is intended to focus upon the soundness and legal compliance of the plan.
- 1.7 The Integrated Transport Strategy (ITS) and the Infrastructure Delivery Plan (IDP) are the focus of separate reports on this agenda. The ITS and the IDP

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<sup>2</sup> The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)



will be available for comment during consultation because they form part of the evidence base behind the local plan.

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## **2. INTRODUCTION AND BACKGROUND**

- 2.1 The Maidstone Borough Local Plan (2011-2031) is the key document that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough's natural and built assets.

### **The local plan process**

- 2.2 Local plans must be positively prepared, justified, effective and consistent with national policy, namely the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). A local plan is produced in accordance with planning regulations, and there are several key stages a plan passes through from its inception to adoption:

- Preparation (Regulation 18) is a front-loaded informal and flexible stage(s) of public consultation.
- Publication (Regulation 19) should be the document that the local authority considers ready for examination.
- Representations (Regulation 20) may be made by any person on the Publication version of the local plan
- Submission (Regulation 22) to the Secretary of State for Communities and Local Government for examination under section 20 of the 2004 Act.
- Independent Examination (Regulation 24) carried out by an independent Planning Inspector appointed by the Secretary of State.
- Adoption (Regulation 26).

The process may also include proposed changes to the pre-submission Publication version of the local plan which, if proposed, must be submitted with the local plan; and post-submission modifications which will be subject to further public consultation during the examination of the local plan.

- 2.3 In addition to numerous meetings (at least 60 in the past 18 months) with a range of infrastructure providers, parish councils and other bodies, the council has undertaken extensive consultation with the public and stakeholders on the content of the local plan under Regulation 18 (or previous equivalent provisions):

- Core Strategy 2011
- Core Strategy Strategic Site Allocations 2012
- Maidstone Borough Local Plan 2014
- Maidstone Borough Local Plan (partial) 2015.

The reason for such prolonged consultation was due to a number of factors, predominantly the need to prepare the evidence to demonstrate if the council could meet its full objectively assessed needs; but also the evolution of a 'high-level' strategic core strategy into a comprehensive local plan that incorporates detailed site allocations and policies for development management, and changes in national policy that had (and continue to have) implications for local plan policies.

## Consideration of consultation responses

- 2.4 The representations made during the 2011 and 2012 public consultations informed the preparation of the 2014 local plan. The comments received on the 2014 and 2015 public consultations, together with potential development sites which were submitted through responses to 'calls for sites', have been considered through a series of meetings of the Strategic Planning, Sustainability and Transportation Committee (and the former Planning, Transport and Development Overview & Scrutiny Committee and Cabinet) as set out below.

Topics	Cabinet	SPS&T	Outcome
Strategic Housing Market Assessment update	10.09.14		For the plan period 2011 to 2031, approval of an updated objectively assessed housing need of 18,600 dwellings, and 960 additional care homes places.
Development management and infrastructure delivery policies (excluding transport and affordable housing)	14.01.15		Approval of policy amendments for Regulation 19 consultation, following the consideration of representations received during Regulation 18 public consultation (2014).
Care Homes policy	14.01.15		Following the consideration of new evidence, approval of a new care homes policy for Regulation 18 consultation (October 2015).
New and amended housing site allocations	02.02.15/ 04.02.15 & 09.03.15		Following the consideration of representations on housing sites received during Regulation 18 public consultation (2014), approval of amendments for Regulation 19, and deletions/additions for Regulation 18 consultations.
Strategic Housing Market Assessment update		09.06.15	For the plan period 2011 to 2031, approval of an updated objectively assessed housing need of 18,560 dwellings, and 980 additional care homes places (following publication of updated CLG household projections in February 2015).
Housing sites update		09.06.15	Agreement to revisit previously rejected housing sites in the context of meeting objectively assessed housing need in accordance with the NPPF, with the exception of H1(25) Tongs Meadow; H1(60) Fant Farm; and H1(48) Heath Road, Boughton Monchelsea.
Open space and recreation (new policy ref DM22)		18.08.15/ 19.08.15	Approval of amendments for Regulation 18 consultation (October 2015), including new open space standards, following publication of additional evidence.
Landscapes of Local Value (new policy ref SP17)		18.08.15/ 19.08.15 &	Following the consideration of representations received during Regulation 18 public consultation (2014), approval of amendments to

Topics	Cabinet	SPS&T	Outcome
		08.09.15; referral to P&R 23.09.15	the Countryside policy focusing on refinement of boundaries for landscapes of local value, and inclusion of the Low Weald as a landscape of local value for further Regulation 18 consultation (October 2015).
Affordable housing (new policy DM13)		14.07.15/ 23.07.15 & 18.08.15/ 19.08.15	Following the consideration of representations received during Regulation 18 public consultation (2014) and additional evidence, approval of amendments to the affordable housing policy for Regulation 19 consultation.
Retail and mixed use allocations (new policy RMX1)		18.08.15/ 19.08.15	Following the consideration of representations received during Regulation 18 public consultation (2014), approval of amendments to retail and mixed use policies for Regulation 19 consultation.
Reconsideration of previously rejected housing sites (new policy H1)		18.08.15/ 19.08.15 & 08.09.15	Reconsideration of previously rejected housing sites in the context of meeting objectively assessed housing need in accordance with the NPPF. Approval of amendments to a number of site allocation policies for Regulation 19 consultation; and deletions/ additions/ amendments to a number of site allocation policies for further Regulation 18 consultation (October 2015).
Future locations for housing growth (new policy H2)		18.08.15/ 19.08.15	Following the consideration of representations received during Regulation 18 public consultation (2014), approval of amendments to policies for broad locations for housing growth for Regulation 19 consultation.
Results of VISUM Transport modelling			The results of the transport modelling and the implications for the preparation of the Integrated Transport Strategy were noted. It was agreed that further work on the development of transport policies in the local plan would be required.
Employment land allocations (new policy EMP1)		18.08.15/ 19.08.15	Following the consideration of representations received during Regulation 18 public consultation (2014) and additional evidence, approval of amendments to the employment land policies for Regulation 19 consultation; and approval of further Regulation 18 consultation (October 2015) for the proposed allocation of land at Woodcut Farm (junction 8 of the M20 motorway) for employment.
Gypsy and Traveller site allocations (new policy GT1)		18.08.15/ 19.08.15	Following the consideration of representations received during Regulation 18 public consultation (2014) and the 2014 call for sites, approval of amendments to policies for Regulation 19 consultation; and approval of further Regulation 18 consultation (October 2015) for proposed new sites.
Transport policies (new policies DM24 to DM26)		08.09.15	Following the consideration of representations received during Regulation 18 public consultation (2014) and additional evidence, approval of amendments to policies for Regulation 19 consultation; and approval of further Regulation 18 consultation (October 2015) for deleted park and ride sites.
Consideration of		14.12.15	Following the consideration of representations

Topics	Cabinet	SPS&T	Outcome
responses to the October 2015 Regulation 18 public consultation on selected matters			received on a selected suite of policies during Regulation 18 public consultation (October 2015), approval of amendments to policies for inclusion in Regulation 19 consultation.

- 2.5 The consequential amendments have been incorporated into the Maidstone Borough Local Plan 2016 (attached at Appendix A). Account has also been taken of changes to national planning policy and practice guidance that impact on the policies of the local plan, to the council's evolving evidence base, to the Infrastructure Delivery Plan, and to emerging strategies such as the Integrated Transport Strategy, the Green and Blue Infrastructure Strategy and the Housing Strategy.
- 2.6 The balance of issues raised by respondents to the consultation on the Maidstone Borough Local Plan in 2014 relate to the spatial strategy and settlement policies. The vast majority of these issues have been addressed through the consideration of site allocations and the more detailed policies of the local plan by the Committee and former Cabinet (as set out in the table above) but, for completeness, they are listed with officer responses in Appendix B. The Committee is recommended to agree the responses at Appendix B.

### **Further Amendments to the Maidstone Borough Local Plan**

- 2.7 The structure of the local plan has been improved by moving site allocations that were previously appended to the plan into policy boxes that now follow each topic policy for housing, broad locations, Gypsy and Traveller accommodation, retail and mixed use, and employment. The general topic policies for residential development (H1, H2 and GT1) contain criteria that apply across site allocations within each category, and the allocations are cross-referenced thus negating the need for repetitive policy criteria. The local plan Policies Map is an ordnance survey based map showing the detailed boundaries of where adopted policies apply and is available on the local plan webpage. However, for ease of reference, individual site location plans have been reproduced as a supplementary appendix to the Maidstone Borough Local Plan 2016. Settlement boundaries on the Policies Map will be amended to incorporate built development of allocated sites.
- 2.8 A schedule that cross-references amended local plan policy numbers, together with references to committee dates where policy changes have been agreed, is attached at Appendix C. The schedule also highlights key amendments that have been made as a result of factual updates, national policy changes, advice from the Planning Advisory Service or Planning Inspector, and where additional explanation or further clarity of an issue or policy is required.
- 2.9 The spatial strategy has been updated to reflect agreed full objectively assessed needs. A comprehensive examination of the borough's constraints has been completed, to ensure protection of the best of Maidstone's urban and rural heritage. All potential development sites were subject to a site visit and a detailed appraisal which considered the impact that development would have on

the landscape, ecology, ancient woodland, heritage, archaeology, and the loss of best and most versatile agricultural land. Development proposals will be supported by new infrastructure. The council can meet its objectively assessed needs for housing, employment and retail. Meeting the objectively assessed need for Gypsy and Traveller accommodation assumes an allowance for unidentified sites; and Officers are in the process of finding out, through duty to cooperate arrangements, if neighbouring local authorities can contribute towards identified needs. By meeting its objectively assessed housing need in full, the council has reduced the risks associated with reliance on other local authorities to contribute towards Maidstone's identified housing need.

- 2.10 For clarity, further explanation of the borough's settlement hierarchy which governs the spatial distribution of development is included in the local plan (supporting text to policy SS1 Spatial Strategy). The County town of Maidstone is the most sustainable location for new development because it offers a range of higher order services and facilities and it provides the best range of transport options in the borough. Rural service centres are the next most sustainable locations because they provide a good range of services which serve both the village and the surrounding hinterland. Services generally include a nursery and primary school, a range of shops, a doctor's surgery, a place of worship, a public house, restaurant and community hall as well as open space provision. All have a range of local employment opportunities and good public transport access. Larger villages have fewer services than rural services but can provide for day-to-day needs of local communities and can accommodate a limited amount of housing development.
- 2.11 Coxheath village, currently classified as a larger village, fulfils the role of a rural service centre. The village has two pre-schools and a primary school and, although there is no secondary school within the village boundary, Cornwallis Academy is located 10 minutes away by bus. Community facilities include a church, library and village hall. Coxheath is the strongest performing village in terms of health care services. Leisure facilities comprise a recreation ground with equipped play area, football pitches and a Scout hut. The village has a variety of convenience and comparison shops, restaurants and a post office. Whilst Coxheath does not have a railway station, it has a regular bus service and good access to town centre employment and facilities. Approximately 500 dwellings and 43 care home bedspaces, together with supporting infrastructure and open space, are proposed at Coxheath. Given the size of the village and its range of everyday services and good transport links, together with the proximity of the village to Maidstone town (6 to 7km), it is recommended that Coxheath be re-classified as a rural service centre.
- 2.12 The local plan contains new spatial policies for each of the strategic locations where housing growth has been comprehensively planned: north-west and south-east of the urban area, rural service centres and larger villages (policies SP2, SP3, SP6 to SP11, and SP13 to SP16). These policies do not introduce new requirements in themselves, but collate the requirements of proposals throughout the plan in one place to add clarity for the reader. The local plan now contains inset plans for each strategic location and settlement.



- 2.13 There are no proposed changes to the identification and allocation of individual sites over and above those previously agreed by the Committee. However, dwelling yield and policy criteria have been updated in some instances to take account of recent planning permissions and signed legal agreements, and to reflect minor amendments to the IDP. Of particular importance is the incorporation of the results of detailed modelling that demonstrates the improvements that can be made to the existing highway network at specific locations that have been identified as being potentially sensitive to future traffic flow changes as a result of new development. The approved strategic and local infrastructure requirements at key junctions and locations are set out in the site allocation policies of the local plan, further detail being included in the IDP and the ITS.
- 2.14 Development management policies (policies DM1 to DM44) follow the spatial strategy, spatial policies and site allocation policies in the document. Supplementary planning documents (SPD) should expand on local plan policies or add greater detail. The Kent Parking Standards have been approved by the council as an interim measure for development management purposes until such time as an SPD can be prepared. A new policy for Parking Standards (policy DM27) has been included in the local plan which sets criteria against which planning applications should be considered and which act as the 'hook' for the preparation of a more detailed SPD that will ultimately supersede the Kent parking standards. Similarly, policy DM22 for Open Space and Recreation, which previously signposted an SPD to establish qualitative open space standards, has been amended to include criteria as the 'hook' (i.e. the policy basis) for a more detailed SPD.
- 2.15 Custom and self-build housing is housing built or commissioned by individuals or associations of individuals for their own occupation, and national policy and guidance directs local planning authorities to take account of such housing need in their areas when planning for a mix of dwellings. To introduce greater flexibility into the plan, and to reflect the council's support for such schemes, policy DM11 Housing Mix has been amended to encourage the consideration of custom and self-build plots as part of large development schemes.
- 2.16 The Government is adopting a new approach for the setting of "national technical standards" for new housing, which will comprise additional optional Building Regulations on water and access, together with a new national space standard. These are intended to complement the existing mandatory set of Building Regulations. References to Codes for Sustainable Homes have therefore been removed from the local plan and policies DM2 Sustainable Design and DM7 External Lighting have been amended accordingly.
- 2.17 There are a number of provisions in the Housing and Planning Bill 2015 which could have an impact on certain policies in the local plan. Officers will keep a watching brief on proceedings and respond promptly to any policy amendments that may arise once the Bill is given Royal Assent. Of particular note is the intention to place a duty on local planning authorities to require a proportion of "starter homes" on all reasonably-sized sites. Starter homes (sold at 20% below the market price to first-time buyers) are recognised as a form of affordable housing but are not subject to the same obligations. The Bill also

seeks to make permanent temporary permitted development rights which have enabled offices to be converted to new homes without having to apply for planning permission. The local plan highlights these points and, once the Bill is enacted, appropriate policy amendments can be incorporated into the list of modifications to the local plan, as may be necessary.

- 2.18 Plan making is an iterative and continuous process. As a consequence of the adoption date of the local plan moving to 2017, the review of the local plan will now commence in 2022. It is best practice to undertake a review of a local plan as a whole approximately five years after its adoption date, to ensure that the policies of the plan are not only being delivered but also remain flexible enough to respond to changes in national policy and market conditions. Meanwhile, the council has a responsibility to ensure its evidence base is kept up-to-date, and to monitor key policies of the local plan annually through monitoring reports. Such annual and five-yearly reviews can trigger a partial amendment to a local plan or result in a wholesale revision to the plan.

### **Publication (Regulation 19) and Submission (Regulation 22)**

- 2.19 Having considered the views of the public and other bodies on the content of the local plan, the next step is the Publication of the proposed Submission version of the local plan, when the consultation stage (Regulation 19), to allow representations to be made as to whether the local plan has been prepared in accordance with legal requirements and whether it meets the tests of soundness:

- ***“Positively prepared*** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*
- ***Justified*** – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- ***Effective*** – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*
- ***Consistent with national policy*** – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.”* (NPPF, paragraph 182)

- 2.20 Legal requirements include the include the plan’s preparation in accordance with planning regulations, the council’s adopted Statement of Community Involvement and Local Development Scheme, compliance with the Duty to Cooperate, and the preparation of a Sustainability Appraisal which assists in developing the policies and proposals of the local plan.

- 2.21 To this end, Legal Services were retained to advise on aspects of the plan, and the plan has been reviewed by the Planning Advisory Service, and an independent Planning Inspector (who will not be appointed to examine the plan). Although the reviews cannot guarantee a sound plan at examination, the

advice received has helped to improve the robustness of the plan.

- 2.22 Following Publication (Regulation 19), representations may be made over a six-week period. Thereafter the council must consider the representations made and prepare a report that summarises the key issues arising from representations made which, together with copies of the representations made, must be submitted to the Secretary of State with the local plan (Regulation 22). Unlike previous consultations on the preparation of the local plan (Regulation 18), the primary purpose of Publication (Regulation 19) is to provide interested persons with an opportunity to make representations (Regulation 20) on the legal compliance and soundness of the local plan, which will inform the examination of the submitted local plan. The Inspector appointed by the Secretary of State to examine the local plan must consider the representations made (Regulation 23) and determine which matters and issues raised in those Representations should be considered at the examination hearings. Any person who makes representations seeking to change a development plan document must (if s/he so requests) be given the opportunity to appear before and be heard by the person carrying out the examination
- 2.23 As the purpose of the Publication (Regulation 19) is to allow representations to be made on the version of the local plan which the Council intends to submit to the Secretary of State, the Council should consider the pre-submission version of the local plan, which it considers to be legally compliant and sound and therefore ready for examination. However, before submitting the local plan to the Secretary of State, the council must consider duly made representations (Regulation 20) in response to which the council may consider it necessary or appropriate to propose modifications to the Publication version of the local plan. These may be minor or main modifications. Main modifications are those changes to the submitted local plan which are necessary to make it sound and legally compliant. Any changes proposed by the council that are not necessary for that purpose can be made without the need for approval by the Inspector.
- 2.24 Usually, the local authority prepares a schedule of proposed modifications to meet the concerns of objectors, which is submitted with the local plan, and the Inspector considers whether they are main modifications. The schedule is updated as the examination progresses with the final version being submitted to the Inspector following the completion of examination hearings. The Inspector then approves the list of main modifications which are published for a period six weeks to allow representations to be made. The Inspector will decide whether the representations raise any new issues which require additional hearings to be convened, although usually they do not. The Inspector's final report will identify the main modifications considered necessary to recommend adoption of the submitted local plan.
- 2.25 It is recommended that the Strategic Planning, Sustainability and Transportation Committee be granted delegated powers to prepare a schedule of proposed changes to the Publication version of the local plan for submission to the Secretary of State with the local plan. If such modifications are of a significance or magnitude that requires additional public consultation, those changes will be referred to Council for approval to undertake a second public consultation

(Regulation 19) before submission.

- 2.26 At submission, the local plan will be supported by a number of other documents that are in preparation, including a statement setting out how the consultations have shaped the local plan, a Duty to Cooperate compliance statement, and various topic papers that give background detail on the development of policies. Topic papers are technical documents which summarise the evidence to explain the council's position on various important and/or contentious matters and issues for the benefit of the Inspector appointed to examine the plan. (They are not policy statements).
- 2.27 The IDP and the ITS are the subject of separate reports on the agenda. These documents are not governed by the same plan making regulations that steer the preparation of the Maidstone Borough Local Plan but they support the local plan and form part of its evidence base. Highway and sustainable transport improvements that are necessary to mitigate the impacts of development allocations are included in the ITS. The IDP contains detailed information on the timing and funding of all types of infrastructure necessary to support development, including highway and transport schemes. Both documents will be made available for comment during consultation on the local plan.

### **The housing target, housing land supply and the housing trajectory**

- 2.28 The housing trajectory shows past and projected annual dwelling completions against an agreed objectively assessed housing need of 18,560 dwellings. It demonstrates how the target will be met by forecasting the delivery rate of sites allocated in the local plan year by year over the 20-year plan period 2011 to 2031. The trajectory includes sites completed since the base date of the local plan, extant planning permissions, local plan allocations and broad locations, and an allowance for windfalls.
- 2.29 The 5-year housing land supply calculation has a very different purpose. At an annual 'snapshot' at 1 April, the council must demonstrate that it has five years' worth of deliverable housing sites and that these dwellings will be built during that time. Deliverable sites should be available now, offer a suitable location for development now, be achievable with a realistic prospect that housing will be delivered on site within five years, and be viable (NPPF paragraph 47). The 5-year calculation takes account of completed dwellings since 2011, extant permissions that will be delivered in full or in part over the following five years, and local plan allocations that have a good prospect of being delivered in full or in part over the next five years. The calculation is rolled forward one year each April following the annual housing land survey, when completions and extant permission are updated and a further year's target and land supply are included. Maintenance of a 5-year supply demonstrates the timely delivery of housing land, strengthening the council's position to resist unacceptable development, and highlights when additional land may need to be brought forward to address any shortfall.
- 2.30 As at 30 November 2015, the council can demonstrate an adequate supply of land to provide for 18,481 dwellings against an objectively assessed need for the borough of 18,560 dwellings. Although a shortfall remains, the need is

expected to be met through permissions granted on unidentified sites between 1 December 2015 and 31 March 2016. The figures use a base date snapshot of 1 April 2015, which is when annual surveys are updated in full, but the table below also recognises the dwelling contribution from sites that have been granted planning permission between 1 April and 30 November 2015 and sites that have been approved subject to S106 agreements.

Meeting objectively assessed housing need	Dwellings	Dwellings
Objectively assessed housing need		18,560
Completed dwellings 1 April 2011 to 31 March 2015	2,341	
Planning permissions (including subject to S106) 1 April 2015 to 30.11.15	2,907	
Local plan allocated housing sites	8,707	
Local plan broad locations for housing development	3,500	
Windfall sites (2022 to 2031)	1,026	
Total 20-year housing land supply		18,481

- 2.31 The council has successfully identified mechanisms to deliver 99.5% of its objectively assessed need over the local plan period and is expected to fully deliver development that meets need (in accordance with the requirements of the NPPF) by the time the local plan is submitted to the Secretary of State for examination. Equally important is the phasing of development set out in the housing trajectory, which is undertaken in consultation with housebuilders and monitored annually to ensure the council maintains a rolling five-year supply of deliverable housing sites.
- 2.32 For the past four years 1 April 2011 to 31 March 2015, the council has not met its annual need of 928 dwellings (the shortfall totals 1,371 dwellings). The NPPG is clear that local planning authorities should aim to deal with any undersupply within the first five years of the plan period where possible. For Maidstone to deliver its previous shortfall in the five years between 1 April 2015 and 31 March 2020 in addition to its annual requirement of 928 dwellings would result in an unrealistic annual target that is highly unlikely to be met on the ground. The council is addressing the challenging step change from its past average annual delivery rate of around 640 dwellings (over 12 years 2003/2015) to meeting objectively assessed need of 928 dwellings per annum. It would be more realistic to spread the shortfall over the remaining years of the plan.
- 2.33 The council will set out its case for spreading the shortfall arising from the delivery of housing land since the base date of the local plan (2011/2015) over the remaining years of the plan to 2031 in greater detail in a housing topic paper that will accompany the local plan at submission stage, known as the Housing Implementation Strategy. The Housing Implementation Strategy will also update the housing trajectory to a snapshot base date of 1 April 2016 following the annual monitoring and survey of sites.
- 2.34 This approach will also have a positive effect on the calculation of five-year housing land supply. The council must demonstrate at examination that it has a five-year supply of deliverable housing sites as at 1 April 2016. The council will then be in a much stronger position to resist unacceptable development



proposals. An updated five year housing land supply table will be included in the Housing Implementation Strategy.

- 2.35 The forecasting of housing land supply is not an exact science. Much of the dwelling yield from allocated sites is indicative, and the final numbers contributing towards the council's supply are confirmed through completions. Inevitably, there will be some sites that are allocated or have planning permission that will not come forward, and equally new permissions will be granted for previously unidentified sustainable sites (such as urban brownfield sites). The rates of development delivery are dependent on the strength of the housing market, and the council is also, to some extent, relying on the delivery of broad locations and windfall sites in meeting its needs.
- 2.36 During the preparation of the local plan, the council has adopted a positive approach to planning in the borough and 43% of the housing allocations have been granted planning permission or have been permitted subject to S106 agreements. Construction has begun on a number of large sites. Masterplanning for the broad locations for housing growth will be critical, although potential redevelopment opportunities in the town centre have already been identified (e.g. office conversions, Baltic Wharf and Granada House for example); a site visit to Invicta Park Barracks with local ward Councillors has taken place to complete an initial assessment of the site's capacity; and potential development sites within the defined broad location for Lenham have been submitted through the Strategic Housing Land Availability Assessment process. This places the council in a strong position to demonstrate, through the Housing Implementation Strategy, how the various elements of housing land supply will be delivered.
- 2.37 It is therefore recommended that the borough's full objectively assessed housing need of 18,560 dwellings be confirmed as the council's housing target in the local plan. The allocation of sustainable development sites (with mitigation and supporting infrastructure) and broad locations for housing growth in the Maidstone Borough Local Plan significantly help to deliver this target. The small shortfall of 79 units is expected to be met through permissions granted on unidentified sites between 1 December 2015 and 31 March 2016.

### **Sustainability Appraisal**

- 2.38 The sustainability appraisal of individual policies and site allocations, together with the plan as a whole, has helped to inform and shape the Maidstone Borough Local Plan. The sustainability appraisal will be published with the local plan, and the draft appraisal will be available on the council's website at <http://www.maidstone.gov.uk/residents/planning/local-plan/evidence>
- 2.39 An updated Habitat Regulation Assessment (HRA), which is required to assess the likely impacts of local plan policies on the integrity of internationally important nature sites, has concluded that the scale of intended growth in the local plan would not result in a likely significant effect on the North Downs Woodlands Special Area of Conservation. The HRA will also be published with the local plan, and will be available on the council's website at <http://www.maidstone.gov.uk/residents/planning/local-plan/evidence>

## **Next steps**

- 2.40 The public consultation on the Maidstone Borough Local Plan (Regulation 19) is programmed to commence on 5 February and run for six weeks to 18 March 2016. Following consultation, the plan together with the representations and supporting documentation will be submitted to the Secretary of State for examination (Regulation 22). Any modifications will be approved by the Committee and submitted with the local plan, provided the modifications are not of a magnitude that would require the plan to be re-presented to Council for approval to undertake re-consultation (Regulation 19) before submission. Submission is programmed for May 2016 in accordance with the council's adopted Local Development Scheme (December 2015).
- 

## **3. AVAILABLE OPTIONS**

- 3.1 Option 1A: Recommend to Council that the Maidstone Borough Local Plan 2016 be approved for Publication (Regulation 19) and Submission (Regulation 22). This option should be selected if the local plan is considered legally compliant and sound.
- 3.2 Option 1B: Reject the Maidstone Borough Local Plan 2016 for Publication (Regulation 19) and submission (Regulation 22). This option should be selected if the local plan is not considered legally compliant and sound.
- 3.3 Option 2A: Recommend to Council that the Strategic Planning, Sustainability and Transportation Committee be granted delegated powers to submit the Maidstone Borough Local Plan 2016 (Regulation 22) with a schedule of proposed changes (amounting to main modifications) arising from Representations (Regulation 20) made in response to Publication (Regulation 19).
- 3.4 Option 2B: Recommend to Council that any proposed main modifications to the Maidstone Borough Local Plan 2016 are considered by Council before the local plan is submitted.
- 3.5 Option 3A: Recommend to Council that the borough's full objectively assessed housing need of 18,560 dwellings be confirmed as the council's local plan housing target.
- 3.6 Option 3B: Recommend to Council that the borough's full objectively assessed housing need of 18,560 dwellings be not confirmed as the council's local plan housing target.
- 3.7 Option 4A: That Coxheath be reclassified as a rural service centre in accordance with the local plan settlement hierarchy.
- 3.8 Option 4B: That Coxheath remains classified as a larger village.
-

- 3.9 Option 5A: That the officer responses to the balance of representations on the draft Maidstone Borough Local Plan 2014 are agreed (Appendix B).
- 3.10 Option 5B: That the officer responses to the balance of representations on the draft Maidstone Borough Local Plan 2014 are not agreed (Appendix B).
- 

#### **4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS**

- 4.1 Option 1A is recommended. The local plan has been underpinned by a robust evidence base and approved in stages by the Strategic Planning, Sustainability and Transportation Committee (and formerly by the Overview & Scrutiny Committee and Cabinet). The Committee has cross-party membership, and the views of visiting Councillors have been taken into account at meetings. The Maidstone Borough Local Plan is considered to be legally compliant and sound and ready to be examined. Regulation 19 Publication will commence in February in accordance with the council's adopted Local Development Scheme. It is proposed the Committee recommends that Council approves the Maidstone Borough Local Plan 2016 for Publication (Regulation 19) and Submission (Regulation 22).
- 4.2 Option 2A is recommended. Granting delegated powers to the Strategic Planning, Sustainability and Transportation Committee to submit the Maidstone Borough Local Plan to the Secretary of State with a schedule of proposed changes that may arise from representations (Regulation 20) will ensure the local plan programme is maintained and the submission target is met in accordance with the council's adopted Local Development Scheme. It is the role of the Committee to oversee the local plan and to give consideration to its detail. It is proposed the Committee recommends that Council grants delegated powers to the Strategic Planning, Sustainability and Transportation Committee to submit the Maidstone Borough Local Plan 2016 (Regulation 22) with a schedule of proposed changes/main modifications that arising from Publication (Regulation 19) and the Representations (Regulation 20).
- 4.3 Option 3A is recommended. The allocation of sustainable development sites and broad locations in the local plan, together with mitigation and supporting infrastructure, assist in delivering the borough's full objectively assessed housing need of 18,560 dwellings. It is proposed the Committee recommends that Council confirms the local plan housing target as 18,560 dwellings.
- 4.4 Option 4A is recommended. Given the size of the village and its range of everyday services and good transport links, together with the proximity of the village to Maidstone town, the Committee is recommended to re-classify Coxheath as a rural service centre.
- 4.5 Option 5A is recommended. To complete the process of giving consideration to the representations (Regulation 20) made in response the Publication (Regulation 19) version of the local plan, it is recommended that the Committee agrees the officer responses to the balance of representations on the draft Maidstone Borough Local Plan 2014 (Appendix B).

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## 5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 Responses to the Maidstone Borough Local Plan public consultations (Regulation 18) during 2014 and 2015 and Committee decisions have helped to shape the plan.
- 

## 6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 Following approval of the Maidstone Borough Local Plan for Publication (Regulation 19), the plan will be published on the council's website, a public notice will be placed with local newspapers and, in addition to the statutory consultees, everyone on the local plan database will be informed of the commencement of the consultation and advised how to respond.
- 

## 7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
<b>Impact on Corporate Priorities</b>	The adoption of the local plan will assist in the delivery of the council's corporate priorities.	Head of Planning and Development
<b>Risk Management</b>	The adoption of the Maidstone Borough Local Plan will reduce the risk of inappropriate development.	Head of Planning and Development
<b>Financial</b>	The development of the Local Plan has been fully funded as part of the council's revenue budget.	[Section 151 Officer & Finance Team]
<b>Staffing</b>	The team is fully staffed and additional short-term resources have been employed to assist with preparation for Publication and Submission.	Head of Planning and Development
<b>Legal</b>	Advice has been provided in relation to the soundness tests of local plans and the procedures to be followed by local authorities.	Team Leader (Planning), Mid Kent Legal Services
<b>Equality Impact Needs Assessment</b>	There is no longer a statutory duty to prepare an EqlA for local plans but the EqlA attached at Appendix E has been completed in order to meet the best practice requirements of the council. All individuals and communities have been engaged in the consultation process in accordance with the equalities legislation and the council's Corporate Equality Policy, and consultation has been undertaken in accordance with the council's adopted Statement of Community Involvement.	Policy & Information Manager

<b>Environmental/ Sustainable Development</b>	The Local Plan is fundamentally concerned with delivering sustainable development objectives.	Head of Planning and Development
<b>Community Safety</b>	N/A	Head of Planning and Development
<b>Human Rights Act</b>	N/A	Head of Planning and Development
<b>Procurement</b>	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 and Development & Section 151 Officer
<b>Asset Management</b>	N/A	Head of Planning and Development

## 8. REPORT APPENDICES

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

- Appendix A: Maidstone Borough Local Plan – Publication (Regulation 19) February 2016
- Appendix B: Balance of issues raised by respondents to the Maidstone Borough Local Plan 2014 consultation and officer responses
- Appendix C: Schedule of amended policy numbers and cross-references to committee dates.
- Appendix D: Sustainability Appraisal and Habitat Regulation Assessment 2015 <http://www.maidstone.gov.uk/residents/planning/local-plan/evidence>
- Appendix E: Equality Impact Assessment

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## 9. BACKGROUND PAPERS

None.



**This is the Publication version of the Maidstone Borough Local Plan,  
prepared in accordance with Regulation 19 of  
The Town and Country Planning (Local Planning) (England) Regulations  
2012 (as amended)**

**The consultation commences on Friday 5 February 2016  
And closes at 5pm on Friday 18 March 2016**

All enquiries should be addressed to:

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## Foreword

Insert



Fran Wilson, Leader of Maidstone Borough Council



## Introduction

**1.1** The Maidstone Borough Local Plan is the key document that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough's natural and built assets.

**1.2** The local plan:

- Sets out the scale and distribution of development;
- Identifies, by site, where development will be located;
- Identifies where development will be constrained; and
- Explains how the council and its partners will deliver the plan.

**1.3** The Maidstone Borough Local Plan covers the period from 2011 to 2031 but, to ensure an up-to-date planning policy framework is maintained, a review of the plan will commence by 2022. In considering proposals for development, the Borough Council will apply all relevant policies of the plan. It is therefore assumed that the plan will be read as a whole and cross-referencing between plan policies has been minimised.

## Publication consultation

**1.4** The council has considered the views of the community on the content of the Maidstone Borough Local Plan through a series of consultations, and the next step is to consult the public on its preparation process: whether the local plan has met legal requirements and meets the tests of soundness. This stage of consultation is known as "Publication" under Regulation 19 of plan making regulations<sup>(1)</sup>.

**1.5 This consultation will commence on Friday 5 February 2016 and will close at 5pm on Friday 18 March 2016.**

**1.6** During the consultation period comments can be made in a number of ways but the use of the council's online consultation portal is encouraged. The public can also complete questionnaires, send an email or write to the council. Details of the council's commitment to consultation is set out in its Statement of Community Involvement.

**1.7** This local plan is not finalised but it is the version of the plan that the council intends to submit to the Secretary of State for Communities and Local Government. All representations made during this consultation period will also be submitted to the Secretary of State who will appoint an Inspector to independently examine the local plan in public.

## How the local plan has evolved

**1.8** In September 2011 the council consulted the public on its draft Maidstone Borough Core Strategy, which planned for 10,080 dwellings in a dispersed development pattern across the borough for the period 2006 to 2026. As such, a base date of 2006 was used to assess the council's housing and commercial land supply against its targets for the 20 year period. Housing development was to be focused in the north west and south east of the urban area and at six rural service centres. This was a locally derived target having regard to the former South East Plan target of 11,080 dwellings, but also to areas of constraint within the borough such as the Kent Downs Area of Outstanding Natural Beauty and the floodplain. The draft core strategy identified broad strategic locations for housing and employment development rather than allocating specific sites, and detailed development management policies and land allocations were to follow in the form of a Development Delivery Development Plan Document (DPD).

**1.9** In March 2012 the government published the National Planning Policy Framework (NPPF), at the heart of which is a presumption in favour of sustainable development. In addition, following consultation on the draft core strategy, the public wanted to see specific strategic site allocations within the document. So in May 2012 the council advertised a 'call for sites' exercise inviting landowners, developers and their agents to submit information about available sites within the strategic housing and employment locations identified on the key diagram of the core strategy. Following a rigorous assessment of all of the sites submitted, the Core Strategy Strategic Site Allocations document was approved for a six week public consultation in August and September 2012, together with the draft Integrated Transport Strategy. Following this consultation, it was clear that the public wished to see all land allocations included in the core strategy, not just those allocated in the strategic locations.

**1.10** Meanwhile, during 2012 a number of core strategy examinations were suspended because the presiding inspectors rejected the local authorities' demographic data. The inspectors' concerns focused on housing and employment data based on the evidence behind regional strategies, which was considered to be out of date and did not take account of updated national household projections; an imbalance between dwellings and jobs targets; and a lack of sufficient evidence demonstrating constraints to development. Consequently, in November 2012 the council agreed to delay its core strategy programme so that further work could be undertaken on the evidence base. The council agreed to update demographic and economic need data, to commission a new Strategic Housing Market Assessment (SHMA), and to produce new Strategic Housing and Economic Development Land Availability Assessments (SHLAA and SEDLAA).

**1.11** In March 2013 the council decided to amalgamate the Maidstone Borough Core Strategy and the Development Delivery DPD into a single Maidstone Borough Local Plan, an approach supported by the NPPF, and the plan period was rolled forward from 2006-26 to 2011-31. The work undertaken for the core strategy was not lost, and many of its policies were appropriately amended and carried forward to the local plan. The comments received during the public consultations in 2011 and 2012 helped to shape the policies.

**1.12** The draft Maidstone Borough Local Plan 2014 provided a comprehensive planning policy framework and allocated land for development with supporting infrastructure to 2031. The plan made provision for 17,100 homes, focusing development to the north west and south east of the urban area, and at five rural service centres and five larger villages, maintaining a dispersed pattern of development at sustainable locations. Land was allocated for Gypsy and Traveller accommodation, regeneration was focused on the town centre, and provision was made for employment and retail floorspace and a new medical campus. In addition to the protection afforded to international and national designated landscapes, the plan introduced areas of local landscape importance which are highly sensitive to significant change.

**1.13** The draft local plan was subject to widespread public consultation between 21 March and 7 May 2014. The council received approximately 1,700 representations from individuals and organisations, who submitted comments across a wide range of issues. Additionally, six petitions were presented that contained a total of 10,700 signatures, bringing the total number of respondents to the local plan consultation to 12,400. During the consultation, the council undertook a further 'call for sites' exercise because the borough's objectively assessed needs for housing and Gypsy and Traveller accommodation had not been met in full, in accordance with the requirements of the NPPF.

**1.14** During 2014 and 2015, the draft local plan policies and land allocations have been considered through a series of committee meetings and have been amended in the light of: the comments received through public consultation; an assessment of further sites submitted through the call for sites exercise; the launch of the National Planning Practice Guidance (NPPG) in 2014; changes to national policy, such as the General Permitted Development Order<sup>(2)</sup>; and updated evidence (some of which was prepared in order to respond to consultation representations).

**1.15** The Strategic Housing Market Assessment (SHMA) was updated to reflect the release of new national population and household projections and to assess the need for care homes. The Strategic Housing Land Availability Assessment (SHLAA) was updated following a full assessment of the additional development potential from the further call for sites. The Landscape Capacity Study was commissioned to provide an additional layer of qualitative assessment such as broad landscape character sensitivity and visual sensitivity, and a detailed Landscape Capacity Study was completed for individual draft site allocations where the public had raised concerns about the impact of development on the landscape. The council's Agricultural Land Classification Surveys have been supplemented for specific site allocations where objections were raised on the grounds of loss of best and most versatile agricultural land quality. A Maidstone Qualitative Employment Site Assessment report was commissioned to assess the current employment land within the borough and make recommendations as to its future suitability for accommodating economic growth. Further viability work was completed to enable the council to respond to comments received on the affordable housing policy. Work on the draft Integrated Transport Strategy and the draft Green and Blue Infrastructure Strategy has progressed, including the completion of an open spaces audit to define open space standards for the



borough. During this time there has been continued engagement with the infrastructure providers, stakeholders and, under the duty to cooperate, with neighbouring local planning authorities.

**1.16** In October 2015 the council undertook further public consultation (Regulation 18) where key changes to the draft local plan (2014) were proposed. The amendments predominantly related to new/deleted/amended housing site allocations and sites providing for Gypsy and Traveller accommodation to meet objectively assessed needs; revisions to park and ride provision; the inclusion of a further development site at junction 8 of the M20 motorway to address a qualitative need for employment; new allocations for natural and semi-natural open space to respond to new open space standards; the addition of a new landscape of local value; and a new policy for nursing and residential care homes to address an increasing demand for elderly accommodation over the time frame of the local plan. The representations submitted during consultation have helped to shape the Publication version of the local plan.

## Policy framework

**1.17** The policies within the Maidstone Borough Local Plan comprise:

- The borough wide spatial strategy which sets development targets and explains the factors that influence the distribution of development;
- Spatial policies that focus on Maidstone urban area, Maidstone town centre, rural services centres, larger villages and the countryside;
- Specific site allocation policies that set criteria for development sites: housing (including future broad locations for growth), Gypsy and Traveller pitches, employment, retail and mixed use;
- Development management policies that apply across the borough, within Maidstone urban area, Maidstone town centre, rural service centres, larger villages and in the countryside which focus on delivering the spatial strategy and set criteria against which planning applications for development will be determined; and
- An infrastructure delivery policy which explains how infrastructure required to support new development will be delivered.

## Policies map, key diagram, inset plans and site plans

**1.18** The local plan includes a key diagram, which illustrates the spatial strategy. Inset plans for the north west and south east strategic development locations of the urban area, the rural service centres and the larger villages illustrate the development proposals for those areas. The local plan policies map is an ordnance survey based map showing the detailed boundaries of where adopted policies apply and is available on the local plan webpage at [www.maidstone.gov.uk/localplan](http://www.maidstone.gov.uk/localplan). For ease of reference, Appendix F is a supplementary document that accompanies this plan and it contains individual location plans for allocated sites .

### Key Influences

**2.1** The council must take account of a number of relevant national and local plans and strategies when preparing the Maidstone Borough Local Plan, and also prepare a robust evidence base to support the policies of the plan.

#### National policy and guidance

**2.2** The National Planning Policy Framework (NPPF) was introduced in March 2012 and consolidated much of the former national planning policy statements and guidance relating to plan making. Published by the government, the NPPF explains the statutory provisions, and provides guidance to both the community and local government about the operation of the planning system and how the government's planning policies should be applied. National Planning Practice Guidance to support the NPPF was published in 2014. The Maidstone Borough Local Plan does not repeat national policy but it does explain how that policy has been applied.

**2.3** The key theme running through the framework is a presumption in favour of sustainable development. This means that local authorities must proactively engage with applicants in order to find solutions to problems and, where there are no up-to-date policies, to grant planning permission without delay unless material considerations indicate otherwise.

#### Local plans, and strategies

**2.4** The Development Plan, which comprises adopted local plans and adopted neighbourhood development plans, is central to the planning system and is needed to guide the decision making process for land uses and development proposals. The Maidstone Borough Local Plan will supersede a number of adopted local plan policies, which are listed in Appendix C. The Kent Minerals and Waste Local Plans that are prepared by Kent County Council also form part of the development plan.

**2.5** Neighbourhood development plans, which are also called neighbourhood plans, are being prepared by a number of parish councils and neighbourhood forums. A neighbourhood plan attains the same legal status as the local plan once it has been agreed at a referendum and is made (brought into legal force) by the Borough Council. At this point it becomes part of the statutory development plan. Government advises that a neighbourhood plan should support the strategic development needs set out in the local plan and plan positively to support local development. Neighbourhood plans must be prepared in accordance with the National Planning Policy Framework and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan. Whilst general conformity to an emerging local plan is not a legal requirement, the reasoning and evidence informing the local plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. Where neighbourhood planning has been undertaken before an up-to-date local plan is in place, the council has taken an active role in advising and supporting the local neighbourhood plan team, sharing evidence and information.

**2.6** One key local document that has helped to shape the Maidstone Borough Local Plan is the Maidstone Community Strategy 2009-2020 (2013 Refresh). This sets out the council's overall direction and long term vision for the social, environmental and economic well-being of the area.

**2.7** Other important local strategies that have been taken into account in the formulation of policies in the Maidstone Borough Local Plan include:

- Green and Blue Infrastructure Strategy (2016)
- Economic Development Strategy 2015-2031 (2015)
- Housing Strategy 2016-20 (emerging strategy and draft Action Plan 2015)
- Integrated Transport Strategy 2011-2031 (draft 2015)
- Maidstone Strategic Plan 2015-2020 (2015)
- Local Transport Plan for Kent 2011-16

### **The evidence base**

**2.8** A comprehensive evidence base has been developed alongside the Maidstone Borough Local Plan to support the policies within it. The evidence base comprises:

- Agricultural Land Classification Study (2015)
- Ancient Woodland Inventory (2012)
- Economic Sensitivity Testing and Employment Land Forecast (2015)
- Gypsy and Traveller and Travelling Showpeople Accommodation Assessment and update (2012)
- Landscape Character Assessment (2012, amended 2013)
- Local Biodiversity Action Plan (2009)
- Maidstone Landscape Capacity Study: Sensitivity Assessment (2015)
- Maidstone Landscape Capacity Study: Site Assessments (2015)
- Maidstone Town Centre Assessment (2013)
- Office Viability Study (2009)
- Open Space Audit (2015)
- Qualitative Employment Site Assessment Maidstone Borough Council (2014)
- Retail Capacity Study (2013)
- Revised Plan and Community Infrastructure Levy (CIL) Study (2015)
- Strategic Flood Risk Assessment (2008)
- Strategic Housing and Economic Development Land Availability Assessment (2014 and 2015)
- Strategic Housing Market Assessment (2014) and Implications of 2012-Based Household Projections, June 2015
- Sustainable Construction in Maidstone Study (2011)
- Town Centre Study (2010)
- Transport Modelling (various)
- Water Cycle Study (2010)

### **Sustainability appraisal and habitat regulations assessment**

**2.9** The Maidstone Borough Local Plan must be accompanied by a sustainability appraisal that considers the impact of the policies on the community, the economy and the environment. The sustainability appraisal has helped to maximise the

positive impacts of local plan policies and minimise the adverse impacts. Both the policies and the local plan as a whole have been subject to sustainability appraisal, which also incorporates a Strategic Environmental Assessment as required by European legislation.

**2.10** The council has also undertaken a Habitat Regulations Assessment which assesses the likely impacts of local plan policies on the integrity of internationally important nature sites, namely Maidstone's North Downs Woodlands Special Area of Conservation.

### Duty to Cooperate

**2.11** 2.12 The “duty to cooperate” places a legal duty on local planning authorities and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan preparation in the context of strategic cross boundary matters. A key aspect of cooperation is around the provision of homes and jobs to ensure that objectively assessed needs are met in full. Local planning authorities should talk collaboratively with other bodies to ensure coordination of strategic issues, and can undertake joint working on areas of common interest.

**2.12** Maidstone Borough Council has engaged with neighbouring councils of Ashford, Tonbridge & Malling, Swale, Medway and Tunbridge Wells over strategic issues. Regular meetings have been held with Kent County Council to discuss strategic highways, education and health matters in the context of future development proposals. The channels of communication with other infrastructure providers have also been kept open to ensure the Infrastructure Delivery Plan is kept up-to-date.

**2.13** A statement of compliance with the duty to cooperate will accompany the local plan at submission stage. The statement will comprise the list of bodies the council has engaged with under the duty during the preparation of the local plan, the strategic issues that have been given consideration, and the outcome of engagement including the resolution or otherwise of issues.

**2.14** A statement of consultation will also accompany the local plan at submission, which will explain how the local plan has evolved through its various stages of consultation: who was invited to make representations; how they were invited to do so; a summary of the main issues raised by the representations; and how these have been addressed in the local plan.

### Tests of soundness

**2.15** When the Maidstone Borough Local Plan is examined by the appointed planning inspector it will be considered against a number of tests of soundness taken from guidance given to the inspectors by the Planning Inspectorate. The NPPF states that local plans must be:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

## 2 . Key influences



- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.



## Spatial portrait

**3.1** The borough of Maidstone covers 40,000 hectares and is situated in the heart of Kent. Maidstone is the county town of Kent and approximately 70% of its 155,143 population<sup>(3)</sup> live in the urban area. The urban area, located in the north west of the borough, has a strong commercial and retail town centre with Maidstone comprising one of the largest retail centres in the south east. A substantial rural hinterland surrounds the urban area, part of which enjoys designation due to its high landscape and environmental quality. The borough encompasses a small section of the metropolitan green belt (1.3%), and 27% of the borough forms part of the Kent Downs Area of Outstanding Natural Beauty (AONB).

**3.2** The borough is strategically located between the channel tunnel and London with direct connections to both via the M20 and M2 motorways. Three central railway stations in the town connect to London, the coast and to the Medway Towns. Maidstone borough has a close interaction with the Medway Towns that provide a part of the borough's workforce. The town centre acts as the focus for retail development throughout the borough and has an important role to play in the visitor economy with the tourist information centre located at Maidstone Museum. The rural service centres of Harrietsham and Lenham lie on the Ashford International - Maidstone East - London Victoria line; and Headcorn, Marden and Staplehurst lie on the Ashford International - Tonbridge - London Charing Cross and London Cannon Street lines. The larger village of Yalding lies on the Medway Valley Line, Paddock Wood - Maidstone West - Maidstone Barracks - Strood. The channel tunnel link known as High Speed 1 (HS1) runs through the borough, providing fast links into London (a service links to HS1 from Maidstone West station, via Strood to Ebbsfleet). A number of main transport routes cross the borough including the A20, A229, A249, A274 and A26.

**3.3** The borough is relatively prosperous with a considerable employment base and a lower than average unemployment rate compared to Kent. However the borough also has a low wage economy that has led to out-commuting for higher paid work. The local housing market crosses adjacent borough boundaries into Tonbridge and Malling and Ashford, and is influenced by its proximity to London, resulting in relatively high house prices.

**3.4** There are parts of the borough that are in need of regeneration, primarily including Maidstone town centre and the pockets of deprivation that exist in the urban area. The rural service centres and larger villages provide services to the rural hinterland and some larger villages also play a vital part in the rural economy. There are a number of significant centres of economic activity in and around the rural settlements, and smaller commercial premises are dotted throughout the borough. Agriculture remains an important industry to the borough including the traditional production of soft fruits and associated haulage and storage facilities.

**3.5** The borough is fortunate to benefit from a number of built and natural assets including 41 conservation areas, over 2,000 listed buildings, 28 scheduled ancient monuments and 15 parks and gardens important for their special historic

interest. Seven percent of the borough is covered by areas of ancient woodland, there are 63 local wildlife sites, 34 verges of nature conservation interest, 11 sites of special scientific interest, two local nature reserves and a European designated special area of conservation. The River Medway flows through the borough and the town centre and, together with its tributaries, is one of the borough's prime assets. Protection of the borough's distinct urban and rural heritage remains an important issue for the council.

**3.6** The council is making provision for new housing and employment growth, together with associated infrastructure, whilst at the same time emphasising that growth is constrained by Maidstone's high quality environment, the extent of the floodplain, and the limitations of the existing transport systems and infrastructure. There is also likely to be increased pressure to compete with nearby Ebbsfleet Garden City, the Kent Thames Gateway and Ashford to attract inward investment. The challenge for the Maidstone Borough Local Plan is to manage the potential impacts of future growth to ensure that development takes place in a sustainable manner that supports the local economy whilst safeguarding the valuable natural and built assets of the borough.

### Key local issues

1. Where, when and how much development will be distributed throughout the borough;
2. Maintenance of the distinct character and identity of villages and the urban area;
3. Protection of the built and natural heritage, including the Kent Downs AONB and its setting and areas of local landscape value;
4. Provision of strategic and local infrastructure to support new development and growth including a sustainable Integrated Transport Strategy, adequate water supply, sustainable waste management, energy infrastructure, and social infrastructure such as health, schools and other educational facilities;
5. Improvements to quality of air within the air quality management area (AQMA);
6. Regeneration of the town centre and areas of social and environmental deprivation;
7. Redressing the low wage economy by expanding the employment skills base to target employment opportunities;
8. Meeting housing needs by delivering affordable housing, local needs housing, accommodation for the elderly, accommodation to meet Gypsy and Traveller needs, and accommodation to meet rural housing needs;
9. Promotion of the multi-functional nature of the borough's open spaces, rivers and other watercourses;

10. Ensuring that all new development is built to a high standard of sustainable design and construction; and
11. Ensuring that applications for development adequately address:
  - i. the impact of climate change,
  - ii. the issues of flooding and water supply, and
  - iii. the need for dependable infrastructure for the removal of sewage and waste water.

### Spatial vision and objectives

**3.7** The council's vision for the borough is set out in the community strategy and the strategic plan (2015): 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. The Maidstone Borough Local Plan is the spatial expression of the council's vision.

**3.8** By 2031 prosperity will be achieved through sustainable economic growth across the borough supported by the creation of employment opportunities, the regeneration of key sites, continued investment in the town centre and improvements to access. The town centre will be a first class traditional town centre that will enable Maidstone to retain its role in the retail hierarchy of Kent by the creation of a distinctive, accessible, safe high quality environment for the community to live, work and shop in. The town centre will be regenerated by encouraging a wide range of new development including shops, businesses, residential development, cultural and tourism facilities, and enhanced public spaces.

**3.9** Through the delivery of the Integrated Transport Strategy, Maidstone will have a transport network that supports a prosperous economy and provides genuine transport choices to help people make more journeys by modes such as public transport, walking and cycling. The transport network will have sufficient people and goods moving capacity to support the growth projected by the local plan to 2031. The borough will have a safe environment for pedestrians, cyclists and motorists and its air quality will be better with more low carbon vehicles travelling on the road network. Both the rural service centres and Maidstone town centre will be better connected to facilities and employment within the borough. Strategic links to locations outside of the borough will be improved, and destinations such as London will be more accessible. Overall, Maidstone will be a better place to live with an enhanced quality of life supported by an improved transport network.

**3.10** Maidstone's urban area will be revitalised by the regeneration of key commercial and residential sites and areas of existing deprivation. The delivery of the Green and Blue Infrastructure Strategy will develop and enhance a high quality network of green and blue spaces building on the assets that already exist.

**3.11** A better mix and balance of housing will be provided, and the density and location of development will be carefully considered. Development throughout the borough will be required to provide a mix of tenures to allow for the creation of sustainable communities and be of high quality using design that responds to the local character of areas and that incorporate sustainability principles. Development will be required to take account of the impact of climate change.

### Spatial vision

By 2031:

1. The Maidstone Borough Local Plan will deliver sustainable growth and regeneration whilst protecting and enhancing the borough's natural and built assets;
2. Development will be guided by the delivery of the Integrated Transport Strategy together with the timely provision of appropriate strategic and local infrastructure;
3. Maidstone town will be an enhanced vibrant, prosperous and sustainable community benefiting from an exceptional urban and rural environment with a vital and viable town centre;
4. The roles of the rural service centres will be reinforced by directing suitable development and supporting infrastructure to Coxheath, Harrietsham, Lenham, Headcorn, Marden and Staplehurst;
5. The roles of the larger villages of Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding will be maintained through the delivery of limited development, where appropriate, together with supporting infrastructure;
6. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, together with the landscape quality of the Areas of Local Landscape Value and the openness of the Metropolitan Green Belt will be rigorously conserved, maintained and enhanced;
7. Employment skills will be expanded to meet an improved and varied range of local jobs;
8. There will be a better balanced housing market to meet the needs of the community across the whole borough; and
9. Development will be of high quality sustainable design and construction to respond to climate change and to protect the environment.

**3.12** A number of spatial objectives have been derived from the community strategy and the strategic plan to ensure that the Maidstone Borough Local Plan vision is achieved.

### Spatial objectives

1. To provide for a balance of new homes and related retail and employment opportunities, with an emphasis on increasing skilled employment opportunities in the borough alongside developing learning opportunities;
2. To focus new development:
  - i. Principally within the Maidstone urban area and at the strategic development locations at the edge of town, and at junctions 7 and 8 of the M20 motorway;
  - ii. To a lesser extent at the six rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst consistent with their range of services and role; and
  - iii. Limited development at the four larger villages of Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding, where appropriate;
3. To transform the offer, vitality and viability of Maidstone town centre including its office, retail, residential, leisure, cultural and tourism functions together with significant enhancement of its public realm and natural environment including the riverside;
4. To reinforce the roles of the rural service centres through the retention of existing services, the addition of new infrastructure where possible, and the regeneration of employment sites including the expansion of existing employment sites where appropriate;
5. To support new housing in villages that meets local needs and is of a design, scale, character and location appropriate to the settlement and which supports the retention of existing services and facilities;
6. To safeguard and maintain the character of the borough's landscapes including the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty and other distinctive landscapes of local value whilst facilitating the economic and social well-being of these areas including the diversification of the rural economy;
7. To retain and enhance the character of the existing green and blue infrastructure and to promote linkages between areas of environmental value;
8. To ensure that new development takes account of the need to mitigate the impacts of climate change, implementing sustainable construction standards for both residential and non-residential schemes;



9. To ensure that new development is of high quality design, making a positive contribution to the area including protection of built and natural heritage and biodiversity;
10. To provide for future housing that meets the changing needs of the borough's population including provision for an increasingly ageing population and family housing, an appropriate tenure mix, affordable housing and accommodation to meet the needs of the Gypsy and Traveller community; and
11. To ensure that key infrastructure and service improvements needed to support delivery of the Maidstone Borough Local Plan are brought forward in a co-ordinated and timely manner, and that new development makes an appropriate contribution towards any infrastructure needs arising as a result of such new development.

## Policy SS1 - Maidstone Borough spatial strategy

### Housing and economic development targets

**4.1** One of the principal aims of the local plan is to set out clearly the council's proposals for the spatial distribution of development throughout the borough based on the vision and objectives of the plan. This section determines the housing and economic development targets for the plan period (2011 to 2031) and describes the council's approach to the distribution of development. The justification for this approach has been derived from the National Planning Policy Framework, the Sustainability Appraisal and the substantial evidence base produced by the council. Of paramount importance is the evidence that determines the borough's objectively assessed needs for housing, including affordable housing and land for Gypsies, Travellers and Travelling Showpeople pitches/plots; and the need for employment and retail sites. Key to delivering the targets will be the availability of suitable sites and the provision of supporting infrastructure.

**4.2** In order to achieve a consistent and transparent approach to the allocation process, pro forma were used to assess the development potential of all known housing and economic development sites. The mitigation of constraints - local landscape, ecology, highways, services, flooding and so on - formed part of the assessments. In accordance with the requirements of the NPPF, the availability, locational suitability, deliverability and viability of each potential development site was also examined. The results of the site appraisals are set out in the Strategic Housing and Economic Development Land Availability Assessment 2014 and 2015.

**4.3** The Strategic Housing Market Assessment 2015 confirms the objectively assessed housing need for the borough over the plan period 2011 to 2031 as 18,560 dwellings (928 dwellings per annum<sup>(4)</sup>). This need is based on an analysis of national population projections with key local inputs, including net migration, household formation rates and housing vacancy rates. The council will monitor the impact of new data releases on its objectively assessed housing need and respond as appropriate. The council does not need to allocate land to meet the whole need of 18,560 dwellings because 5,248 homes have already been built since 2011 or have been granted planning permission on sites that are not yet completed. The local plan allocates a further 8,707 dwellings, and identifies broad locations for housing growth that can yield around 3,500 dwellings. Adding a windfall allowance of 114 dwellings per annum from unidentified sites in the latter years of the plan period, the council will be able to meet its objectively assessed housing need of 18,560 dwellings in full, as set out in the table below. The housing trajectory (appendix A) demonstrates in detail how this need will be met.

Housing land supply	Dwellings	Dwellings
Objectively assessed housing need		18,560

4 This compares to an average build rate of approximately 600 dwellings (net) over the past 5 years

Housing land supply	Dwellings	Dwellings
Completed dwellings 2011 to 2015	2,341	
Planning permissions (including subject to S106) to 30.11.15	2,907	
Local plan allocated housing sites	8,707	
Local plan broad locations for housing development	3,500	
Windfall sites (2022 to 2031)	1,026	
Total housing land supply		18,481

Table 4.1 Meeting objectively assessed housing need

**4.4** A Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) for the borough was completed in January 2012. This assessment revealed a need for 157 pitches <sup>(5)</sup> between October 2011 and March 2026 and for 9 Travelling Showpeople plots over the same time frame. The figures were rolled forward a further 5 years to 2031, resulting in a need for 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots.

**4.5** These pitches and plots will be delivered through the granting of planning consents and through the allocation of sites. The provision of both privately-owned and affordable pitches on publicly owned sites will contribute towards the targets. Local authorities are required to demonstrate a rolling 5 year supply of deliverable sites, and the council's position will be set out and updated every year in its annual monitoring reports. These sites must be available for the use proposed and where this is the case, they should be developed in preference to granting consent on unidentified sites.

**4.6** A number of sites have been granted planning permission since 2011 (totalling 81 pitches <sup>(6)</sup>) and these sites will contribute towards the target of 187 pitches. Sites that can deliver an additional 41 pitches are allocated in the local plan. The balance will be delivered on unidentified sites.

	Pitches	Pitches
Pitch requirement		187
Permanent consents granted	81	
Allocated sites GT1(1) to GT1(16)	41	

5 A pitch is the space needed for a single household. The GTTSAA found that each Gypsy and Traveller household in the borough would occupy 1.7 caravans on average. For the purposes of this local plan a pitch is therefore regarded as the space needed for 1 mobile home (a static) and 1 touring caravan.

6 at December 2015

	Pitches	Pitches
Public pitch turnover <sup>(7)</sup>	22	
Total	144	

Table 4.2 Meeting objectively assessed need for Gypsy and Traveller accommodation

**4.7** It is important to achieve a balance of sustainable housing and employment growth throughout the borough whilst protecting the environment, to ensure that there are enough dwellings to accommodate the economically active workforce required to fill new jobs. The scale of sustainable employment growth required will be met through a range of employment sectors. The evidence base includes updated employment land forecasts which examine the local economy to see which sectors will grow or contract (in terms of jobs). The jobs forecast is then converted into a land requirement for those sectors that require new office, industrial or warehousing and distribution space between 2011 and 2031. The assessment has taken account of the new Kent Institute of Medicine and Surgery (KIMS) and an expanded medical campus at junction 7 of the M20 motorway. The creation of 14,394 jobs is forecast across all employment sectors, of which 7,933 will be in the office, industrial and warehousing based sectors and at the Maidstone medical campus (including KIMS). These provisions are set out below (total figures vary due to rounding).

2011-2031	Job creation	Floorspace (m <sup>2</sup> )	Land (hectares)
Offices	3,053	39,830	2.7
Industry	226	20,290	5.1
Warehousing	453	49,911	10.0
Medical	4,200	98,000	19.0
Total requirement	7,933	208,030	37.0

Table 4.3 Employment land provisions

**4.8** Part of the office, industry and warehousing floorspace provisions have been met through planning permissions granted since 2011.

	Offices	Industry	Warehousing
Gross requirement m <sup>2</sup>	39,830	20,290	49,911
Supply m <sup>2</sup>	24,247	16,595	36,964
Net requirement m <sup>2</sup>	15,583	3,695	12,947

Table 4.4 Net floorspace requirement for offices, industry and warehousing

**4.9** The local plan allocates sufficient land to provide for offices, industrial and warehousing needs and medical use. A restricted level of office demand and take up within the market has been demonstrated over an extended period by persistently high vacancy rates and unbuilt permissions. This trend is replicated across the South East, including in more local locations such as Kings Hill, Ashford and Ebbsfleet, and is unlikely to change in the short term. However, given the considerable supply of dated and outmoded stock within the town centre there are opportunities to encourage replacement of stock in the latter years of the plan period that is likely to achieve greater space efficiencies.

**4.10** The borough's retail needs have been determined through the Retail Capacity Study, which has assessed quantitative needs to 2031 using an empirical model to look at shopping patterns in Maidstone borough as a method of allocating retail expenditure from catchment zones to shopping destinations. The study looked at the needs for both convenience and comparison shopping. Convenience shops sell goods that people need every day, such as food, while comparison shops provide goods that are not bought on a regular basis, such as clothing or electrical products. The need for additional retail floorspace to 2031 is for 6,100m<sup>2</sup> of convenience floorspace and 23,700m<sup>2</sup> comparison floorspace. These provisions can be met through land allocations and the town centre broad location in the local plan.

### **Spatial distribution of development**

**4.11** Development must be delivered at the most sustainable towns and villages where employment, key services and facilities together with a range of transport choices are available.

**4.12** As the County town, Maidstone has a range of higher order services and facilities including one of the largest retail centres in the south east; significant employment opportunities including the centre for public administration for the county of Kent; the district general hospital and a range of cultural and leisure attractions. Maidstone also provides the best range of transport options in the borough.

**4.13** The six rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst all provide a good range of services which serve both the village and the surrounding hinterland. All provide a nursery and primary school; a range of shops (including a post office); a doctor's surgery; at least one place of worship, public house, restaurant and community hall as well as open space provision. All have a range of local employment opportunities. The centres are connected by at least four bus journeys/weekday and all but Coxheath have a frequent train service.

**4.14** Rural service centres have constraints to development. All the rural service centres sit within landscape which is in good condition and has high landscape sensitivity with the exception of Coxheath and the Harrietsham to Lenham Vale. The location of Lenham and Harrietsham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries and has limitations in respect of sewer and sewerage treatment capacity.



**4.15** Lenham provides a good range of local facilities and is the only rural service centre with a secondary school. The village has access to employment opportunities locally, and good rail and bus links to Maidstone and Ashford towns. There is easy access to the A20 which leads to Junction 8 of the M20 motorway. There are landscape constraints but, despite this, the village is considered the most suitable to accommodate the most housing development of all the rural service centres.

**4.16** The four larger villages of Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding have fewer services than rural service centres, but can still provide for the day-to-day needs of local communities and the wider hinterland. All villages provide a nursery and primary school; a shop (including a post office); at least one place of worship, public house and community hall as well as open space provision. All have a range of local employment opportunities. The villages are connected by at least four bus journeys/weekday and Hollingbourne and Yalding are served by a train station.

### **Maidstone Borough Settlement Hierarchy**

#### **County town**

Maidstone

#### **Rural service centres**

Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst

#### **Larger villages**

Boughton Monchelsea, Eythorne Street (Hollingbourne),

Sutton Valence and Yalding

### **Maidstone county town**

**4.17** As the largest and most sustainable location for development, Maidstone town is the focus for a significant proportion of new housing, employment and retail development in the borough. Cultural and tourism facilities are an important contributor to the success of the town centre and opportunities to retain and enhance such facilities in the town centre and the wider urban area are an important consideration. A fundamental objective of the council's strategy is to ensure that the town's growth brings about the regeneration of the town centre and other areas in need of regeneration. Optimum use has been made of the development and redevelopment opportunities that exist within the urban area.

**4.18** The town of Maidstone cannot accommodate all of the growth that is required on existing urban sites, and the most sustainable locations for additional planned development are at the edge of the urban area, expanding the boundary of the settlement in these locations. A characteristic of Maidstone is the way tracts of rural and semi-rural land penetrate into the urban area. This feature results from the way the town has developed from its centre along radial routes and river corridors enveloping the land of former country estates. These green and blue corridors have a variety of functions in addition to the contribution they make to the setting of the town, including a local anti-coalescence function by maintaining open land between areas of development spreading out from the town; providing residents with access to open green space and the wider countryside; as well as providing biodiversity corridors. The council will maintain this network of green and blue infrastructure, whilst recognising that a limited amount development may offer opportunities for enhancement provided the function of the corridors is not compromised.

**4.19** Strategic greenfield locations for housing development are identified to the north west and south east of the urban area in order to maximise the use of existing infrastructure and to minimise the impact on landscapes and habitats. Broad locations for future housing growth have also been identified within the town centre boundary and at Invicta Park Barracks, Sandling Road, Maidstone. The Kent Institute of Medicine and Surgery (KIMS) is now completed at junction 7 of the M20, and the local plan identifies this location for the expansion of medical facilities to create a cluster of associated knowledge-driven industries that need to be in close proximity to one another. The strategic location at junction 7 also includes replacement retail facilities at the adjacent Newnham Court Shopping Village, to deliver a comprehensively planned scheme with supporting infrastructure.

### **Rural service centres**

**4.20** It is important that these villages are allowed to continue to serve their local area by retaining vital services thereby reducing the need to travel. Some development at these locations provides for a choice of deliverable housing locations and supports the role of the rural service centres. Appropriately scaled employment opportunities will also be allowed, building on and expanding existing provision in these locations.

### **Larger villages**

**4.21** Some of the borough's larger villages can provide for a limited amount of housing development.

### **Countryside**

**4.22** It is important that the quality and character of the countryside outside of settlements in the hierarchy is protected and enhanced whilst at the same time allowing for opportunities for sustainable development that supports traditional land based activities and other aspects of the countryside economy, and makes the most of new leisure and recreational opportunities that need a countryside location. The individual identity and character of settlements should not be compromised by development that results in unacceptable coalescence.

**4.23** In addition to the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty, the Metropolitan Green Belt and sites of European and national importance, the borough includes vast tracts of quality landscape, including parts of the Greensand Ridge and the Low Weald, together with the Teston, Loose and the Len river valleys. The council will protect its most valued and sensitive landscapes.

### Land availability

**4.24** The council has undertaken strategic housing and economic development land availability assessments to assess the borough's capacity for delivering its targets. The assessments have considered the availability and suitability of land, the economic viability of delivering sites, and site constraints. The studies show that the local housing target can be met from within the existing built up area and on sites with the least constraints at the edge of Maidstone, the rural service centres and the larger villages. Retail and business development can be accommodated within the town centre and at identified strategic locations.

## Policy SS 1

### Maidstone Borough spatial strategy

1. Between 2011 and 2031 provision is made through the granting of planning permissions and the allocation of sites for:
  - i. 18,560 new dwellings;
  - ii. 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots;
  - iii. 39,830m<sup>2</sup> floorspace for office use;
  - iv. 20,290m<sup>2</sup> floorspace for industrial use;
  - v. 49,911m<sup>2</sup> floorspace for warehousing use;
  - vi. 98,000m<sup>2</sup> floorspace for medical use;
  - vii. 6,100m<sup>2</sup> floorspace for retail use (convenience goods); and
  - viii. 23,700m<sup>2</sup> floorspace for retail use (comparison goods).
2. New land allocations that contribute towards meeting the above provisions are identified on the policies map.
3. An expanded Maidstone urban area will be the principal focus for development in the borough. Best use will be made of available sites within the urban area. Regeneration is prioritised within the town centre, which will continue to be the primary retail and office location in the borough. Strategic locations to the north west and south east of the

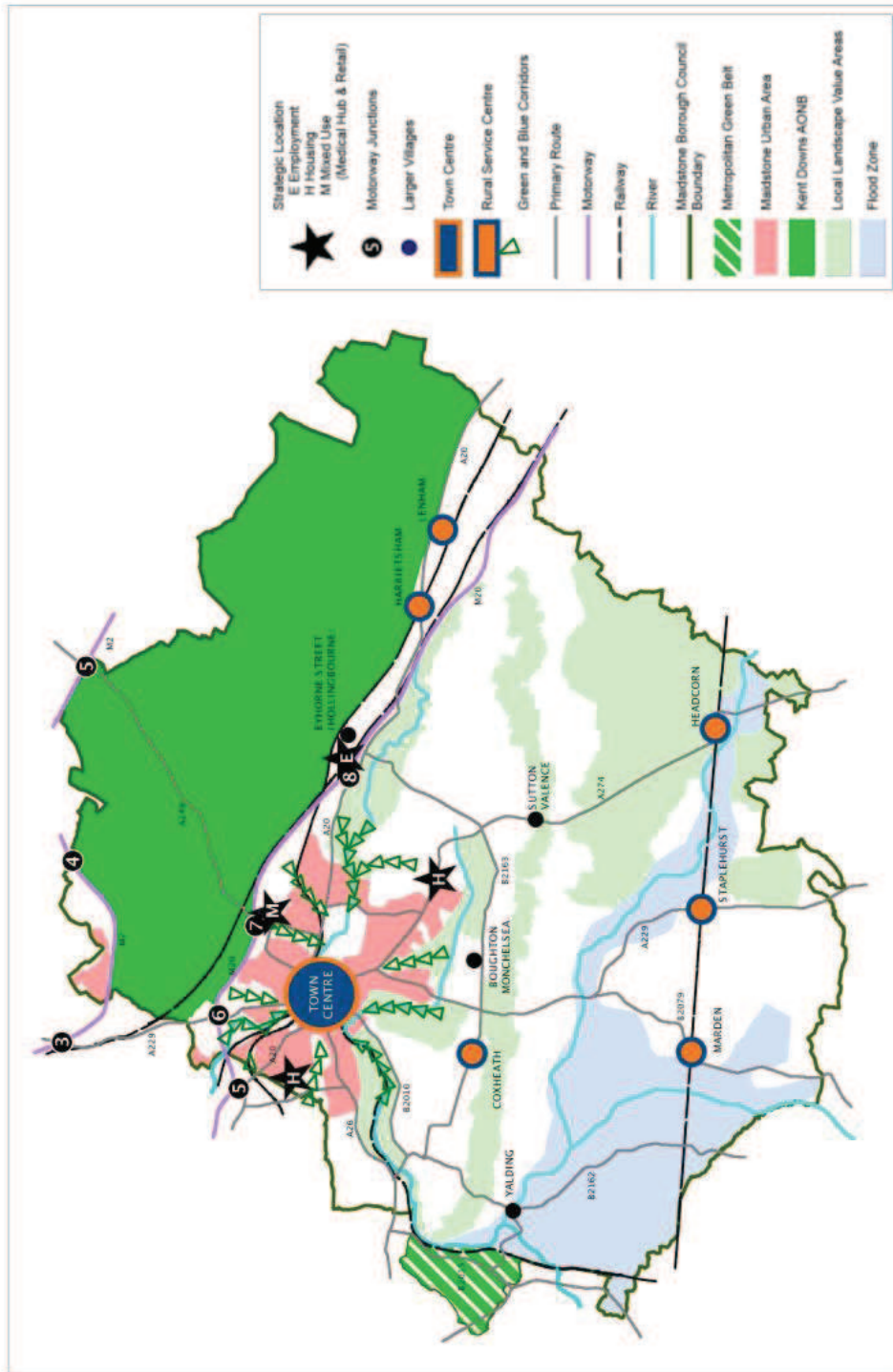
urban area provide for substantial residential development and junction 7 of the M20 motorway is identified as a strategic location for additional business provision in association with a new medical campus.

4. A prestigious business park at Junction 8 of the M20 that is well connected to the motorway network will provide for a range of job needs up to 2031, and will help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand.
5. Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst rural service centres will be the secondary focus for housing development with the emphasis on maintaining and enhancing their role and the provision of services to meet the needs of the local community. Suitably scaled employment opportunities will also be permitted.
6. The larger villages of Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding will be locations for limited housing development consistent with the scale and role of the villages.
7. Broad locations for significant housing growth likely to come forward in the later phases of the plan period, are identified at Invicta Park Barracks, in the town centre and at Lenham.
8. Suitably scaled employment opportunities will be permitted at appropriate locations to support the rural economy (in accordance with policy DM40).
9. In other locations, protection will be given to the rural character of the borough avoiding coalescence between settlements, including Maidstone and surrounding villages, and Maidstone and the Medway Gap/Medway Towns conurbation.
10. The green and blue network of multi-functional open spaces, rivers and water courses will generally be maintained and enhanced where appropriate; and the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty, and landscapes of local value will be conserved and maintained.
11. Supporting infrastructure will be brought forward in a timely way to provide for the needs arising from development.

## 23

Maidstone Borough Council | Maidstone Borough Local Plan - Publication (Regulation 19) February 2016

### Key diagram



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### Policy SP1 Maidstone urban area

**5.1** Policy SP1 is specifically concerned with the built up area of Maidstone that is outside the identified town centre boundary but within the urban boundary shown on the policies map. This area has a varied mix of housing, shopping and community facilities, a range of business locations, a number of attractive green spaces and good transport links that all act in combination to make Maidstone an attractive place to live and work.

**5.2** As the town has grown over the centuries areas of distinct architectural character have emerged. Adopted Character Area Assessment Supplementary Planning Documents detail the locally distinctive character of an area, and offer guidance on improving the quality of an area. During the local plan period, change within the urban area will tend to be incremental in nature due to infilling and select redevelopment of appropriate urban sites. Development proposals at all locations within the urban area should look to include links to open spaces.

**5.3** Land allocations within the urban area specifically at locations close to the town centre will comprise a mix of uses, which will include retail and community facilities, where possible. Major planned development at the edge of the urban area to meet housing and employment needs is to be supported by necessary infrastructure.

**5.4** A number of key infrastructure requirements have been identified for provision within the Maidstone urban area as set out in the policy below. There is a significant strategic need for additional secondary school provision within the borough. The Valley Invicta Academy Trust has recently received approval from the Department for Education for an application for free school status and, subject to planning permission, funding has been provisionally secured for a scheme on land adjacent to Invicta Grammar School and Valley Park School. A one form entry school is also required outside the urban area at Cornwallis Academy, Loose.

### Regeneration

**5.5** There are four neighbourhoods within the urban area that have been identified as being in need of regeneration: Park Wood, High Street, Shepway North and Shepway South. These areas currently fall within the 20% most deprived in the country and a cross-cutting theme of the Maidstone Community Strategy is to tackle health, education and employment inequalities in these areas of relative disadvantage. Development within or adjoining these locations will look to close the gap between these areas and other parts of Maidstone by focusing on improving accessibility to health services, equal access to education and training opportunities, and job creation.

## Policy SP 1

### Maidstone urban area

1. As the largest and most sustainable location, Maidstone urban area, as defined on the policies map, will be the focus for new development.
2. Within the urban area and outside of the town centre boundary identified in policy SP4, Maidstone will continue to be a good place to live and work. This will be achieved by:
  - i. Allocating sites at the edge of the town for housing and business development;
  - ii. The development and redevelopment or infilling of appropriate urban sites in a way that contributes positively to the locality's distinctive character
  - iii. Retaining well located business areas;
  - iv. Maintaining the network of district and local centres, supporting enhancements to these centres in accordance with the overall hierarchy of centres;
  - v. Retaining the town's green spaces and ensuring that development positively contributes to the setting, accessibility, biodiversity and amenity value of these areas as well as the River Medway and the River Len; and
  - vi. Supporting development that improves the social, environmental and employment well-being of those living in identified areas of deprivation.
3. Spatial policies SP2 and SP3 set out the requirements for the strategic development locations to the north-west and south-east of the urban area. Elsewhere in the urban area land is allocated for housing, retail and employment development together with supporting infrastructure.
  - i. Approximately 1,859 new dwellings will be delivered on 24 sites in accordance with policies H1(11) to H1(32) and policies RMX1(2) to RMX1(3).
  - ii. Approximately 11,400m<sup>2</sup> of retail floorspace is allocated under policies RMX1(2) to RMX1(3).
  - iii. Approximately 8,000m<sup>2</sup> employment floorspace is allocated in accordance with policy EMP1(1).
  - iv. Twelve existing sites at Tovil Green Business Park, Hart Street Commercial Centre, The Old Forge, The Old Brewery, South Park Business Village, Turkey Mill Court, Eclipse Park, County Gate, Medway Bridge House, Albion Place, Victoria Court and Lower Stone Street (Gail House, Link House, Kestrel House and Chaucer House) are designated Economic Development Areas in order to maintain employment opportunities in the urban area (policy DM21).
  - v. Key infrastructure requirements include:
    - a. Improvements to highway and transport infrastructure, including junction improvements, capacity improvements to part of Bearsted Road,

- improved pedestrian/cycle access and bus prioritisation measures, in accordance with individual site criteria set out in policies H1(11) to H1(32) and policies RMX1(2) to RMX1(3).
- b. Additional secondary school capacity including one form entry expansions of the Maplesden Noakes School and Maidstone Grammar School.
- c. Additional primary school provision through one form entry expansion of South Borough Primary School.
- d. Provision of new publicly accessible open space.

### **Policy SP2 Maidstone urban area: north west strategic development location**

**5.6** The north west strategic development location benefits from good access to the M20 motorway, the A20 and the A26. There are capacity challenges that will need to be considered with the local transport network, including key junctions at the M20 junction 5 and at the northern and southern ends of Hermitage Lane. The council will work to address these challenges with Kent County Council, the Highways Agency and the developers of the sites in this location.

**5.7** Local services in this part of the town are good and include a mix of health and education facilities within walking distance or frequent access by public transport.

**5.8** Retail options are also good at this location. In addition to local convenience stores, the town centre is easily accessible as is the Quarry Wood retail location across the borough boundary in Aylesford, which provides a mix of convenience and comparison goods.

**5.9** At this location the council is keen to retain the separation between the edges of Barming and Allington and the edge of the Medway Gap settlements in Tonbridge and Malling Borough i.e. Aylesford, Ditton and Larkfield. To the north, long range landscape views that would be affected by developing these sites has been considered by the Planning Inspectorate (in 2000), which concluded that it was acceptable to develop at East of Hermitage Lane.

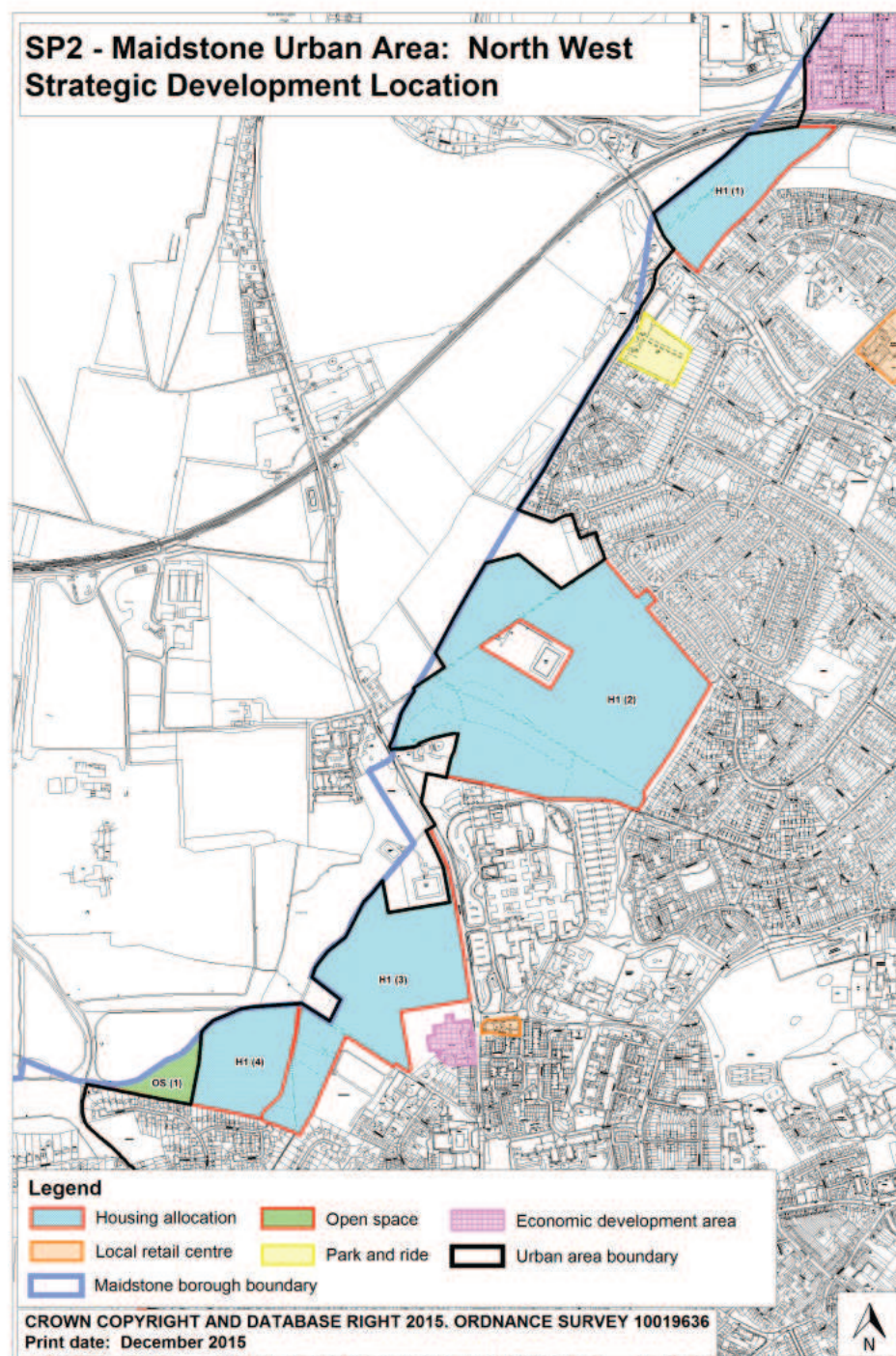
**5.10** The north west strategic development location has been comprehensively planned in respect of supporting infrastructure and connectivity between sites.

### **Policy SP 2**

#### **Maidstone urban area: north west strategic development location**

As the most sustainable location in the settlement hierarchy, new development over the plan period will be focused at the Maidstone urban area. Land to the north west of the urban area is identified as a strategic development location for housing growth with supporting infrastructure.

1. In addition to development, redevelopment and infilling of appropriate sites in accordance with policy SP1, approximately 1,157 new dwellings will be delivered on four allocated sites (policies H1(1) to H1(4)).
2. The existing 20/20 site at Allington and Hermitage Mills are designated as Economic Development Areas in order to maintain employment opportunities (policy DM21).
3. Key infrastructure requirements for the north-west strategic development location include:
  - i. Highway and transport infrastructure including improvements to: the M20 junction 5 roundabout; junctions of Hermitage Lane/London Road and Fountain Lane/Tonbridge Road; pedestrian and cycle access; and public transport, including provision of a new bus loop in accordance with individual site criteria set out in policies H1(1) to H1(4).
  - ii. A new two form entry primary school, community centre and local shopping facilities will be provided on site H1(2) to serve new development.
  - iii. A minimum of 15.95 hectares of publicly accessible open space will be provided.



### Policy SP3 Maidstone urban area: south east strategic development location

**5.11** The south east strategic development location benefits from its proximity to Maidstone's urban area and the town centre, where key community infrastructure, local services and employment opportunities are located. A further



benefit is that there are opportunities to expand and improve on existing services and facilities in this area, and to put new infrastructure in place to accommodate the demands arising from an increase in population.

**5.12** Some forms of infrastructure provision have historically not kept pace with development. This has been a contributory factor to some issues such as a congested road network, a shortage of affordable housing, deficiencies in open space provision and poor access to key community facilities in certain areas. New development on the urban periphery in the south east will be underpinned with a co-ordinated infrastructure approach for the area, which will focus on tackling congestion and air quality issues, improving accessibility to the town centre and providing the community services, facilities and accessible open space necessary to mitigate for the increase in population. This is reflected in some of the site allocation policies, where highways improvements such as junction improvements and bus priority measures on the A274 are proposed, along with significant areas of new public open space, two new primary schools and a community hall.

**5.13** At this location the council is keen to limit as much as possible the extension of development further into the countryside along both sides of the A274, Sutton Road. This ensures that the more sensitive landscapes in this area will remain protected and development will be consolidated around the urban edge to make best use of new and existing infrastructure.

**5.14** The south east strategic development location has been comprehensively planned in respect of supporting infrastructure and connectivity between sites.

### Policy SP 3

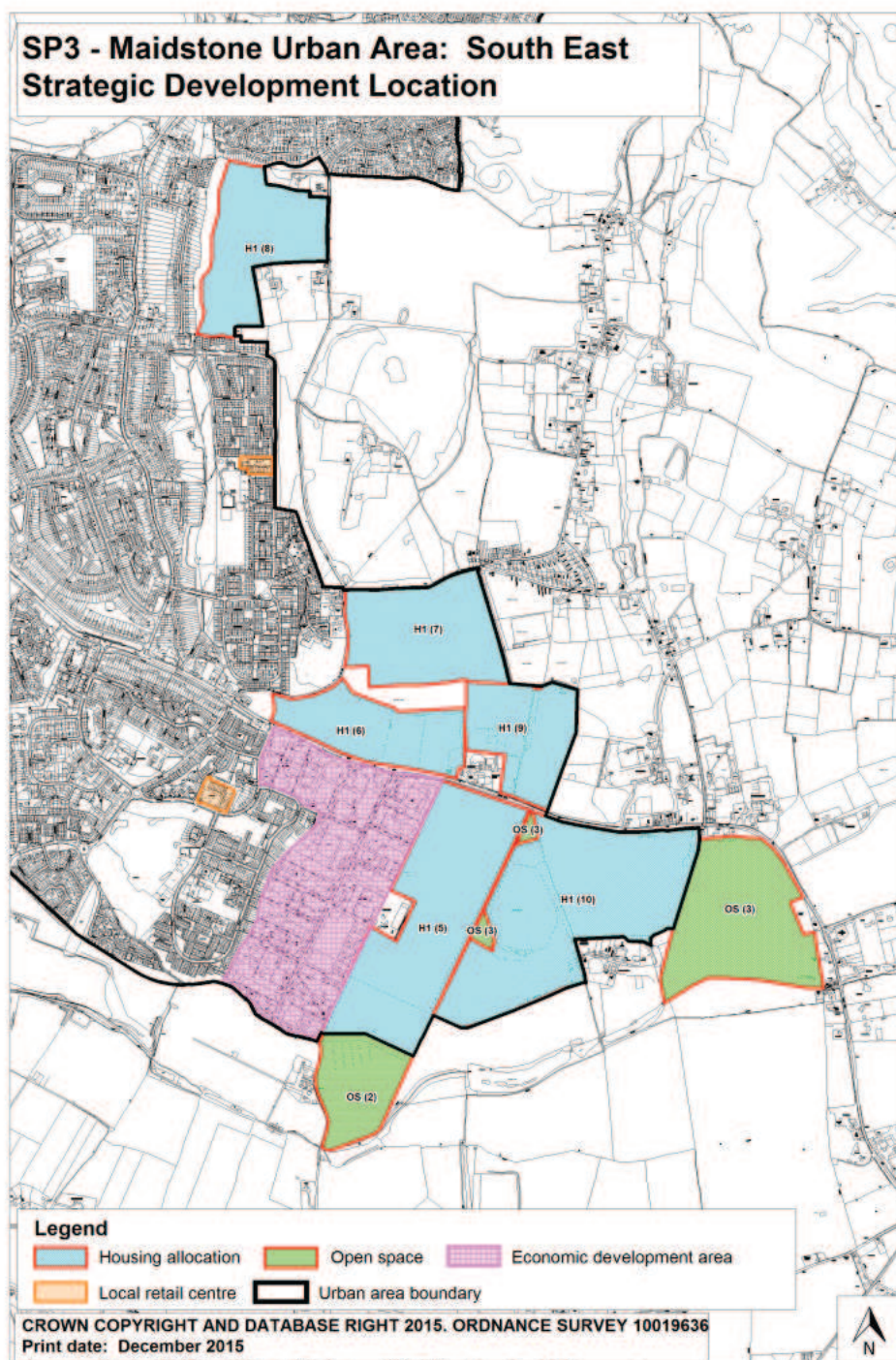
#### Maidstone urban area: south east strategic development location

As the most sustainable location in the settlement hierarchy, new development over the plan period will be focused at the Maidstone urban area. Land to the south east of the urban area is allocated as a strategic development location for housing growth with supporting infrastructure.

1. In addition to development, redevelopment and infilling of appropriate sites in accordance with policy SP1, approximately 2,651 new dwellings will be delivered on six allocated sites (policies H1(5) to H1(10)).
2. The existing Parkwood Industrial Estate is designated as an Economic Development Area in order to maintain employment opportunities (policy DM21).
3. Key infrastructure requirements for the south-east strategic development location include:
  - i. Highway and transport infrastructure improvements including: junction improvements, a new roundabout and capacity improvements on the A274 Sutton Road incorporating bus prioritisation measures, together

with improved pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(5) to H1(10).

- ii. New two form entry primary schools on sites H1(5) and H1(10)
- iii. A new community centre and local shopping facilities will be provided on site H1(5) to serve new development.
- iv. A minimum of 31.19 hectares of publicly accessible open space will be provided.



### Policy SP4 Maidstone town centre

**5.15** Maidstone has a successful town centre. It has been, and continues to be, a centre for public administration, reflecting Maidstone's county town role. Both the County and Borough Councils are located in the town centre along with other public sector employers such as the Passport Office and the HM Prison Service. Coupled with public administration, business, financial and professional services are particularly important economic sectors and between them they

account for a third of employment in the local economy with the town centre acting as a particular hub for these activities. This is reflected in the volume of office floorspace in the town centre which is estimated to be some 192,000m<sup>2</sup>.

**5.16** Maidstone town centre is also a significant shopping destination, offering a predominately outdoor, street-based shopping environment. There is some 141,000m<sup>2</sup> of retail floorspace within the town centre boundary.

**5.17** The town centre has a good balance of major, national retailers alongside a strong, independent offer. The former are particularly concentrated in Fremlin Walk, the southern end of Week Street and The Mall, the town's main indoor shopping centre. The town centre benefits from a high representation of major retailers and has a particular strength in clothing and footwear shops. The presence of a critical mass of national chain stores is an important factor in attracting shoppers into the town which in turn helps to attract and retain the major retailers themselves.

**5.18** The local independent shops are principally found within the Royal Star Arcade and along Gabriel's Hill, Pudding Lane and Union Street. These shops add to the town centre's distinctiveness and complement and support the mainstream shopping offer. The larger retail units on the west side of the river also have a predominantly complementary role to the main shopping area. Whilst these units are close to the core of the town centre 'as the crow flies', the routes across the river for walkers and cyclists are indirect and, to a degree, unattractive to use which limits the potential for sustainable linked trips.

**5.19** The town centre like others across the country faces challenges from the economic downturn as shoppers spend more cautiously and prioritise value for money. Retailing patterns are also changing as more people turn to the internet for their purchases. Many national retailers are responding to the changing environment by consolidating their national store networks into a portfolio of fewer, larger stores. For Maidstone there is the challenge of competition from other Kent town centres such as Ashford, Tunbridge Wells and Chatham. Planning permission has recently been granted for an extension to Bluewater (30,000m<sup>2</sup>) which will further enhance its attractiveness as a major shopping destination and result in further competition for the town centre.

**5.20** Maidstone town centre also supports a wide range of leisure, cultural and tourist attractions and enjoys an active night time economy. The majority of cultural and tourist facilities are based around the historic core of the town and include the Hazlitt Theatre on Earl Street, the recently extended museum on St Faiths Street and the Archbishops Palace and All Saints Church to the south. Lockmeadow is the town's major leisure and entertainment complex whilst Earl Street has become a particular focus for restaurants and cafés.

**5.21** The combination of the centre's historic fabric, riverside environment and accessible green spaces helps give the town its distinct and attractive character. The town centre benefits from the select number of green spaces interspersed through it, such as Brenchley Gardens and Trinity Gardens, whilst further afield the substantial facilities of both Whatman Park and Mote Park are within an extended walking distance of the town centre.



**5.22** The quality and attractiveness of the High Street Conservation Area has been substantially upgraded by the High Street Improvement works. As well as expanding pedestrian-friendly areas and reducing the dominance of vehicles, the scheme has created a new public space in Jubilee Square which is used for community and promotional events.

**5.23** The River Medway is the key natural landscape feature within the town centre. The river corridor acts as a contrast with the urban townscape, provides pedestrian and cycleway routes and serves as a wildlife corridor by linking urban habitats with the countryside beyond. The River Len, a tributary of the Medway, also runs through the town centre.

**5.24** The Baltic Wharf building in St Peters Street is a prominent and substantial Grade II listed building fronting the west bank of the River Medway. Whilst the more modern warehouses adjoining the building are occupied, the main building is currently underused and the future of this listed building would be best secured by putting it into active use. Planning permission has been granted for a large foodstore and other ancillary uses (offices, restaurant & café and assembly & leisure uses). 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, cafés and restaurants. In the context of an improved housing market, a residential scheme would positively contribute towards the identification of the town centre as a broad location for housing growth under policy H2.

**5.25** The town centre is also the focus of wider initiatives which will add to the vitality of the town centre and increase its draw. Town Centre Management is a long standing initiative which acts to maximise the appeal of the town centre including through the organisation of promotional events and crime reduction initiatives. The recently established Maidstone Town Team will be delivering projects associated with marketing, events, regeneration and culture.

### **Town centre boundary**

**5.26** The town centre boundary identifies the area covered by the policy SP4 and has resulted from a combined assessment of:

- the extent of the area which contains, and is suitable for, the main focus of town centre uses;
- the existing character and form of development;
- the visual, physical and functional relationship between areas; and
- the potential for appropriate development opportunities.





## The future role of Maidstone town centre

**5.27** The future role of Maidstone as one of the principal town centres in Kent in continuing to act as the county town will be guided by a vision of what the centre will be like by the end of the plan period.

### Town centre vision

By 2031 a regenerated and sustainable Maidstone town centre will be a first class traditional town centre at the heart of the 21<sup>st</sup> Century County Town that has maintained its place as one of the premier town centres in Kent by creating a distinctive, safe and high quality place that has:

- Retained its best environmental features, including the riverside and the enhanced public realm;
- Provided a variety of well-integrated attractions for all ages including new shopping, service sector based businesses, leisure, tourism, and cultural facilities; and
- Improved access for all.

Key components in realising this vision are:

- Enhancing the diversity of the retail offer, supporting a continued balance between independent and multiple retailers;
- Creating a highly sustainable location resilient to future climate change;
- Establishing the town centre as an attractive hub for business building on the town centre's assets and environment; and
- Creating a stronger mix and balance of uses within the centre to support long term viability including where appropriate residential development; and
- Tackling congestion and air quality issues through improvements in provision for vehicles, pedestrians and cyclists, including public transport.

## Shopping

**5.28** The Town Centre Assessment (2013) reveals that the centre is performing well in retail terms, signified by stabilising vacancy rates and the presence of major retailers, especially in the primary shopping area. Vacancy rates are higher, however, in the more secondary shopping areas which detracts from the overall vitality and viability of the town centre. A flexible approach to allowing service and leisure uses in these locations will help to improve unit occupation and diversify the mix of uses in the town centre. The town centre assessment has identified the importance of restaurants, cafés and coffee shops as well as personal retail (hairdressers etc) and leisure uses in encouraging people to extend the length of their visit to the town centre.

**5.29** The Retail Capacity Study (2013) forecasts the need for new shopping floorspace in the town for both comparison and convenience shopping over the time frame of the local plan. The study takes account of predicted changes in shopping patterns such as the increasing role of the internet, population growth

and expenditure growth. There are limits to predicting retail trends over such an extended period and the study advises that the findings for the latter part of the plan period (2026 to 2031) in particular must be regarded as broad indications of retail capacity rather than absolute quantum. A further review of the capacity forecasts will be needed in the middle of the plan period, when the local plan review commences (by 2022).

	2016	2021	2026	2031
Comparison (m <sup>2</sup> )	5,500	12,400	18,800	23,700
Convenience (m <sup>2</sup> )	3,700	4,400	5,250	6,100

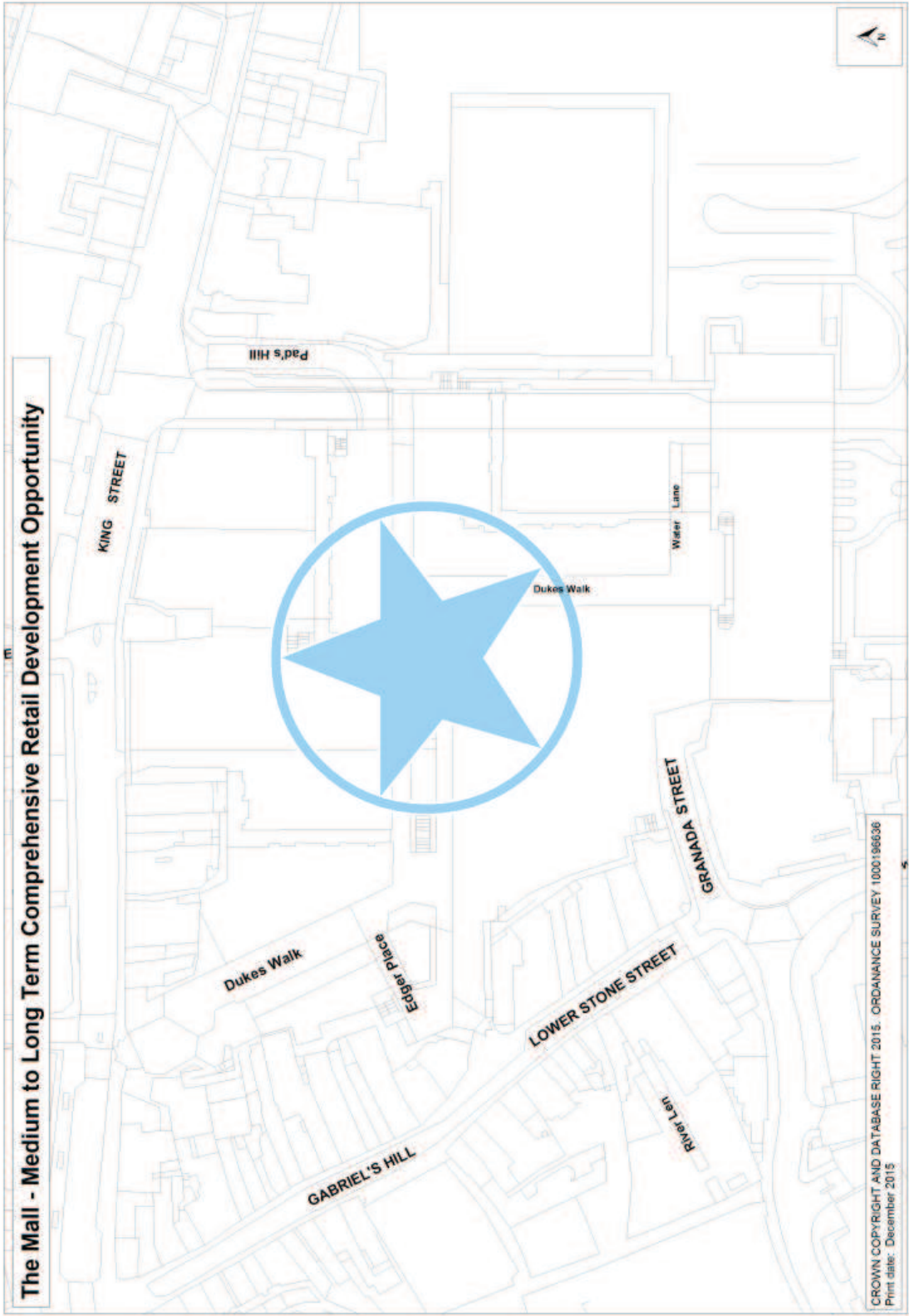
Table 5.1 Retail Capacity (cumulative)

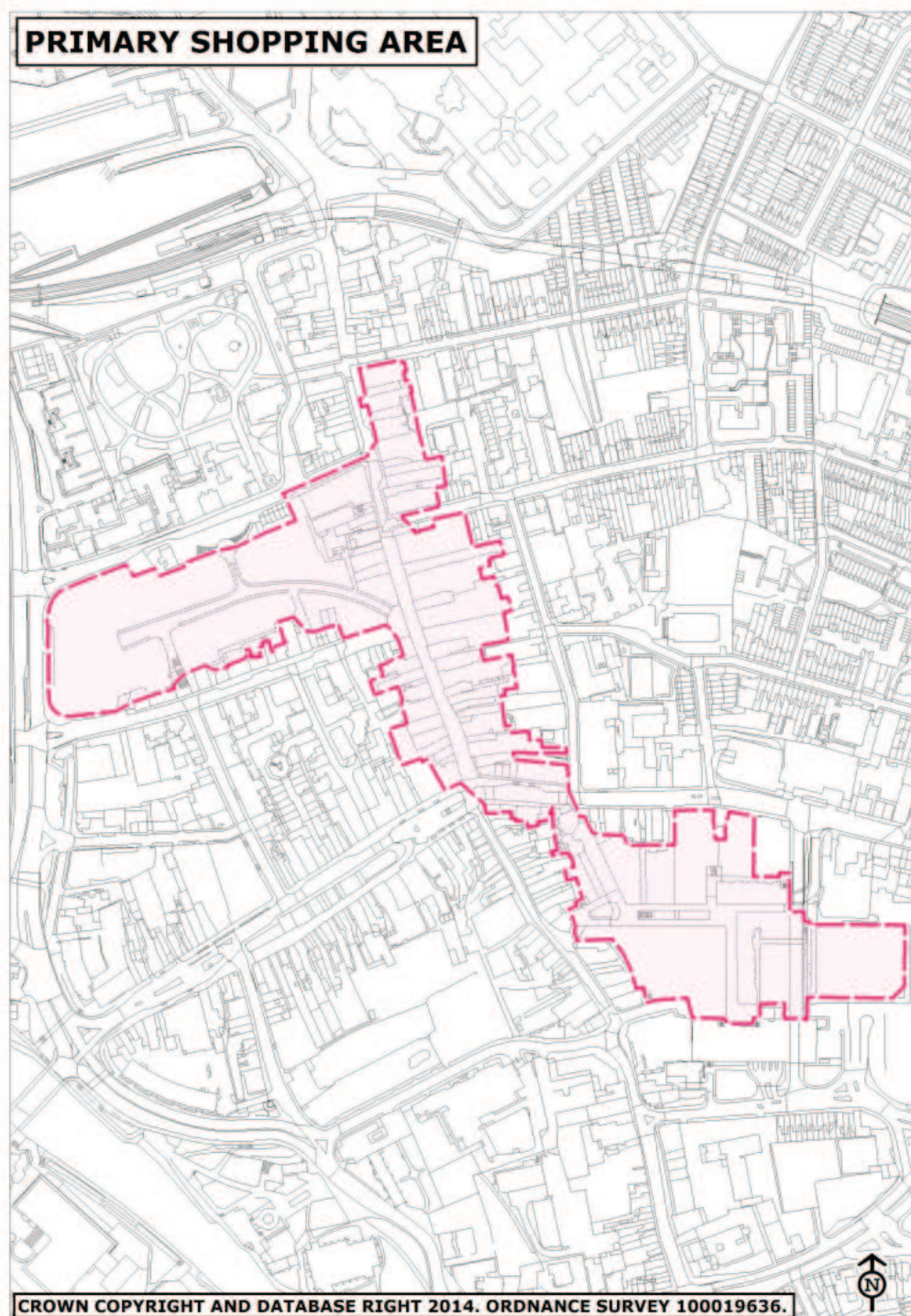
**5.30** To accommodate needs in the early part of the plan period, the key opportunity and top priority for new retail development will be the Maidstone East/Royal Mail Sorting Office site (RMX1(2)). The site has capacity to accommodate 10,000m<sup>2</sup> of convenience and comparison retailing. This is sequentially the first choice site with close, direct walking connections to the heart of the town centre and further scope to enhance the quality and attractiveness of this route through a scheme of enhanced public realm, as well as improved public transport connections in association with the site's development. This site can help to deliver a new modern shopping destination, creating a further 'anchor' shopping location in the town centre alongside Fremlin Walk and The Mall. The site is considered a suitable location for both convenience and comparison type shopping and could help to address the identified lack of larger, more modern units available in the town centre which are important in attracting new operators into the town.

**5.31** The Mall is the town centre's main indoor shopping centre and is currently well occupied as one of the key anchor locations in the town centre. The building is, however, becoming dated with its layout and internal environment is less suited to modern retailers' requirements compared with both Fremlin Walk and competing centres further afield such as Tunbridge Wells, Canterbury, Ashford and Bluewater. Without positive and significant intervention there is a considerable risk that the commercial attractiveness of the centre will decline over the plan period to the detriment of the town centre as a whole.

**5.32** In response, the council will actively support the longer term redevelopment of the wider area that encompasses The Mall, the multi storey car park fronting Romney Place and Sainsburys as well as the King Street car park site and the former AMF Bowling building (policy RMX1(3)), both on the north side of King Street. As well as re-providing the existing quantum of floorspace, a comprehensive scheme could deliver net additional shopping floorspace and help meet the retail growth predicted for later in the plan period. Redevelopment will help to sustain and enhance the commercial health of the town centre. A scheme in this location is unlikely to come forward until the latter end of the plan period (post 2026). The council will work with its partners to help bring the site forward, and to address issues of site assembly and physical constraints of the site. Identifying this area for longer term growth brings clarity in respect of the future of the town centre.







The local plan needs to define the 'primary shopping area' for the purposes of applying the sequential test (policy DM17). The sequential test requires that new retail development is directed to within the primary shopping area first, then to edge of centre sites (within 300m of the primary shopping area) before out of centre sites. The primary shopping area encompasses the core retail part of the town centre only; there is further significant retailing on more outlying streets (see policy DM32 – secondary retail frontages).



## Offices

**5.33** Office-based businesses are an important component in the commercial success of the town centre. The town centre is a sustainable location for offices and it offers the dual benefits of having good transport connections and a full range of services and facilities close at hand.

**5.34** The town centre office market has been challenged for a number of years. The last significant new office building completed in the town centre was the Countygate development early in the last decade. There is a significant supply of poorer quality office stock which is less suited to modern occupier requirements because this stock is generally older, is not suited to flexible sub-division, is less energy efficient and has limited or no dedicated car parking. This over supply has had the effect of suppressing values. Coupled with a confirmed supply of business park office development at locations such as Kings Hill and Eclipse Park, the net effect is that new 100% office development is unlikely to be viable in the current market and would not proceed without a substantial pre-let. This position is not unique to Maidstone; the market in many regional office locations is reported to be constrained at present.<sup>(8)</sup>

**5.35** A route to tackle this issue is to address the oversupply of poorer quality stock. Recent changes to the General Permitted Development Order enable the conversion of office space to residential use without the need for planning permission for a limited 3 year period (until 30 May 2016) and this could start to secure a step change<sup>(9)</sup>. A number of factors are likely to need to be in place for the office to residential conversions and redevelopment schemes in the town centre to come forward:

- The value of office stock, in terms of rents, to fall further so that redevelopment for alternative uses becomes viable
- Existing tenant leases to come to an end
- An uplift in the market for town centre apartments.

**5.36** It is expected that modern office buildings with car parking which remain fit for purpose will continue to be occupied and remain part of the office stock within the town centre. These sites are designated in the plan for office (B1) use. In addition, the site at Mote Road is an opportunity to redevelop an existing office area to provide better quality stock, recognising that viability is likely to be challenging in the short to medium term.

## Housing

**5.37** Whilst commercial uses are the priority for the town centre, residential development can have a supporting role, in particular as part of mixed use schemes. Additional residential development in the town centre will help to promote town centre vitality, especially during the evening. The principal

8 Town Centre Assessment (2013)

9 Through the new Housing and Planning Bill 2015, the Government has signalled its intention to make permanent temporary permitted development rights which have enabled offices to be converted to new homes without having to apply for planning permission. The council will maintain a watching brief and respond as appropriate

opportunity will be Maidstone East/Sorting Office site where an element of housing will be delivered alongside significant new retail with other select opportunities for town centre housing also allocated in the plan.

**5.38** The Springfield/Whatmans sites off Royal Engineers Road is a gateway location just beyond the town centre boundary where significant new residential development is planned.

### **Accessibility**

**5.39** The town centre has a function as a transport hub. Improving accessibility into and around the town centre is also important for sustaining and improving the commercial health of the town centre. Key measures are identified in the draft Integrated Transport Strategy and include increasing the frequency of bus services serving the town centre, a revised approach to car parking management and improvements to the bridge gyratory. The strategy also highlights the value of public realm improvements, including to the River Medway towpath, to improve both the pedestrian and cyclist experience.

### **Quality in the town centre environment**

**5.40** Capitalising on the centre's existing environmental assets is a further way to support sustainable growth in the town centre and to further enhance its commercial appeal.

**5.41** The town centre has an interesting historic core but, in the past, it has not consistently benefited from high quality design or exceptional public realm. Much of the core of the town centre is prioritised for pedestrians but in places the quality of the surfaces and street furniture have begun to deteriorate and the connections between different locations within the centre are not always clear and legible.

**5.42** The High Street enhancement scheme represents a recent positive step change in this respect and the town centre will benefit from further such schemes being brought forward as highlighted in the Infrastructure Delivery Plan.

**5.43** Also better linkages to and enhancement of the existing green spaces and riverside environment within the town centre would help to 'green' the town centre and help to adapt to, and mitigate against, climate change. The Green and Blue Infrastructure Strategy will help to identify the principles that should be followed and the subsequent action plan will include specific initiatives for implementation.

### **Policy SP 4**

#### **Maidstone town centre**

1. The regeneration of Maidstone town centre, as defined on the policies map, is a priority. This will be achieved by:

- i. Retaining and enhancing a variety of well integrated attractions for all ages including shopping, service sector-based businesses, leisure and cultural facilities;
  - ii. The retail-led redevelopment of Maidstone East/Royal Mail Sorting Office site;
  - iii. For the medium to longer term, promoting a comprehensive retail redevelopment centred on The Mall;
  - iv. The retention of the best quality office stock whilst allowing for the redevelopment of lower quality offices;
  - v. The protection and consolidation of retail uses in the primary shopping frontages;
  - vi. Outside the primary shopping frontages, allowing for a wider range of supporting uses including those that contribute to the night time economy;
  - vii. Select opportunities for residential redevelopment;
  - viii. The retention of the best environmental features, including the riverside, and delivery of schemes to improve the public realm and pedestrian environment as identified in the Infrastructure Delivery Plan; and
  - ix. Achieving improved accessibility to the town centre through the measures in the Integrated Transport Strategy and Infrastructure Delivery Plan.
2. Development in the town centre should:
- i. Demonstrate a quality of design that responds positively to the townscape, including ensuring the conservation and enhancement of the town centre's historic fabric. Additionally for sites adjacent to the River Medway, development should:
    - a. Respond positively to the river's setting as seen in both short range views and in longer range views from the river valley sides; and
    - b. Ensure public access to the riverside is secured and maintained either through on-site measures or off-site contributions.
  - ii. Contribute to the priority public realm and accessibility improvement schemes for the town centre identified in the Infrastructure Delivery Plan.

### Policy SP5 - Rural service centres

**5.44** Outside of the town centre and urban area, rural service centres are considered the most sustainable settlements in Maidstone's settlement hierarchy. The planned development and maintenance of sustainable communities underpins the council's approach to rural areas where the primary aim is to direct development towards rural settlements that can best act as service centres for their local population and surrounding rural communities. Rural service centres

play a key part in the economic and social fabric of the borough and contribute towards its character and built form. They act as a focal point for trade and services by providing a concentration of public transport networks, employment opportunities and community facilities that minimise car journeys.

**5.45** An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre. Other factors like the accessibility of the villages, their potential to accommodate additional growth, and the role each village plays as a service centre for its surrounding hinterland are also important. The following villages have been designated as rural service centres based on the above:

- Coxheath
- Harrietsham
- Headcorn
- Lenham
- Marden
- Staplehurst.

**5.46** The rural service centres will continue to be focal points where improved infrastructure and the strategic location of new development will reduce the need to travel and will help to maintain and improve on the range of essential local services and facilities. It is important that the rural service centres remain sustainable settlements with the services and facilities necessary to support a growing population.

**5.47** The Water Cycle Study indicates that a number of the rural service centre catchment areas have at least some known problems with surface water and sewer flooding. It is therefore important that surface water run-off from new development does not make this problem worse. Future developments in the rural service centres should include the implementation of sustainable drainage systems (SuDS) that reduce surface water run-off. To ensure consistency across each rural service centre with respect to the Strategic Flood Risk Assessment, a detailed flood risk assessment is required prior to any development with the obvious intention of ensuring new development is located outside areas liable to flooding.

**5.48** Whilst Maidstone town will be the focus for most new development, development in the rural service centres with associated infrastructure improvements is considered far more sustainable than the ad hoc growth of smaller settlements. New sites are allocated at all rural service centres for housing development.

### Policy SP 5

#### Rural service centres

Within the designated rural service centres of Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst, as shown on the policies map, the council will:

1. Focus new housing and employment development within the settlements when it is:
  - i. An allocated site in the local plan;
  - ii. Minor development such as infilling; or
  - iii. The redevelopment of previously developed land that is of a scale appropriate to the size of the village.
2. Retain and improve existing employment sites and encourage new employment opportunities provided the site is in an appropriate location for, and suited to, the use; and
3. Resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.

### Policy SP6 Coxheath Rural Service Centre

**5.49** Coxheath has the advantage of a compact urban form and a good offering of key services and facilities to support a growing population. Healthcare services in the village are particularly strong and include two GP surgeries, a dentist, community trust clinic, chiropractic clinic and a pharmacy. However, the GP surgeries are currently at capacity and any further development in Coxheath will be expected to contribute towards ensuring healthcare facilities can meet the demands of future growth. Coxheath does not have a train station but it has a regular bus service which connects the village to Maidstone town centre. Coxheath also has the advantage of being in close proximity to the town centre, which affords good access to a number of secondary schools and other facilities.

### Policy SP 6

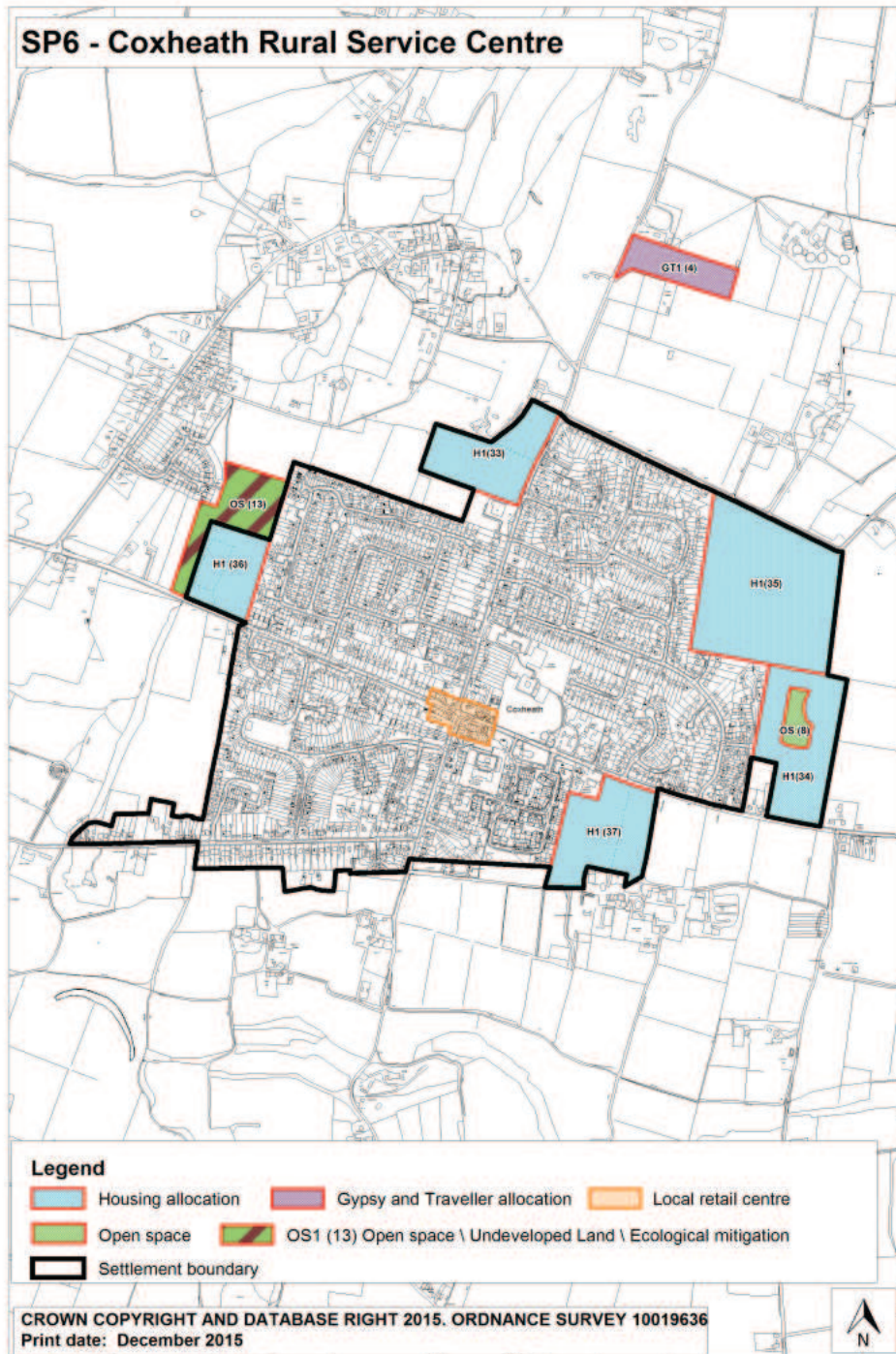
#### Coxheath Rural Service Centre

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Coxheath, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 506 new dwellings will be delivered on five allocated sites (policies H1(33) to H1(37)).
2. Six pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(4).
3. Key infrastructure requirements for Headcorn include:



- i. Improvements to highway and transport infrastructure, including junction improvements at Linton Crossroads, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(33) to H1(37).
  - ii. A minimum of 3.62 hectares of publicly accessible open space will be provided.
- 4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).



### Policy SP7 Harrietsham Rural Service Centre

**5.50** Harrietsham provides a range of key services. Provision of, and access to, schools and community facilities in the village are adequate but will require improvement with any increase in population. The village has good public transport connections to Maidstone and other retail and employment centres. There is a local aspiration for replacement almshouses to support the local elderly population and for additional retail and play facilities, which are limited.

### Policy SP 7

#### Harrietsham Rural Service Centre

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Harrietsham, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 242 new dwellings will be delivered on three allocated sites (policies H1(38) to H1(40)).
2. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy DM21).
3. Key infrastructure requirements for Harrietsham include:
  - i. Improvements to highway and transport infrastructure including improvements to the A20 Ashford Road, improvements to Church Road and the provision of additional pedestrian crossing points in accordance with individual site criteria set out in policies H1(38) to H1(40).
  - ii. Provision of a one form entry expansion at either Lenham or Harrietsham primary schools.
  - iii. A minimum of 2.78 hectares of publicly accessible open space will be provided.
4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).





### Policy SP8 Headcorn Rural Service Centre

**5.51** Headcorn has a diverse range of services and community facilities which are easily accessible on foot or by cycle due to the compact form of the village. There are local employment opportunities and there is a local wish to ensure that existing employment sites are kept in active employment use. A regular bus service runs between Headcorn and Maidstone and the village has good rail linkages to other retail and employment centres, including London. Flooding is

an issue in Headcorn as the village is surrounded on three sides by the functional floodplain of the River Beult and its tributaries. The Strategic Flood Risk Assessment advises strict controls on the location of development within Flood Zones 2 and 3. The village lies within a landscape of local importance where proposals should seek to contribute positively to the conservation and enhancement of the protected landscape in accordance with policy SP17.

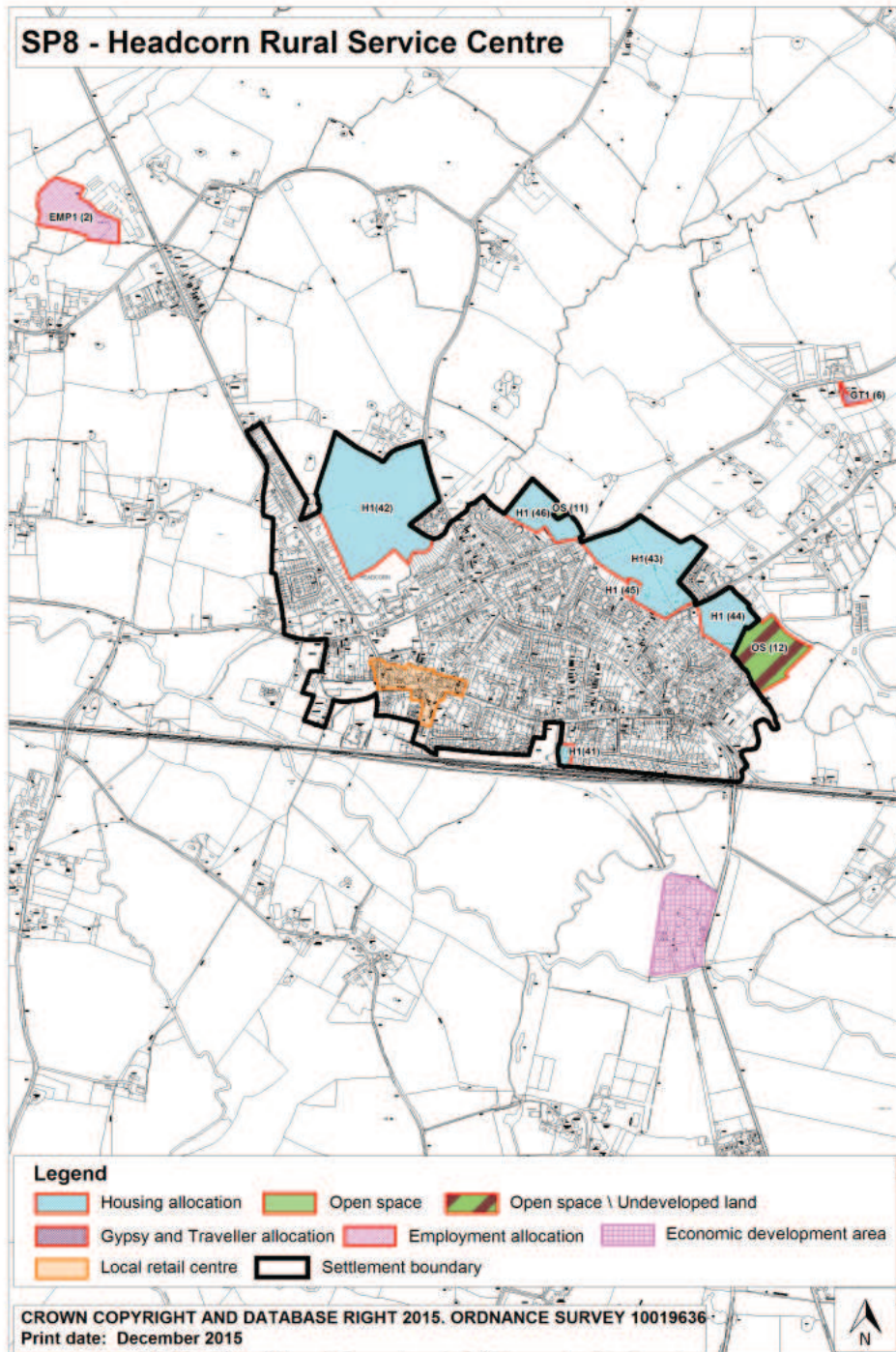
### **Policy SP 8**

#### **Headcorn Rural Service Centre**

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Headcorn, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 423 new dwellings will be delivered on six allocated sites (policies H1(41) to H1(46)).
2. Three pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(5) to GT1(6).
3. Two existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy DM21), and a further 5,500m<sup>2</sup> employment floorspace is allocated (policy EMP1(2)).
4. Key infrastructure requirements for Headcorn include:
  - i. Improvements to highway and transport infrastructure, including junction improvements, a variety of measures to improve sustainable transport infrastructure and improvements to pedestrian and cycle access, in accordance with individual site criteria set out in policies H1(41) to H1(46).
  - ii. Provision of a one form entry extension to Headcorn Primary School.
  - iii. A minimum of 2.87 hectares of publicly accessible open space will be provided.
5. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).





### Policy SP9 Lenham Rural Service Centre

**5.52** Lenham has the key services and community facilities expected of a rural service centre. The village performs the best in terms of education facilities, with a primary school and nursery school located on the same site, and is the only village to have a secondary school within the village boundary. Transport links to Maidstone and other retail and employment centres by bus and rail are good.

There is a local aspiration for housing development in the village to sustain the thriving village centre and local businesses in general. The need for housing is centred on young people to ensure long term sustainability.

**5.53** It is recognised that the location of Lenham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. The benefits of selecting this most sustainable of all the rural service centres is considered on balance to outweigh the potential negative impacts on the landscape. The precise scale and location of future development will depend on further studies to assess the impact of development on the environment and to identify the mitigation measures necessary for any proposals to proceed. The precise scale will also depend on the progress being made towards meeting the housing target as the local plan comes forward for review. Recognising the need to avoid coalescence with the village of neighbouring Harrietsham, land at Lenham is available to the east and west of the village that has potential to deliver in the region of 1,500 dwellings.

### Policy SP 9

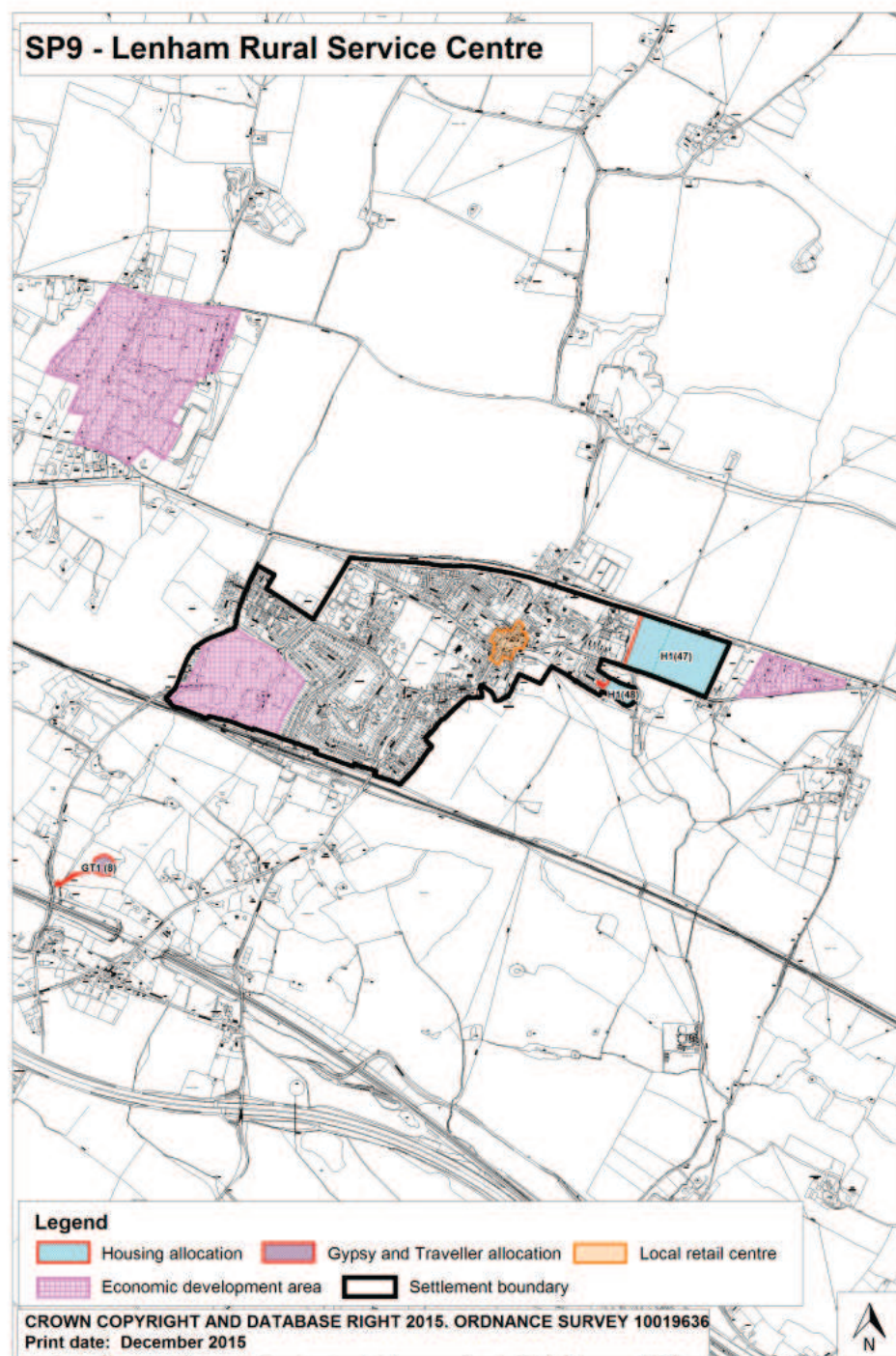
#### Lenham Rural Service Centre

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Lenham, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 165 new dwellings will be delivered on two allocated sites (policies H1(47) to H1(48)).
2. Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(8).
3. Three existing sites are designated as Economic Development Areas in order to maintain employment opportunities in the locality (policy DM21).
4. Key infrastructure requirements for Lenham include:
  - i. Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(47) to H1(48).
  - ii. Provision of a one form entry expansion at either Lenham or Harrietsham primary schools.
5. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).

6. Lenham is also identified as a broad location for growth for the delivery of approximately 1,500 dwellings in the latter period of the plan, in accordance with policy H2(3). Master planning of the area will be essential to achieve a high quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure.





### Policy SP10 Marden Rural Service Centre

**5.54** Marden is a successful service centre, particularly in terms of employment opportunities, and also has strong key community facilities such as a medical centre, library and village hall. Marden has frequent rail connections to London and other retail and employment centres, which has created a demand for new development. This has to be balanced with the desire to ensure local people have access to affordable housing. Public transport connections to Maidstone are less

frequent and require improvement. Flooding is an issue in Marden and the Strategic Flood Risk Assessment advises strict controls on the location of development within Flood Zones 2 and 3.

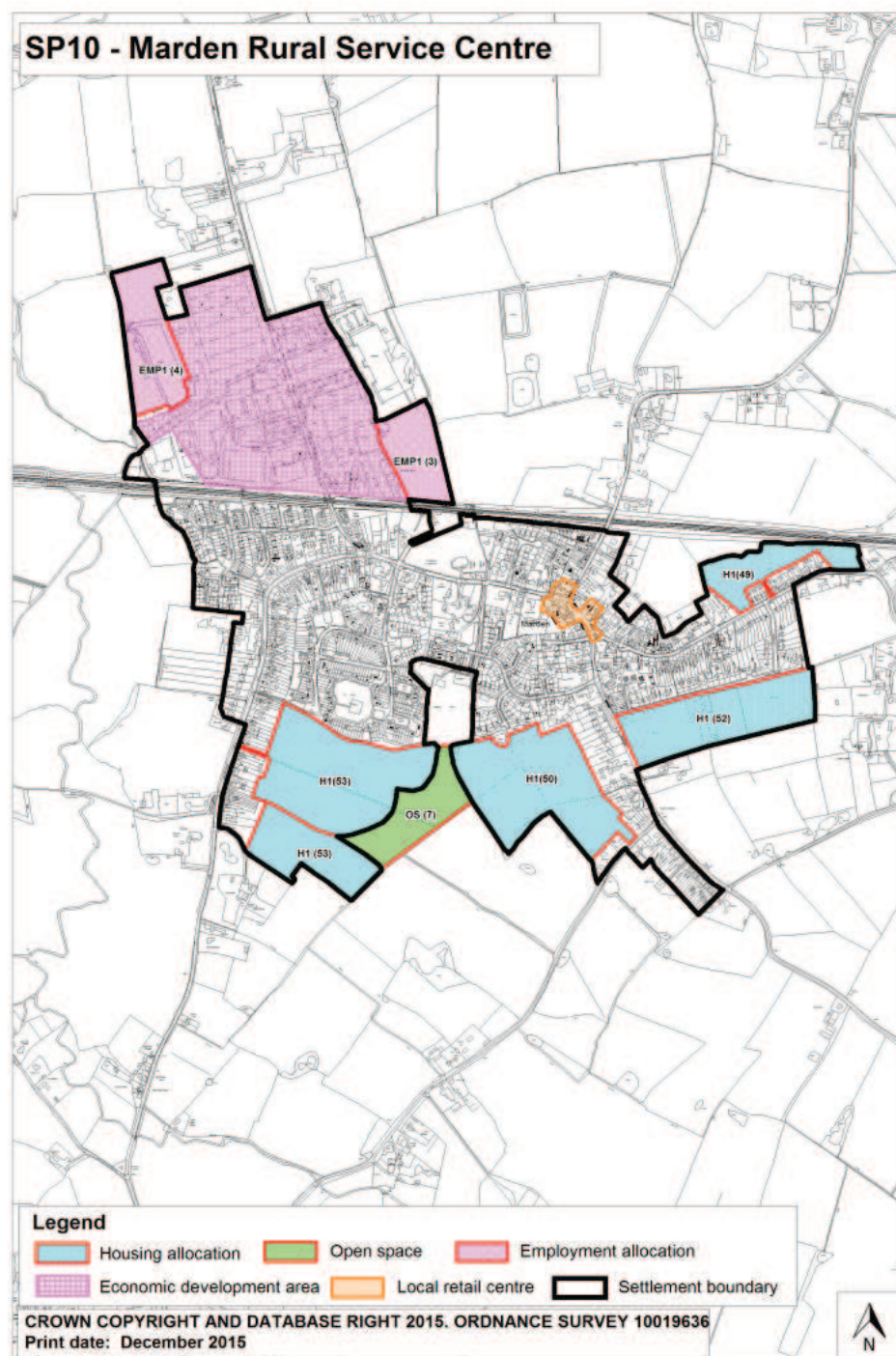
## Policy SP 10

### Marden Rural Service Centre

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Marden, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 447 new dwellings will be delivered on five allocated sites (policies H1(49) to H1(53)).
2. Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policy GT1(9).
3. One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy DM21), and a further 21,300m<sup>2</sup> employment floorspace is allocated on two sites (policies EMP1(3) and EMP1(4)).
4. Key infrastructure requirements for Marden include:
  - i. Improvements to highway and transport infrastructure including railway station enhancements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access in accordance with individual site criteria set out in policies H1(49) to H1(53).
  - ii. Provision of 0.6 form entry expansion at Marden Primary School.
  - iii. A minimum of 5.66 hectares of publicly accessible open space will be provided.
5. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).





## Policy SP11 Staplehurst Rural Service Centre

**5.55** Staplehurst is the largest of the rural service centres in terms of population and size, and has a number of the key community services and facilities one would expect, including good health care services consisting of a health centre, pharmacy, optician and chiropractic clinic. The village also has more employment providers than most of the other service centres with the exception of Marden. Current transport infrastructure 277 Staplehurst is good but improvements are

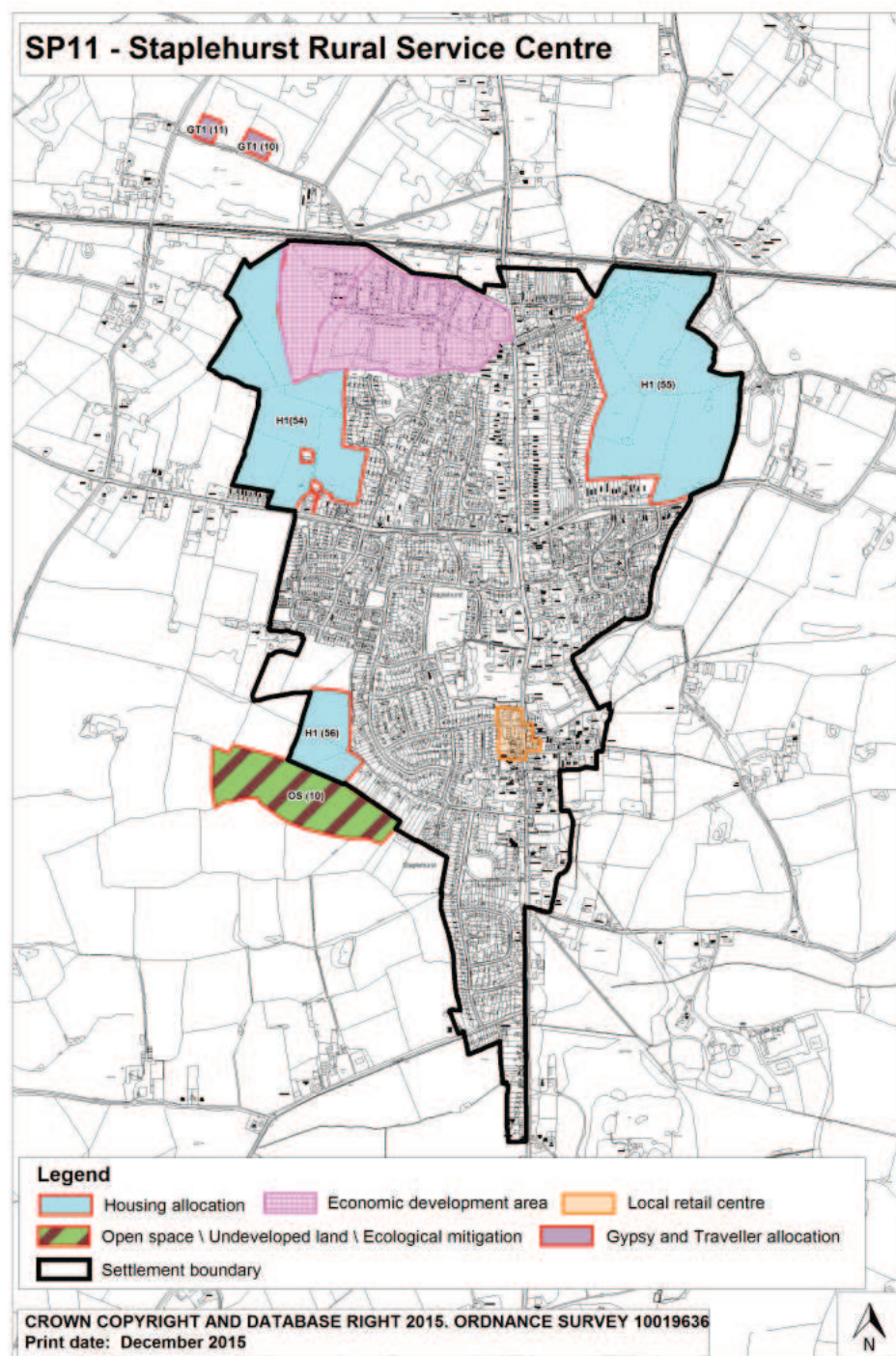
essential to cope with high levels of demand at peak times. Local aspirations for Staplehurst express a need for improvement to highways infrastructure in line with any new large scale housing developments.

## Policy SP 11

### Staplehurst Rural Service Centre

Outside the Maidstone urban area, rural service centres are the second most sustainable settlements in the hierarchy to accommodate growth. At the rural service centre of Staplehurst, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP5, approximately 710 new dwellings will be delivered on three allocated sites (policies H1(54) to H1(56)).
2. Four pitches are allocated for Gypsy and Traveller accommodation in accordance with policies GT1(10) and GT1(11).
3. One existing site is designated as an Economic Development Area in order to maintain employment opportunities in the locality (policy DM21).
4. Key infrastructure requirements for Harrietsham include:
  - i. Improvements to highway and transport infrastructure including junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian and cycle access in accordance with individual site criteria set out in policies H1(54) to H1(56).
  - ii. Provision of 0.5 form entry expansion at Staplehurst Primary School.
  - iii. A minimum of 10.35 hectares of publicly accessible open space will be provided.
5. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP5(3).



### Policy SP12 - Larger villages

**5.56** The overall amount of development that will be acceptable in larger villages will be less than in the rural service centres as they are less sustainable locations for meeting the development needs of the borough as a whole.

**5.57** The assessment of population, village services and facilities identifies four villages that can be designated as larger villages, namely:



- Boughton Monchelsea
- Eythorne Street (Hollingbourne)
- Sutton Valence
- Yalding.

**5.58** Based on the analysis of population, services and facilities, all four settlements are considered sustainable locations for limited new housing development provided that it is of a scale in keeping with their role, character and size. An appropriate increase in population would help to support village services and facilities. The continued sustainability of these settlements as places to live and work is dependent on the retention of local services that meet community needs coupled with the retention of adequate transport services to enable access to larger centres for those services that are not available locally.

**5.59** Similar to the rural service centres, all four villages have different characteristics and there is variation in the limited range of services and facilities they provide.

## Policy SP 12

### Larger villages

Within the designated larger villages of Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding defined on the policies map the council will:

1. Focus new development within the settlements when it is:
  - i. An allocated site in the local plan;
  - ii. Minor development such as infilling; or
  - iii. The redevelopment of previously developed land that is of a size appropriate to the role, character and scale of the village.
2. Resist the loss of local shops, community facilities and green spaces, whilst supporting new retail development, community services and green spaces to meet local need.

## Policy SP13 Boughton Monchelsea Larger Village

**5.60** Boughton Monchelsea lies to the southeast of Maidstone's urban edge adjacent to the scarp face of the Greensand Ridge, and is a village that comprises and is characterised by a number of distinct groups/clusters of dwellings. The settlement performs well in the audit in terms of education and childcare, with a primary school, play group, nursery and nearby secondary school. It performs poorly in terms of healthcare, with no GP surgery or other health care service. The village has a local shop, post office, village hall and recreation areas. Although the village is close to the urban area, public transport connections to Maidstone

town centre are infrequent, and this is not helped by the fact that residential areas within the settlement are quite dispersed. Local employment opportunities in the settlement are also limited.

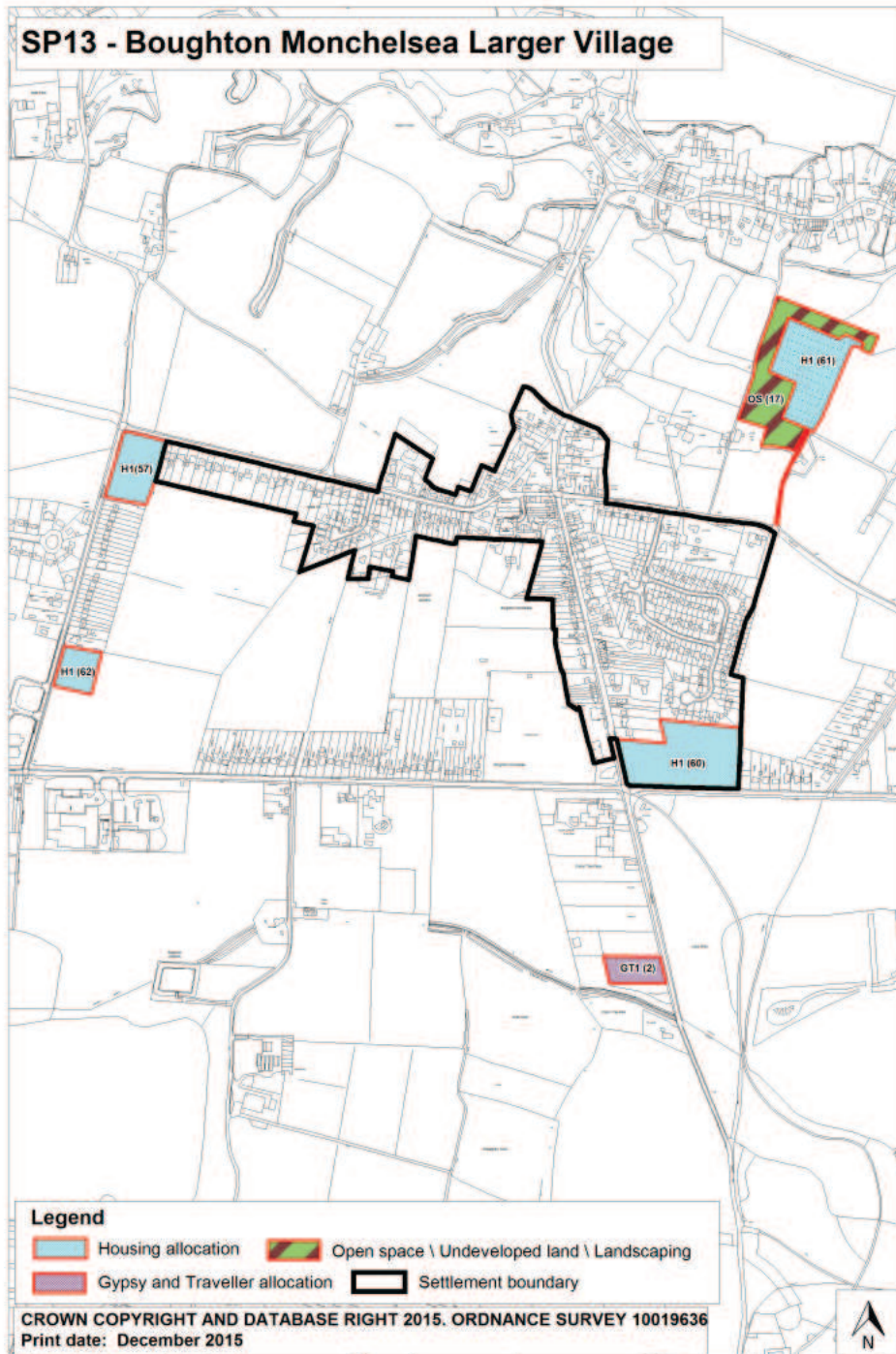
### **Policy SP 13**

#### **Boughton Monchelsea Larger Village**

Outside the Maidstone urban area and rural service centres, which are the most sustainable settlements in the hierarchy, the third tier larger villages can accommodate limited growth. At the larger village of Boughton Monchelsea, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP12, approximately 193 new dwellings will be delivered on six allocated sites (policies H1(57) to H1(62)).
2. Two pitches are allocated for Gypsy and Traveller accommodation in accordance with policies GT1(1) and GT1(2).
3. Key infrastructure requirements for Boughton Monchelsea include:
  - i. Improvements to highway and transport infrastructure will be made in accordance with individual site criteria set out in policies H1(57) to H1(62). Key schemes include junction improvements and a variety of measures to improve sustainable transport infrastructure.
  - ii. A minimum of 1.79 hectares of publicly accessible open space will be provided.
4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP12(2).





### Policy SP 14 Eyhorne Street (Hollingbourne) Larger Village

**5.61** Hollingbourne (Eyhorne Street) is a linear settlement which lies to the northeast of Maidstone's urban area in the setting of the Kent Downs Area of Outstanding Natural Beauty. The primary school, pre-school and one of the local playing fields are approximately 0.5km from the village centre. The village does not have a GP surgery or healthcare facilities apart from an osteopath clinic, but does have some good key facilities, including a village hall, local shop, post office,

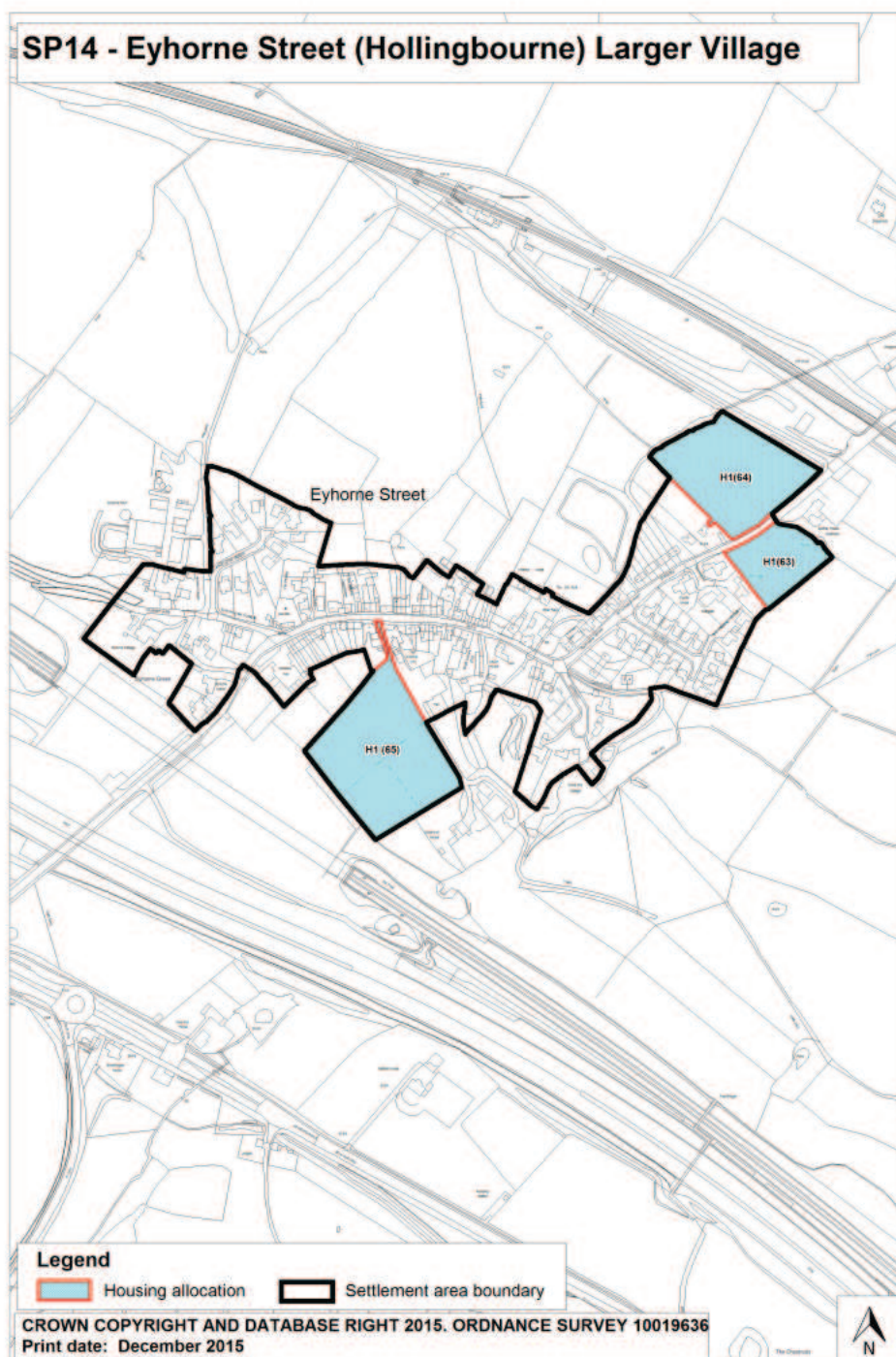
pubs and a restaurant. Rail connections to Maidstone town centre and other retail and employment destinations are good, and the village also has a regular bus service to the town centre.

### **Policy SP 14**

#### **Eyhorne Street (Hollingbourne) Larger Village**

Outside the Maidstone urban area and rural service centres, which are the most sustainable settlements in the hierarchy, the third tier larger villages can accommodate limited growth. At the larger village of Eyhorne Street, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP12, approximately 39 new dwellings will be delivered on three allocated sites (policies H1(63) to H1(65)).
2. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP12(2).



### Policy SP15 Sutton Valence Larger Village

**5.62** Sutton Valence lies to the southeast of Maidstone's urban area on a plateau above the Greensand Ridge. The settlement performs well in the audit in terms of education facilities. There is a pre-school, primary school and the Sutton Valence boarding school, which caters for children from the age of 3 to 18. In terms of services and community facilities there are pubs, a church, a village hall, mobile library service and good playing pitches. The village has a

medical practice but no dentist or pharmacy. Public transport connections to Maidstone town centre and Headcorn are good due to a regular bus service. The village does not have a train station.

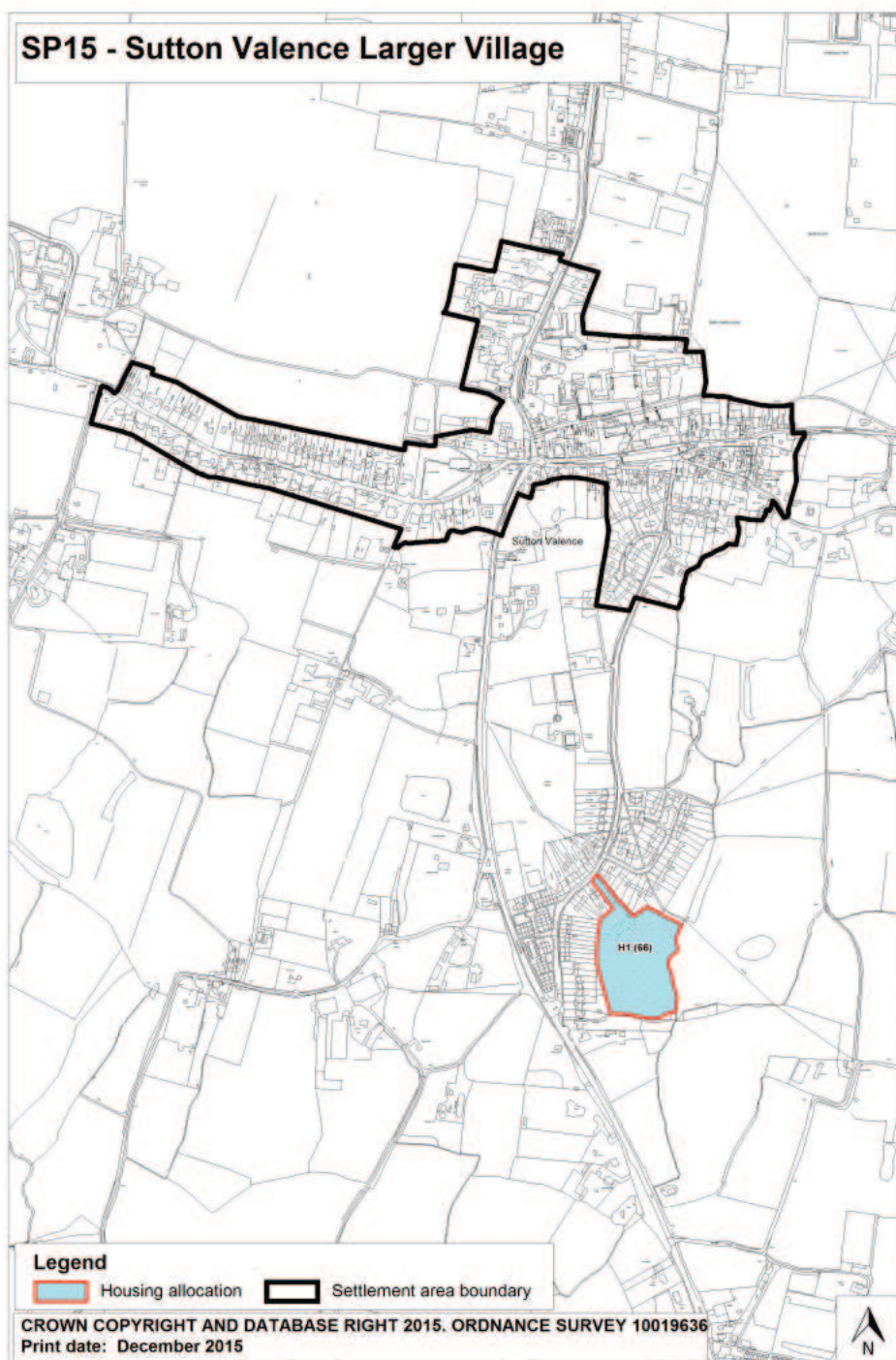
### **Policy SP 15**

#### **Sutton Valence Larger Village**

Outside the Maidstone urban area and rural service centres, which are the most sustainable settlements in the hierarchy, the third tier larger villages can accommodate limited growth. At the larger village of Sutton Valence, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP12, approximately 40 new dwellings will be delivered on one allocated site (policy H1(66)).
2. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP12(2).





### Policy SP16 Yalding Larger Village

**5.63** Yalding has a number of the key services and facilities expected of a larger village. The village has a local shop, post office and GP surgery. The village is served by a nearby train station and has connections by bus to Maidstone town centre, which is essential in terms of access to secondary education. Yalding also has sustainable connections to nearby Paddock Wood, which also has a range of services and facilities, including a second school.



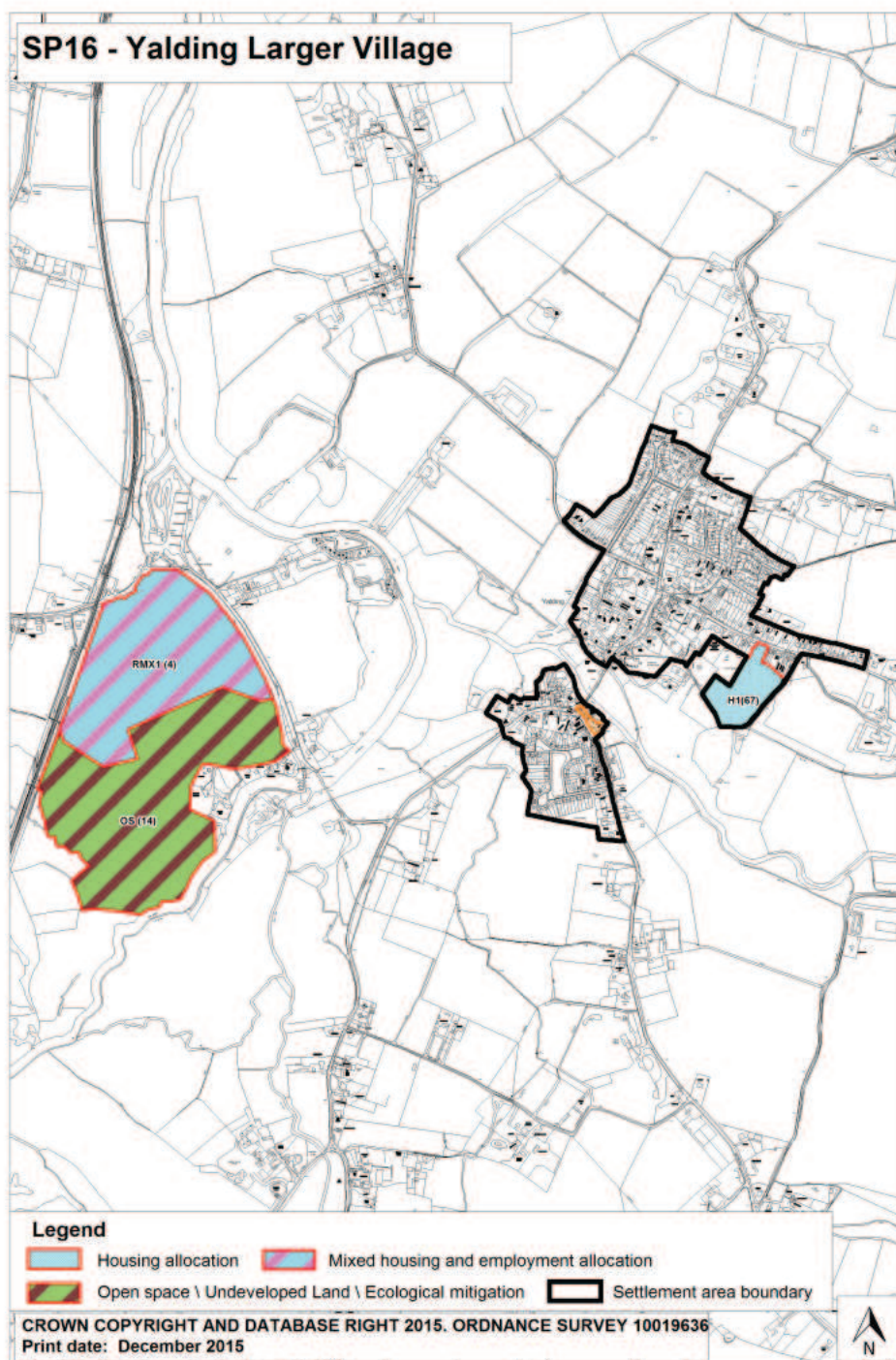
**5.64** The Syngenta site to the west of Yalding village is the primary site proposed for development and offers potential for mixed use development for housing and employment affording an opportunity to improve the range of services and facilities in the settlement. It is important to ensure that safe and sustainable linkages between the Syngenta site and the village are provided if this development comes forward. Robust flood mitigation measures will have to form an essential part of any development proposal in the settlement. The size of the Syngenta site offers an opportunity for a sustainable drainage mitigation approach to flood prevention.

### **Policy SP 16**

#### **Yalding Larger Village**

Outside the Maidstone urban area and rural service centres, which are the most sustainable settlements in the hierarchy, the third tier larger villages can accommodate limited growth. At the larger village of Yalding, as shown on the policies map, key services will be retained and supported.

1. In addition to minor development and redevelopment of appropriate sites in accordance with policy SP12, approximately 265 new dwellings will be delivered on two allocated sites (policies H1(67) and RMX1(4)).
2. Improvements to highway and transport infrastructure will be made in accordance with individual site criteria set out in policies H1(67) and RMX1(4). Key schemes include junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access.
3. Key infrastructure requirements for Harrietsham include:
  - i. A minimum of 4.4 hectares of publicly accessible open space will be provided.
4. The loss of local shops, community facilities and green spaces will be resisted, and new retail development, community services and open space will be supported to meet local needs in accordance with policy SP12(2).



## Policy SP17 Countryside

### The countryside

**5.65** Maidstone borough is predominantly rural with a large proportion of the population living in villages as well as on the fringes of the urban area. Much of the rural landscapes are of high quality with valuable agricultural and ecological resources within the borough. The countryside areas are highly accessible to

those living and working in the urban areas, complemented by a wide and well-used public rights of way network. They also act as a major asset to attract new investment into the borough. However this proximity to the urban area brings with it pressures arising from an increased level of demand for houses, recreation and jobs in the countryside.

**5.66** The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, rural service centres and larger villages with defined settlement boundaries and is depicted on the policies map. The countryside has an intrinsic character and beauty that should be conserved and protected for its own sake. However there is also a need to ensure a level of flexibility for certain forms of development in the countryside in order to support farming and other aspects of the countryside economy and to maintain mixed communities. This needs to be mitigated in a way that maintains and enhances the distinctive character of the more rural parts of the borough.

### Rural economy

**5.67** Maidstone's rural economic character is diverse and complex in nature. The number of rural and agricultural businesses found within villages and rural service centres and the wider countryside account for a significant proportion of all firms in the borough. Small businesses are a particular feature of rural areas, as is homeworking, home-based businesses and live-work units.

**5.68** Agriculture remains an important influence, fulfilling a number of important and varied roles in the countryside, contributing to the local economy, and managing and maintaining much of the valued landscapes. It benefits from the fact that much of the soil within the borough comprises the most high grade and versatile agricultural land. However, in line with other businesses agriculture needs to be able to react to new and changing markets and developments in technology. A more recent trend in agriculture is the response to demand for produce to be available on a year round basis. This leads to land being put under intense pressure for almost industrial scale development that can have an adverse impact on the wider landscape and natural assets, such as wildlife, soil and water resources that require protection within the landscape. Another trend is the increasing interest in smaller-scale renewable energy installations. Further advice and guidance on the landscape implications of these activities will be given in the Landscape Character Guidelines supplementary planning document.

**5.69** Many rural businesses have begun to diversify away from traditional rural activities primarily through the re-use of farm and other buildings for commercial non-agricultural purposes. This has not only helped to retain economic activity within rural areas but has enabled a number of farms to remain operational. Tourism is of great importance to the local rural economy with the countryside providing ample leisure and open-air recreational opportunities. As well as sustaining many rural businesses these industries can be significant sources of employment and can help support the prosperity of rural settlements and sustain historic country houses, local heritage and culture. To a lesser degree, the winning of minerals such as sand and chalk has also taken place as a diversification activity, but these activities are largely confined to relatively small-scale sites on the North Downs and Greensand Ridge.

**5.70** The local plan will continue to recognise the importance of supporting small-scale rural business development. Its priority is to locate these businesses within the defined rural service centres. However, there are employment sites already located outside of these settlements and it is important to offer these businesses a degree of flexibility.

### Small villages

**5.71** The attractiveness of the countryside is partly due to its scattered settlement pattern and buildings. The overall settlement pattern across the borough is characterised by a large number of small villages scattered across the countryside surrounding a handful of larger, more substantial settlements. It is important these settlements retain their individual identities as there can be a delicate balance between settlement proximity and separation.

**5.72** A small area to the west of the borough lies within the Metropolitan Green Belt (MGB), incorporating the villages of Nettlestead and Nettlestead Green. The fundamental aims of the MGB are to prevent urban sprawl and to assist in safeguarding the countryside from encroachment. The local plan will support sustainable development within the MGB provided it is not harmful to the open character of the designation in accordance with the National Planning Policy Framework.

**5.73** The rural settlements rely heavily on community-focused services. Community facilities such as clinics, health centres, day centres, playgrounds, playing fields and sports facilities, children's nurseries and schools, village halls and places of worship, together with local village services, particularly with respect to village shops, post offices, healthcare facilities and public houses are essential if small rural settlements are to remain vital and viable.

**5.74** For sustainability reasons, the local plan priority is to locate new or improved community facilities in defined rural service centres and larger villages. However, in small villages new facilities may be permitted to serve the local community provided a clear need is demonstrated. The local plan will resist the loss of any community facility that meets an essential community need and which is not available or reasonably accessible elsewhere. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities.

**5.75** There has been a continued decline in local village services and the local plan will continue to resist any further losses. Any proposal for the re-use or re-development of an existing local village service will be required to be supported by clear evidence of non-viability, such as marketing the building or facility for a period of time to test whether another community interest, operator or owner could be found.

### Design

**5.76** The countryside is a sensitive location within which to integrate new development and the borough council will expect proposals to respect the high quality and distinctive landscapes of the borough in accordance with policy DM34. In order to assist in the successful integration of new development into the



countryside the Council will ensure Landscape and Visual Impact Assessments are carried out as appropriate to assess suitability and to aid and facilitate the design process.

### **Kent Downs Area of Outstanding Natural Beauty and its setting**

**5.77** A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough's high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection and one which the Council has a statutory duty to conserve and enhance<sup>(10)</sup>. Within the AONB, the Management Plan provides a framework for objectives to conserve and enhance the natural beauty of the area. The Council has adopted the Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms a large extent of the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.

**5.78** The Council will ensure proposals conserve and enhance the natural beauty, distinctive character, biodiversity and setting of the AONB, taking into account the economic and social well-being of the area. Rural diversification and land-based businesses in the Kent Downs AONB will only be acceptable where they help improve the special character of the AONB and are in accordance with the Kent Downs AONB Management Plan, supporting guidance and position statements. Economic development within the AONB should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, farmsteads or within groups of buildings in sustainable locations.

**5.79** New development in the AONB needs to respect the vernacular architecture, settlement character and the natural beauty of the local landscape. This will require high quality designs as set out in policy DM34. To help developers produce designs of a suitably high quality, the council will continue to encourage the use of the Kent Downs AONB Unit's design guidance and publications.

**5.80** The above considerations apply equally to the setting of the Kent Downs AONB. The Kent Downs AONB Management Plan 2014-2019 states that the setting of the Kent Downs AONB is 'broadly speaking the land outside the designated area which is visible from the AONB and from which the AONB can be seen, but may be wider when affected by intrusive features beyond that.' It makes it clear that it is not formally defined or indicated on a map.

**5.81** The foreground of the AONB and the wider setting is taken to include the land which sits at and beyond the foot of the scarp slope of the North Downs and the wider views thereof. It is countryside sensitive to change, with a range of diverse habitats and landscape features, but through which major transport corridors pass. Conservation 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). However, proposals which would affect the setting of the AONB are not subject to the same level of constraint as those which would affect the AONB itself. The weight to be afforded to potential impact on the setting will depend on the significance of the impact. Matters such as the size of proposals, their distance, incompatibility with their surroundings, movement, reflectivity and colour are likely to affect impact. The Kent Downs AONB Management Plan advises that 'where the qualities of the AONB which were instrumental in reasons for its designation are affected, then the impacts should be given considerable weight in decisions. This particularly applies to views to and from the scarp of the North Downs.' It is considered therefore that it is not necessary to formally define the setting of the Kent Downs AONB and that the impact of development can be appropriately assessed through the criteria of the policy.

### **High Weald Area of Outstanding Natural Beauty and its setting**

**5.82** The High Weald AONB lies beyond the southern boundary of the Borough adjacent to the parishes of Marden and Staplehurst, within the administrative area of Tunbridge Wells Borough Council. Its closest point to the Borough is at Winchet Hill in the southern part of Marden parish. The Council has exactly the same statutory duty to conserve and enhance the setting of this AONB as it does with the Kent Downs AONB and will apply the same policy considerations for any proposals that may affect its setting.

### **Landscapes of local value**

**5.83** The Council will seek to protect or enhance its valued landscapes. 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. As well as this national policy guidance and statutory duty, the settings of the Kent Downs and High Weald AONBs are also afforded protection through the criteria of policy SP17 and no additional designation is therefore necessary. In addition to these areas, the Borough does include significant tracts of landscape which are highly sensitive to significant change. Landscapes of local value have been identified and judged according to criteria relating to their character and sensitivity:

- i. Part of a contiguous area of high quality landscape;
- ii. Significant in long distance public views and skylines;
- iii. Locally distinctive in their field patterns, geological and other landscape features;
- iv. Ecologically diverse and significant;
- v. Preventing the coalescence of settlements which would undermine their character;
- vi. Identified through community engagement;
- vii. Providing a valued transition from town to countryside.

**5.84** Development proposals within landscapes of local value should, through their siting, scale, mass, materials and design, seek to contribute positively to the conservation and enhancement of the protected landscape. Designated areas

include parts of the Greensand Ridge and the Low Weald, and the Medway, Loose and Len river valleys. These landscapes were highlighted as areas of local value by the public through previous consultation.

**5.85** The Greensand Ridge lies to the south of Maidstone and is defined by the scarp face of the Ridge with extensive views across the Low Weald to the south. It is characterised by frequent small blocks of coppice and deciduous woodland, extensive orchards and frequent oast houses, with ragstone being a predominant material in walls and buildings.

**5.86** The Medway Valley is characterised by the wide River Medway and steep valley sides where the valley incises the Greensand and is crossed by distinctive ragstone bridges. The area lends itself to much recreational land use including the Medway Valley Walk, although some sections are more wooded and remote in character. The Loose Valley lies to the south of Maidstone and is characterised by the Loose stream, mill ponds and springs with steep wooded valley sides, mature native woodland and traditional mill buildings and cottages. The Len Valley lies to the east of Maidstone and is bordered by Bearsted to the west. It is characterised by the River Len, historic mills and a network of pools with remnant orchards.

**5.87** The Low Weald covers a significant proportion of the countryside in the rural southern half of the Borough. The Low Weald is recognised as having distinctive landscape features: the field patterns, many of medieval character, hedgerows, stands of trees, ponds and streams and buildings of character should be protected, maintained and enhanced where appropriate.

### Policy SP 17

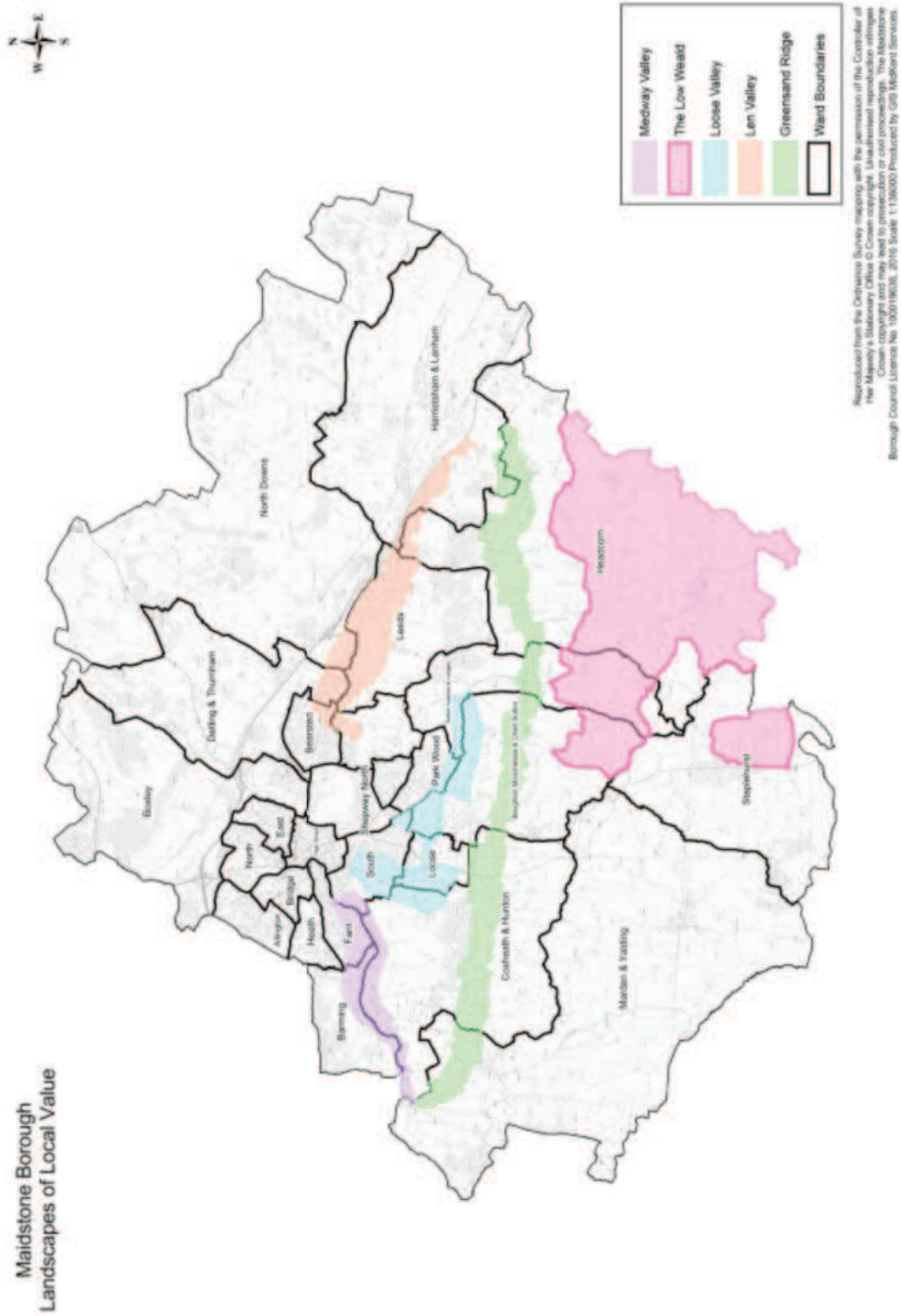
#### The Countryside

The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, rural service centres and larger villages defined on the policies map.

1. Provided proposals do not harm the character and appearance of an area, the following types of development will be permitted in the countryside:
  - i. Small-scale economic development, including development related to tourism and open-air recreation, through:
    - a. The re-use or extension of existing buildings;
    - b. The expansion of existing businesses; or
    - c. Farm diversification schemes;
  - ii. Small-scale residential development necessary to:
    - a. Meet a proven essential need for a rural worker to live permanently at or near their place of work;

- b. Meet a proven need for Gypsy and Traveller accommodation; or
  - c. Meet local housing needs; and
- iii. Development demonstrated to be necessary for agriculture or forestry.
- 2. Where proposals meet criterion 1, development in the countryside will be permitted if:
  - i. The type, siting, materials and design, mass and scale of development and the level of activity maintains, or where possible, enhances local distinctiveness including landscape features; and
  - ii. Impacts on the appearance and character of the landscape can be appropriately mitigated. Suitability and required mitigation will be assessed through the submission of Landscape and Visual Impact Assessments to support development proposals in appropriate circumstances.
- 3. The loss of local shops and community facilities which serve villages will be resisted. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities;
- 4. Proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and character of the landscape can be appropriately mitigated;
- 5. 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 conserved, maintained and enhanced where appropriate;
- 6. The Greensand Ridge, Medway Valley, Len Valley, Loose Valley, and Low Weald as defined on the policies map, will be conserved, maintained and enhanced where appropriate as landscapes of local value;
- 7. Development in the countryside will retain the setting of and separation of individual settlements; and
- 8. Natural and historic assets, including characteristic landscape features, wildlife and water resources, will be protected from damage with any unavoidable impacts mitigated.

Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan and the Maidstone Borough Landscape Character Guidelines supplementary planning document.



## Policy H1 Housing site allocations

**6.1** The council has identified the north west and south east of the Maidstone urban area as strategic locations for development. In addition, six rural service centres are identified at Coxheath, Harrietsham, Headcorn, Lenham, Marden and Staplehurst. Housing sites are allocated at each of these centres. Larger villages are identified at Boughton Monchelsea, Eythorne Street (Hollingbourne), Sutton Valence and Yalding where limited housing development is allocated.

**6.2** Two calls for sites were undertaken during the preparation of the plan, whereby landowners, developers and the public were asked to submit sites to the council for an assessment of their development potential. As part of the assessment, all of the sites submitted were subject to site visits, and an appraisal of each site's suitability for development was undertaken.

**6.3** The appraisal examined site topography, conditions and surrounding land uses. To protect the best of Maidstone's urban and rural heritage, the appraisal considered the impact that development would have on the landscape, ecology, ancient woodland, heritage, archaeology, and the loss of best and most versatile agricultural land. Safety is a prime concern, so the access to each site was evaluated, together with the impact of development on the wider highway network. The need for infrastructure to support new development is a key consideration, so the assessment looked at access to schools, community and health facilities, shops, open space, public transport, and utilities. The impact of development on existing residential amenity was also an important factor. Site conditions can constrain development or require mitigation, so the appraisal looked at the impact of air quality, noise, land contamination and flooding. A number of infrastructure providers and other organisations input to the process, including the Environment Agency, water companies and Kent County Council; and the council's evidence base was supplemented in order to inform decisions.

**6.4** Individual site assessments were recorded on pro forma to ensure consistency in the process, and made public. Each site has been subject to independent sustainability appraisal, which has assisted in decisions. The results of site appraisals have been recorded in the council's Strategic Housing, Economic Development and Land Availability Assessment, which lists all sites that have potential for development and the sites that have been rejected. Sites that are located within the plan's settlement hierarchy have been allocated for housing in the local plan.

**6.5** The site appraisals have informed the policy criteria that each development site must meet. Of the sites listed, some can be developed with minimal infrastructure provision, whereas others will need more intervention. Some sites contain features which should be retained, such as trees or ponds that are worthy of retention for landscape, screening or ecological reasons. Other sites may have access restrictions or will need to contribute toward highway improvements to relieve congestion. The requirements for each housing site, including development guidance, mitigation and infrastructure contributions, are set out in detailed site allocation policies in the plan.



**6.6** Policy RMX1 identifies the retail and mixed use allocations and where housing forms part of the development split, the residential element of these sites is included in the table below. The dwelling yield in the final column is an estimate and the actual number of dwellings on each site could be higher or lower following the detailed consideration of a planning application.

Policy reference	Site address	Approximate Dwelling yield
<i>North west strategic development location</i>		
H1(1)	Bridge Nursery, London Road, Maidstone	140
H1(2)	East of Hermitage Lane, Maidstone	500
H1(3)	West of Hermitage Lane, Maidstone	330
H1(4)	Oakapple Lane, Barming	187
<i>South east strategic development location</i>		
H1(5)	Langley Park, Sutton Road, Boughton Monchelsea	600
H1(6)	North of Sutton Road, Otham	286
H1(7)	North of Bicknor Wood, Gore Court Road, Otham	190
H1(8)	West of Church Road, Otham	440
H1(9)	Bicknor Farm, Sutton Road, Otham	335
H1(10)	South of Sutton Road, Langley	800
<i>Other urban area locations</i>		
H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	500
H1(12)	180-188 Union Street, Maidstone	30
H1(13)	Medway Street, Maidstone	40
H1(14)	American Golf, Tonbridge Road, Maidstone	60
H1(15)	6 Tonbridge Road, Maidstone	15
H1(16)	Slencrest House, 3 Tonbridge Road, Maidstone	10
H1(17)	Laguna, Hart Street, Maidstone	76

## 6 . Housing site allocations

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Policy reference	Site address	Approximate Dwelling yield
H1(18)	Dunning Hall (off Fremlin Walk), Week Street, Maidstone	14
H1(19)	18-21 Foster Street, Maidstone	5
H1(20)	Wren's Cross, Upper Stone Street, Maidstone	60
H1(21)	Barty Farm, Roundwell, Thurnham	122
H1(22)	Whitmore Street, Maidstone	5
H1(23)	North Street, Barming	35
H1(24)	Postley Road, Tovil	62
H1(25)	Bridge Industrial Centre, Wharf Road, Tovil	15
H1(26)	Tovil Working Men's Club, Tovil Hill, Tovil	20
H1(27)	Kent Police HQ, Sutton Road, Maidstone	112
H1(28)	Kent Police training school, Sutton Road, Maidstone	90
H1(29)	New Line Learning, Boughton Lane, Loose	220
H1(30)	West of Eclipse, Maidstone	35
H1(31)	Bearsted Station Goods Yard, Bearsted	20
H1(32)	Cross Keys, Bearsted	50
RMX1(2)	Maidstone East and Sorting Office, Sandling Road, Maidstone	210
RMX1(3)	King Street car park and former AMF Bowling site, Maidstone	53
<i>Coxheath Rural Service Centre</i>		
H1(33)	Linden Farm, Stockett Lane, Coxheath	74
H1(34)	Heathfield, Heath Road, Coxheath	110
H1(35)	Forstal Lane, Coxheath	195
H1(36)	North of Heath Road, (Older's Field), Coxheath	55
H1(37)	Clockhouse Farm, Heath Road, Coxheath	72

## 6 . Housing site allocations

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Policy reference	Site address	Approximate Dwelling yield
<i>Harrietsham Rural Service Centre</i>		
H1(38)	South of Ashford Road, Harrietsham	113
H1(39)	Mayfield Nursery, Ashford Road, Harrietsham	49
H1(40)	Church Road, Harrietsham	80
<i>Headcorn Rural Service Centre</i>		
H1(41)	Old School Nursery, Station Road, Headcorn	9
H1(42)	Ulcombe Road and Mill Bank, Headcorn	220
H1(43)	Grigg Lane and Lenham Road, Headcorn	86
H1(44)	South of Grigg Lane, Headcorn	55
H1(45)	Knaves Acre, Headcorn	5
H1(46)	North of Lenham Road, Headcorn	48
<i>Lenham Rural Service Centre</i>		
H1(47)	Tanyard Farm, Old Ashford Road, Lenham	155
H1(48)	Glebe Gardens, Lenham	10
<i>Marden Rural Service Centre</i>		
H1(49)	Howland Road, Marden	44
H1(50)	Stanley Farm, Plain Road, Marden	85
H1(51)	The Parsonage, Goudhurst Road, Marden	144
H1(52)	Marden Cricket and Hockey Club, Stanley Road, Marden	124
H1(53)	South of The Parsonage, Goudhurst Road, Marden	50
<i>Staplehurst Rural Service Centre</i>		
H1(54)	Hen and Duckhurst Farm, Marden Road, Staplehurst	250
H1(55)	Fishers Farm, Fishers Road, Staplehurst	400
H1(56)	North of Henhurst Farm, Staplehurst	60

Policy reference	Site address	Approximate Dwelling yield
<i>Boughton Monchelsea Larger Village</i>		
H1(57)	Hubbards Lane and Haste Hill Road, Boughton Monchelsea	20
H1(58)	Boughton Lane, Boughton Monchelsea and Loose	75
H1(59)	Boughton Mount, Boughton Lane, Boughton Monchelsea	25
H1(60)	Junction of Church Street and Heath Road, Boughton Monchelsea	40
H1(61)	Lyewood Farm, Green Lane, Boughton Monchelsea	25
H1(62)	Hubbards Lane, Loose	8
<i>Eyhorne Street (Hollingbourne) Larger Village</i>		
H1(63)	East of Eyhorne Street, Eyhorne Street, Hollingbourne	10
H1(64)	West of Eyhorne Street, Eyhorne Street, Hollingbourne	14
H1(65)	Adjacent to The Windmill PH, Eyhorne Street, Hollingbourne	15
<i>Sutton Valence Larger Village</i>		
H1(66)	Brandy's Bay, South Lane, Sutton Valence	40
<i>Yalding Larger Village</i>		
H1(67)	Vicarage Road, Yalding	65
RMX1(4)	Former Syngenta works, Hampstead Lane, Yalding	200
<i>Other rural area</i>		
H1(68)	Bentletts Yard, Claygate Road, Laddingford	10

Table 6.1 Housing site allocations

### Policy H 1

#### Housing site allocations

1. The sites allocated under policies H1(1) to H1(68) and policies RMX1(2) to RMX1(4) will deliver a total of approximately 8,707 homes to contribute towards meeting the borough's housing need. These sites will deliver a range of developments of varying sizes, types and net densities according to the site conditions set out in the detailed site allocation policies. In addition to site specific requirements, all sites should meet the following criteria.
  - i. Development proposals will be subject to the results and recommendations of a phase one ecological survey as determined by the council.
  - ii. Appropriate surface water and robust flood mitigation measures will be implemented where the site coincides with identified flood zones 2 and 3 and shall be subject to a flood risk assessment, including sites in Flood Zone 1 greater than 1ha in area, and shall incorporate sustainable drainage systems.
  - iii. Provision of publicly accessible open space should be made in accordance with policy DM22.
  - iv. Provision of affordable housing and a suitable mix of dwelling sizes should be made in accordance with policies DM11 and DM13.
  - v. An individual transport assessment for development proposals that reach the required threshold will be required to demonstrate how proposed mitigation measures address the cumulative impacts of all sites taken together. The transport assessment will be submitted to and be approved by the Borough Council in consultation with Kent County Council as the highway authority and Highways England.
2. Contributions towards provision of strategic infrastructure requirements, as set out in spatial policies SP1 to SP16 will be collected through the Community Infrastructure Levy unless specifically stated within individual site allocation policies. Site specific infrastructure requirements are identified within individual site policies and will be delivered using planning obligations under section 106. Further detail on individual infrastructure schemes is set out within the Infrastructure Delivery Plan.



### Policy H1(1) Bridge Nursery, London Road, Maidstone

#### Policy H1 (1)

##### Bridge Nursery, London Road, Maidstone

Bridge Nursery, as shown on the policies map, is allocated for development of approximately 140 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Access

1. Access will be taken from the A20 London Road only.

##### Ecology

2. Submission of necessary ecological and landscape surveys, with a detailed mitigation scheme that:
  - i. Provides for the retention of land as an ecological corridor to mitigate the impact of development on a protected habitat;
  - ii. Subject to further evaluation of their value, retains trees subject to a (woodland) tree preservation order as per advice from the Borough Council;
  - iii. Retains and strengthens trees and shrubs that form the site boundary; and
  - iv. Retains the hedge bordering the A20 London Road, except at the point of access to the site.

##### Air quality

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

##### Open space

4. Provision of 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.

##### Highways and transportation

5. Complementary enhancement of the informal pedestrian link through the north eastern end of the site into the sports ground off Castle Road.
6. Contributions towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities.

### **Strategic highways and transportation**

7. Interim improvement to M20 J5 roundabout including white lining scheme.
8. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
9. Provision of an additional lane at the Coldharbour roundabout.
10. Capacity improvements at the junction of Fountain Lane and A26.

### **Policy H1(2) East of Hermitage Lane, Maidstone**

#### **Policy H1 (2)**

##### **East of Hermitage Lane, Maidstone**

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

##### **Design and layout**

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

##### **Access**

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

### Air quality

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

### Open space

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

### Community infrastructure

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

### Highways and transportation

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

### **Strategic highways and transportation**

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

### **Policy H1(3) West of Hermitage Lane, Maidstone**

#### **Policy H1 (3)**

#### **West of Hermitage Lane, Maidstone**

West of Hermitage Lane, as shown on the policies map, is allocated for development of approximately 330 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. Inclusion of a 15 metres wide landscape buffer along the north west boundary adjacent to the designated area of ancient woodland, to be planted as per recommendations detailed in a landscape survey.
2. Provision of landscaping on the B2246 Hermitage Lane frontage to maintain an element of its current open character.

#### **Access**

3. Provision of a new pedestrian footpath along the B2246 Hermitage Lane frontage of the site, linking south along the western side of Hermitage Lane to the existing footpath.
4. Securing private vehicular access only from B2246 Hermitage Lane.
5. Provision of a pedestrian crossing point close to the site access on Hermitage Lane.
6. Complementary enhancement of the unmade section of Oakapple Lane, retaining the features that are integral to its character, to provide a secondary access, used by emergency vehicles, pedestrians and cyclists.

### Open space

7. Provision of a minimum 25 plot allotment within the site together with contributions towards Oakwood Cemetery, 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 enhancements of Oakapple Lane. Additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.

### Highways and transportation

8. Contributions towards pedestrian and cycle links to existing residential areas, shops, schools and health facilities, incorporating a link along the unmade section of Oakapple Lane.
9. Contribution towards providing a new cycle lane on B2246 Hermitage Lane.
10. Provision of a footway on the western side of Hermitage Lane and pedestrian crossing facilities, together with a footway to link to the existing pedestrian island on Hermitage Lane.

### Strategic highways and transportation

11. Interim improvement to M20 J5 roundabout including white lining scheme.
12. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
13. Provision of an additional lane at the Coldharbour roundabout.
14. Capacity improvements at the junction of Fountain Lane and A26.



### Policy H1(4) Oakapple Lane, Barming

#### Policy H1 (4)

##### Oakapple Lane, Barming

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

##### Design and layout

1. The hedgerow on the eastern boundary of the site will be retained to form a natural break between housing allocations.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Rede Wood Road and Broomshaw Road.
3. A 15 metre landscape buffer will be implemented adjacent to the ancient woodland at Fullingpits Wood in the north east of the site.

##### Access

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

##### Ecology

6. Creation of a habitat corridor will be required along the northern boundary of the field (of which this allocation occupies the south eastern portion), between Fullingpits Wood and Oaken Wood.

##### Noise

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

##### Air quality

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

##### Open space

9. Provision of 1.5ha of natural/semi-natural open space in accordance with policy OS1(1) together with any additional on site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.

##### Strategic highways and transportation

10. Interim improvement to M20 J5 roundabout including white lining scheme.
11. Traffic signalisation of M20 J5 roundabout and localised widening of slip roads and circulatory carriageway.
12. Provision of an additional lane at the Coldharbour roundabout.
13. Capacity improvements at the junction of Fountain Lane and A26.

### Policy H1(5) Langley Park, Sutton Road, Boughton Monchelsea

#### Policy H1 (5)

#### Langley Park, Sutton Road, Boughton Monchelsea

Langley Park, as shown on the policies map, is allocated for development of approximately 600 dwellings at an average density of 25 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. Provision of a minimum 10 metres wide structural landscape buffer to the south of the developable area, to soften development from the site's southernmost area of open space.
2. Provision of a minimum 10 metres wide structural landscape buffer along the eastern boundary of the site.
3. Any development should be sited in order to preserve the setting of the listed building, Bicknor Farmhouse, in close proximity to the site's northern boundary.

#### Access

4. Access will be taken from the A274 Sutton Road.
5. Emergency/bus prioritisation access to the site will be taken from Bircholt Road near its junction with Cuxton Road.
6. A separate cycle and pedestrian access will be provided to site H1(10) South of Sutton Road subject to agreement with the highways authority and the Borough Council.

#### Ecology

7. A phase 1 ecological survey of the site is required, and further specific surveys where deemed necessary, with appropriate mitigation measures
8. Development should, where possible, aim to conserve and enhance biodiversity as informed by ecological surveys, and any significant harm must be adequately mitigated.

### **Noise**

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

### **Air quality**

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

### **Open space**

11. Provision of 7.65ha of informal open space (nature conservation area) in accordance with policy OS1(2), 1.93ha of amenity green space, 0.3ha of allotments, 0.21ha of provision for children and young people, and contributions towards outdoor sports facilities within 2 miles of the site.

### **Community infrastructure**

12. Transfer of land for a 2FE primary school.
13. Provision of appropriate shopping facilities for the needs of the development, which shall be delivered within a community hub/local centre.
14. Provision of appropriate community facilities for the needs of the development.

### **Highways and transportation**

15. Provision of a new roundabout to provide access to the site.

### **Strategic highways and transportation**

16. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
17. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
18. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.

19. Connections to the existing cycle network from Park Wood to the town centre, and by upgrading the PROW network to accommodate cycles.
20. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.

### Policy H1(6) North of Sutton Road, Otham

#### Policy H1 (6)

##### North of Sutton Road, Otham

North of Sutton Road, as shown on the policies map, is allocated for development of approximately 286 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The provision of a 15 metre landscape buffer along the site's northern boundary incorporating a pedestrian route and cycle way, which will be constructed and planted before the occupation of the first dwelling.
2. Provision of a minimum 10 metres wide structural landscape buffer provided and maintained along the eastern boundary of the site.
3. Development should be sited in order to preserve the setting of the listed building, Bicknor Farmhouse, in close proximity to the site's eastern boundary.

##### Access

4. A new access road of a width suitable to accommodate contra-flow traffic and adjacent footways to be taken from the A274 Sutton Road.

##### Noise

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

##### Air quality

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

##### Open space

7. 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 a two mile radius of the development.

### Highways and transportation

8. Pedestrian and cycle links to existing residential areas, A274 Sutton Road and Gore Court Road including a pedestrian and cycle crossing on the A274 to link the site to Langley Park.
9. Provision of a cycling and pedestrian link to connect with site H1(9) Bicknor Farm.
10. Provision of a new road between Gore Court Road and Sutton Road through the site.
11. Provision of a Toucan crossing on the A274 Sutton Road to connect the site to site H1(5) Langley Park.

### Strategic highways and transportation

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

### Policy H1(7) North of Bicknor Wood, Gore Court Road, Otham

#### Policy H1 (7)

#### North of Bicknor Wood, Gore Court Road, Otham

North of Bicknor Wood, as shown on the policies map, is allocated for development of approximately 190 dwellings at an average density of 27 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

The site will not be released until:

1. Access from Sutton Road to Gore Court Road is completed in association with site H1(6) North of Sutton Road; and
2. A woodland belt ranging from a minimum of 40 metres to 80 metres in width linking the eastern section of Bicknor Wood to East Wood is planted.



### Design and layout

3. An undeveloped section of land will be retained on the eastern part of the site.
4. Provision of a 15 metre wide landscape buffer along the site's boundary with Bicknor Wood incorporating a pedestrian route and cycle way, which will be constructed and planted before the occupation of the first dwelling.
5. Provision of a woodland belt ranging from a minimum of 40 metres to 80 metres in width to link the eastern section of Bicknor Wood to East Wood.

### Access

6. Access will be taken from Gore Court Road connecting to the spine road on site H1(6) North of Sutton Road.

### Air quality

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

### Open space

8. Provision of approximately 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 DM22.

### Highways and transportation

9. Pedestrian and cycle links to existing residential areas, White Horse Lane and Gore Court Road and Bicknor Farm (policy H1(9)).
10. Widening of Gore Court Road between the new road and White Horse Lane.

### Strategic highways and transportation

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

### Policy H1(8) West of Church Road, Otham

#### Policy H1 (8)

##### West of Church Road, Otham

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

##### Design and layout

1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue.
2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue.
3. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church.
4. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting.
5. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.

##### Access

6. Access will be taken from Church Road only.

##### Air quality

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

##### Open space

8. Provision of approximately 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 DM22.

##### Highways and transportation

9. Widening of Gore Court Road between the new road and White Horse Lane.

##### Strategic highways and transportation

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

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

#### Policy H1 (9)

##### Bicknor Farm, Sutton Road, Otham

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

##### Design and layout

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

##### Access

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

##### Noise

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

##### Air quality

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

### Open space

9. Provision of a minimum of 1.23ha of open space within the site together with contributions towards off-site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.

### Strategic highways and transportation

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

### Policy H1(10) South of Sutton Road, Langley

#### Policy H1 (10)

##### South of Sutton Road, Langley

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

##### Design and layout

1. The majority of the natural/semi-natural open space required by criterion 1 above shall be provided on that part of the site lying to the east of PROW KH364. This area shall also incorporate SuDS surface water drainage mitigation.
2. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, with particular emphasis on the Loose Stream/Langley Loch and Langley Church and other heritage assets adjacent to the site.
3. The proposals will be designed and laid-out to provide an appropriate and strong visual relationship between the new development and the hamlet of Langley Park, whilst preserving the setting of the existing listed buildings and protecting the amenity and privacy of existing residential properties.

4. Development should be sited in order to preserve or enhance the setting of the listed buildings surrounding the site.
5. A new pedestrian and cycle route will be provided running east-west from Sutton Road to Brishing Road connecting with the planned route through the adjacent site at Langley Park.
6. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Access**

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

### **Noise**

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

### **Air quality**

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

### **Drainage**

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

### **Open space**

14. Provision of 14ha of natural/semi-natural open space in accordance with policy OS1(3) together with any additional on site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.

### **Community infrastructure**

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

### **Highways and transportation**



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

### **Strategic highways and transportation**

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

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

#### **Policy H1 (11)**

#### **Springfield, Royal Engineers Road and Mill Lane, Maidstone**

Springfield, as shown on the policies map, is allocated for development of approximately 500 dwellings at an average density of 132 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

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

#### **Access**

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

#### **Ecology**

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

### **Air quality**

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

### **Land contamination**

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

### **Open space**

8. Provision of approximately 4.8ha of open space within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.
9. Provision of publicly accessible open space to include the provision of a pocket park to the rear (west) of the existing Springfield Mansion on the former tennis court/car park area in addition to the existing area of public open space shown on the policies map which shall be retained as part of the development and/or contributions.

### **Highways and transportation**

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

## **Policy H1(12) 180-188 Union Street, Maidstone**

### **Policy H1(12)**

#### **180-188 Union Street, Maidstone**

180-188 Union Street, as shown on the policies map, is allocated for development of approximately 30 dwellings at an average density of 56 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The existing ragstone walling to Tufton Street on the site's western boundary and Union Street on its northern boundary shall be retained.
2. Development shall be designed to step-down in height away from the Union Street frontage to ensure an appropriate relationship to Friars Court to the south given the topography of the site.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Landscape**

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

### **Access**

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

### **Contamination**

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

### **Air Quality**

7. Appropriate air quality mitigation measures to be agreed with the council and to include appropriate planting and landscaping within the site will be implemented as part of the development.

### **Policy H1(13) Medway Street, Maidstone**

#### **Policy H1 (13)**

##### **Medway Street, Maidstone**

Medway Street, as shown on the policies map, is allocated for development of approximately 40 dwellings at an average density of 200 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### **Design and layout**

1. A high density scheme will be developed reflecting that the site is in a town centre location.
2. The development layout will include significant landscaping including tree planting.

##### **Access**

3. Access will be taken from Medway Street only.

##### **Noise**

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

### **Air quality**

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

### **Highways**

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

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

### **Policy H1 (14)**

#### **American Golf, Tonbridge Road, Maidstone**

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

#### **Design and layout**

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

#### **Access**

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

#### **Noise**

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

#### **Air quality**

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

#### **Land contamination**

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

#### **Highways and transportation**

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

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

### Policy H1(15) 6 Tonbridge Road, Maidstone

#### Policy H1 (15)

##### 6 Tonbridge Road, Maidstone

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

##### Design and layout

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

##### Access

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

##### Noise

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

##### Air quality

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

##### Land contamination

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

##### Highways and transportation

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



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

#### Policy H1(16)

##### Slencrest House, 3 Tonbridge Road, Maidstone

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

#### Design and Layout

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

#### Heritage

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

#### Landscape

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

#### Contamination

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

#### Noise

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

### **Air Quality**

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

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

### **Policy H1(17) Laguna, Hart Street, Maidstone**

#### **Policy H1 (17)**

#### **Laguna, Hart Street Maidstone**

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

#### **Design and layout**

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

#### **Access**

2. Access will be taken from Hart Street only.

#### **Air quality**

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

#### **Land contamination**

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

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

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#### Policy H1 (18)

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

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

##### Design and Layout

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

##### Heritage

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

##### Contamination

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

##### Air Quality

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

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

#### Policy H1(19)

##### 18-21 Foster Street, Maidstone

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

##### Design and Layout

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

##### Contamination

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

##### Air Quality

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

### Policy H1(20) Wren's Cross, Upper Stone Street, Maidstone

#### Policy H1(20)

##### Wren's Cross, Upper Stone Street, Maidstone

Wren's Cross, as shown on the policies map, is allocated for development of approximately 60 dwellings at an average density of 150 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and Layout

1. The layout shall show the retention and restoration of the Georgian House and its rear additions and the former barrack block.
2. The layout should seek to retain and restore the Superintendent's house and coach house/stable block unless it is clearly demonstrated through an appropriate heritage statement, structural survey and detailed schedule of works/costings that this is not viable.
3. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 1 and 2 above.
4. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 1 and 2 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
6. The development should show any new buildings no higher than three-storeys adjacent to the retained heritage assets rising to no more than four to five storeys at the junction of Upper Stone Street and Foster Street.
7. The development should show any building located at the junction of Foster Street and Upper Stone Street designed with active elevations to both streets.
8. The development should provide for an enhanced public realm and better segregation from traffic along the Upper Stone Street frontage including improved pedestrian and cycle facilities and appropriate landscaping provided. Existing prominent trees should be retained as part of the development scheme where they have an appropriate safe useful life expectancy. Otherwise they should be removed and their loss mitigated with appropriate semi-mature feature trees.
9. Given the noise and air quality issues relating to the site, the development should provide for an appropriate set-back of buildings fronting Upper Stone Street in conjunction with criterion 8 above.



### **Heritage**

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

### **Landscape/Ecology**

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

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

### **Air Quality**

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

### **Noise**

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

### **Contamination**

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

### **Drainage and Flood risk**

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

Note: Should the premises and car park currently excluded from the eastern boundary of the development site become available, it should form part of a comprehensive redevelopment scheme.

### Policy H1(21) Barty Farm, Roundwell, Thurnham

#### Policy H1 (21)

##### Barty Farm, Roundwell, Thurnham

Barty Farm, as shown on the policies map, is allocated for development of approximately 122 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. An undeveloped section of land will be retained along the southern and western boundaries of the site, and landscape buffers will be included in these areas to protect the amenity and privacy of residents living in Water Lane and Roundwell.
2. The eastern section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.

##### Access

3. Access will be taken from Roundwell only.

##### Air quality

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

##### Open space

5. 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 DM22.

##### Highways and transportation

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

### Policy H1(22) Whitmore Street, Maidstone

#### Policy H1 (22)

##### Whitmore Street, Maidstone

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

**Design and layout**

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

**Access**

2. Access will be taken from Whitmore Street only.

**Air quality**

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

**Land contamination**

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

**Highways and transportation**

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

**Policy H1(23) North Street, Barming****Policy H1 (23)****North Street, Barming**

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

**Design and layout**

1. The character of this development will be complementary to its semi-rural location at the edge of the urban area.
2. The North Street frontage will be set back from the road by a minimum 5 metres to maintain the open character of this location.

**Access**

3. Access will be taken from North Street only.

**Air quality**

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

### **Open space**

5. Provision of approximately 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 DM22.

### **Highways and transportation**

6. Highway and footway improvements to North Street, Barming.

## **Policy H1(24) Postley Road, Tovil**

### **Policy H1 (24)**

#### **Postley Road, Tovil**

Postley Road, as shown on the policies map, is allocated for development of approximately 62 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The western boundary of the site will be landscaped in order to screen the development from views from the west, and to protect the setting of the listed building, Bockingford House, and Loose Valley conservation area.
2. The western section of the site will be built at a lower density to reflect the existing open character of the countryside beyond.
3. The hedgerow along the eastern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Richmond Way to protect the amenity and privacy of residents.
4. The function of public footpath KB33A is to be retained, and consideration given to the safety of future users and occupiers of the development.

#### **Access**

5. Access will be taken from Postley Road only.

#### **Air quality**

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

#### **Open space**

7. Provision of a play/amenity area within the site, together with contributions towards improvements at the publicly accessible areas of the Loose Valley Local Wildlife Sites and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.

### **Highways and transportation**

8. Complementary improvements to public footpath KB33A, connecting Postley Road to Teasaucer Hill and Cripple Street.

### **Policy H1(25) Bridge Industrial Centre, Wharf Road, Tovil**

#### **Policy H1(25)**

#### **Bridge Industrial Centre, Wharf Road, Tovil**

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

#### **Design and Layout**

1. A medium-high density scheme reflecting the surrounding area's densities will be developed whilst acknowledging the site's location close to the River Medway and potential flood risk.
2. Development shall provide for a strong visual and functional relationship with the River Medway.
3. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
4. Development proposals will address through appropriate design the issue of privacy for the occupiers of existing properties in Wharf Road and The Tail Race.

#### **Access**

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

#### **Flooding**



6. Development will be designed to take into account the recommendations of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The flood risk assessment must demonstrate measures to address egress and access and measures to reduce local flood risk.

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

### **Contamination**

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

### **Air Quality**

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

## **Policy H1(26) Tovil Working Men's Club, Tovil Hill, Maidstone**

### **Policy H1(26)**

#### **Tovil Working Men's Club, Tovil Hill, Tovil**

Tovil Working Men's Club, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 43 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

### **Design and Layout**

1. The ragstone wall fronting Tovil Hill to the west of the existing site access shall be retained/repared as necessary and a new section of ragstone wall provided returning into the site on the west side of the access road to connect with the existing wall.

2. The development shall be designed to address both the existing Tovil Hill frontage and the newly created internal road to provide an appropriate street scape to the development.

3. The development proposals shall show both a reduction in both the width and a re-alignment of the existing site access road at a point not less than 10m from the back edge of the carriageway in Tovil Hill, to seek to ensure a more cohesive site layout can be provided.

4. The development will retain access to the remaining rear car park area serving the Working Men's Club.

5. The development shall retain the existing hedgerows/planting on the site's northern boundary with Betsy Clara House and its eastern boundary to the Masonic Centre car park, to maintain appropriate screening for the development.

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

### **Landscape/Ecology**

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

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

### **Noise**

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

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

### **Contamination**

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

### **Drainage and Flood risk**

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

### Policy H1(27) Kent Police HQ, Sutton Road, Maidstone

#### Policy H1 (27)

##### Kent Police HQ, Sutton Road, Maidstone

Kent Police HQ, as shown on the policies map, is allocated for development of approximately 112 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. A medium density scheme will be developed reflecting the urban context of this allocation.
2. Trees and hedges lining the southern, eastern and western boundaries of the allocation will be retained and enhanced to provide appropriate screening.

##### Access

3. Access will be taken from Lansdowne Avenue only.
4. Pedestrian access to the site will be made from footpath KB27 (along the south western boundary).

##### Air quality

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

##### Open space

6. Provision of 1.6ha of outdoor sports pitches in accordance with policy OS1(4) together with contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area and sports facilities at Parkwood Recreation Ground or Mote Park Adventure Zone.

##### Strategic highways and transportation

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

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

#### Policy H1 (28)

##### Kent Police training school, Sutton Road, Maidstone

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

##### Design and layout

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

##### Access

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

##### Air quality

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

##### Open space

4. Contributions towards improvements to Mangravet Recreation Ground, Queen Elizabeth Square play area, sports facilities at Parkwood Recreation ground or Mote Park Adventure Zone and additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.

##### Strategic highways and transportation

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

### Policy H1(29) New Line Learning, Boughton Lane, Maidstone

#### Policy H1 (29)

##### New Line Learning, Boughton Lane, Maidstone

New Line Learning, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The character of this development will be complementary to its semi-rural location at the edge of the urban area.
2. The existing hedgerow and trees on the southern boundary of the site will be retained and enhanced with structural landscaping where necessary, to provide screening from the open countryside.

##### Access

3. Access will be taken from Boughton Lane only.
4. Pedestrian and cycle access will be made to footpath KB26 on the eastern boundary of the site.
5. Pedestrian and cycle access will be made to footpath KM98 on the southern boundary of the site.

##### Ecology

6. Provision of a 15 metres wide landscape buffer along the western boundary of the site adjacent to the designated area of ancient woodland (Five Acre Wood), to be planted as per recommendations detailed in a landscape survey.
7. Subject to further evaluation of their value, trees subject to a (woodland) tree preservation order will be retained, as per advice from the Borough Council.

##### Air quality

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

##### Open space

9. Replacement sports facilities will be provided, as agreed by the Borough Council, before development of this site commences.

##### Strategic highways and transportation

10. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.



### Policy H1(30) West of Eclipse, Maidstone

#### Policy H1 (30)

##### West of Eclipse, Old Sittingbourne Road, Maidstone

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

##### Design and layout

1. An undeveloped section of land will be retained on the north eastern part of the site to provide a suitable buffer between new housing and the M20 motorway.
2. A minimum 15 metre landscape buffer shall be provided along the site's western boundary adjacent to the ancient woodland and no footpath, cycle or track-way shall be provided within this safeguarded area.
3. The layout and landscaping of the site shall be designed to minimise the impact of development on the adjacent ancient woodland to the west of the site through appropriate siting of the built development.

##### Access

4. Access will be taken from Bearsted Road only.

##### Noise

5. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the M20 motorway.

##### Air quality

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

##### Open space

7. Provision of approximately 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 DM22.

##### Highways and transportation

8. Complementary improvements to footpath KB9 that runs along the south western boundary of the site.
9. Mitigation measures towards peak time congestion at Junction 7 of the M20 motorway.

### Policy H1(31) Bearsted Station Goods Yard, Bearsted

#### Policy H1(31)

##### Bearsted Station Goods Yard, Bearsted

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

##### Design and Layout

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

##### Landscape/Ecology

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

##### Heritage

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

##### Noise

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

### **Contamination**

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

### **Drainage and Flood risk**

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

## **Policy H1(32) Cross Keys, Bearsted**

### **Policy H1 (32)**

#### **Cross Keys Bearsted**

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

#### **Design and Layout**

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

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

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

#### **Landscape and ecology**

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance. The assessment will specifically address

the impact of the development on views to and from the North Downs escarpment and from the public access area on the higher land to the south of the site including from PROW KM75 and KM328.

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

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

### **Heritage**

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

### **Flooding and water quality**

8. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk.

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

### **Air Quality**

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

### **Access**

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

### **Open space**

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

### **Highways and transportation**

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

### Policy H1(33) Linden Farm, Stockett Lane, Coxheath

#### Policy H1 (33)

##### Linden Farm, Stockett Lane, Coxheath

Linden Farm, as shown on the policies map, is allocated for development of approximately 74 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The line of trees along the western boundary of the site will be retained in order to provide a suitable buffer between new housing and the adjacent playing fields, and to protect the amenity and privacy of residents living at Linden Farm.
2. The hedgerow along the southern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the village hall facilities.

##### Access

3. Access will be taken from Stockett Lane only.

##### Open space

4. Provision of 0.6ha of outdoor sports facilities within the site.

##### Highways and transportation

5. Extension of the footway on the western side of Stockett Lane to the site access.

### Policy H1(34) Heathfield, Heath Road, Coxheath

#### Policy H1 (34)

##### Heathfield, Heath Road, Coxheath

Heathfield, as shown on the policies map, is allocated for development of approximately 110 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout



1. The hedgerow tree screen/windbreak along the western boundary of the site will be retained and reinforced with additional landscaping in order to provide a suitable buffer between new housing and existing housing on Aspian Drive, and to protect the amenity and privacy of residents living in Aspian Drive.
2. The hedgerow along the northern boundary of the site will be retained to form a natural break between housing allocations.
3. The hedgerow along the eastern boundary of the site will be retained in order to soften the landscape views from the east.
4. Development should have regard to the public footpath running along the eastern boundary of the site.

### Access

5. Access will be taken from Heath Road only.

### Open space

6. Provision of 0.5ha of amenity green space in accordance with policy OS1(13) together with contributions towards improvements to facilities at Stockett Lane.

### Strategic highways and transportation

7. Linton Crossroads junction improvements.

## Policy H1(35) Forstal Lane, Coxheath

### Policy H1 (35)

#### Forstal Lane, Coxheath

Forstal Lane, as shown on the policies map, is allocated for development of approximately 195 dwellings at an average density of 25 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. The hedgerow along the western boundary of the site will be retained in order to provide a suitable buffer between new housing and existing housing on Wilberforce Road and Springett Way, and to protect the amenity and privacy of residents living in these roads.
2. The hedgerow along the eastern boundary of the site will be retained in order to soften the landscape views from the east.
3. The hedgerow along the southern boundary of the site will be retained to form a natural break between housing allocations.

#### Access

4. Access will be taken from Forstal Lane only.

### **Open space**

5. 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 DM22.

### **Highways and transportation**

6. Provision of a formal footway link between the site and Mill Lane.
7. Improvements to the footpath that runs along the eastern boundary of the site.

### **Strategic highways and transportation**

8. Linton Crossroads junction improvements.

### **Policy H1(36) North of Heath Road (Older's Field), Coxheath**

#### **Policy H1(36)**

#### **North of Heath Road (Older's Field) Coxheath**

North of Heath Road, as shown on the policies map, is allocated for development of approximately 55 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The layout will provide for a range of dwelling types and sizes to ensure an appropriate mix of accommodation is provided.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.
3. Residential development shall take place on not more than 2.25ha of the site as indicated on the policies map and shall be accessed from the B2163 Heath Road.

#### **Landscape/Ecology**

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of guidance in place at the time of the submission of an application.

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

### **Flood risk and drainage**

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

### **Open space**

8. Provision of 1.12ha of natural/semi-natural 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 DM22. Open space should be sited to maximise accessibility to new and existing residents and should provide for connectivity to existing open spaces.

### **Access**

9. Vehicular access shall be taken from the B2163 Heath Road.
10. Improvements to PROW KM46 from Heath Road as far as its junction with KM46 (Pleasant Valley Lane) for the benefit of both pedestrian and cycle access will be provided.

### **Highways and transportation**

11. The existing pedestrian footpath on the north side of Heath Road that currently terminates at Wakehurst Close shall be extended across the site frontage as far as PROW KM46.

### **Strategic highways and transportation**

12. Linton Crossroads junction improvements.

### Policy H1(37) Clockhouse Farm, Heath Road, Coxheath

#### Policy H1 (37)

##### Clockhouse Farm, Heath Road, Coxheath

Clockhouse Farm, as shown on the policies map, is allocated for development of approximately 72 dwellings and 43 care home bedspaces at an average density of 32 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The proposals retain and significantly enhance the existing eastern boundary hedgerow to define the edge of the village and to help screen and soften the visual impact of development when approaching the village from the east.
2. The proposals retain and significantly enhance the existing southern boundary hedgerow to separate the development from the farm complex to the south east and to form a definite, substantial landscaped boundary to the site.

##### Access

3. Access will be taken from Heath Road only.

##### Ecology

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

##### Highways and transportation

5. The proposals deliver a footpath link along the southern side of Heath Road to connect with the existing foot way to the village centre.
6. Contributions are secured for the upgrading of village bus stops to provide step free access on/off the buses.

##### Strategic highways and transportation

7. Linton Crossroads junction improvements.

### Policy H1(38) South of Ashford Road, Harrietsham

#### Policy H1 (38)

##### South of Ashford Road, Harrietsham

South of Ashford Road, as shown on the policies map, is allocated for development of approximately 113 dwellings at an average density of 24 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. An undeveloped section of land will be retained on the eastern and southern parts of the site to create a buffer between development and the adjacent open countryside.
2. Provision is made on the northern frontage of the site with the A20 Ashford Road for small scale convenience shopping to enhance the quality and range of shops available in the village.
3. The site layout is designed to fully integrate the development and the proposed improvements to the A20 Ashford Road to ensure a comprehensive approach to the improvements of the public realm and highways safety.

##### Access

4. Access will be taken from the A20 Ashford Road only.

##### Noise

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

##### Open Space

6. Provision of 1.37ha of natural/semi-natural open space and 0.5ha of allotments in accordance with policy OS1(6) together with contributions towards outdoor sports facilities and provision for children and young people at Glebe Fields.

##### Strategic highways and transportation

7. A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities.



### Policy H1(39) Mayfield Nursery, Ashford Road, Harrietsham

#### Policy H1 (39)

##### Mayfield Nursery, Ashford Road, Harrietsham

Mayfield Nursery, as shown on the policies map, is allocated for development of approximately 49 dwellings at an average density of 33 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The woodland areas along the southern boundary of the site will be retained, in order to screen new housing from the railway line.
2. The line of trees along the eastern and western boundaries of the site will be retained and enhanced, in order to provide a suitable buffer between the existing housing to the west and the adjacent open countryside to the east.

##### Access

3. Access will be taken from the A20 Ashford Road only.

##### Noise

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

##### Highways and transportation

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

##### Strategic highways and transportation

6. A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities.

### Policy H1(40) Church Road, Harrietsham

#### Policy H1 (40)

##### Church Road, Harrietsham

Church Road, as shown on the policies map, is allocated for development of approximately 80 dwellings at an average density of 25 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

### Design and layout

1. The line of trees along the northern boundary of the site will be retained, if proven necessary, to provide a suitable buffer between new housing and the A20 Ashford Road.
2. Development should be sited in order to preserve the setting of the Grade II listed almshouses in the south east corner of the site.

### Access

3. Access will be taken from the A20 Ashford Road only.

### Noise

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

### Open space

5. Provision of 0.91ha of natural/semi-natural open space in accordance with policy OS1(7) together with contributions towards outdoor sports facilities and equipped play 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 DM22.

### Highways and transportation

6. Package of measures including the upgrading and realignment of part of Church Road, localised repositioning of white lining on the A20 and provision of a ghost island right turn lane; provision of new and improved footways and improvements to the existing "splitter island" to provide a pedestrian crossing point.

### Strategic highways and transportation

7. A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities.

### Policy H1(41) Old School Nursery, Station Road, Headcorn

#### Policy H1 (41)

#### Old School Nursery, Station Road, Headcorn

Old School Nursery, as shown on the policies map, is allocated for development of approximately 9 dwellings at an average density of 45 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

### **Design and layout**

1. Retain the trees along the southern boundary of the site in order to provide a suitable buffer between new housing and the railway line.
2. Enhance the hedgerow along the western boundary of the site in order to provide a suitable buffer between new housing and the existing railway station car park.

### **Access**

3. Access will be taken from Station Road only.

### **Noise**

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

### **Land contamination**

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

### **Open space**

6. Contributions towards open space provision for children and young people, and outdoor sports facilities within a one mile radius of the development.

### **Policy H1(42) Ulcombe Road and Mill Bank, Headcorn**

#### **Policy H1 (42)**

#### **Ulcombe Road and Mill Bank, Headcorn**

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

#### **Design and layout**

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

#### **Access**

3. Primary access will be taken from either Kings Road or Mill Bank.
4. Secondary access will be taken from Ulcombe Road.

### Open space

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

### Highways and transportation

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

### Strategic highways and transportation

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

## Policy H1(43) Grigg Lane and Lenham Road, Headcorn

### Policy H1 (43)

#### Grigg Lane and Lenham Road, Headcorn

Grigg Lane and Lenham Road, as shown on the policies map, is allocated for development of approximately 86 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. Retain and enhance hedges and trees along the eastern boundary of the site in order to screen new housing from the adjacent open countryside.

#### Access

2. Primary access will be taken from Lenham Road.
3. Secondary/emergency access will be taken from Grigg Lane subject to agreement with the Highways Authority.
4. Pedestrian and cycle access will be taken from Grigg Lane.
5. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre.

#### Open space

6. 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.

### Highways and transportation

7. Package of measures at Grigg Lane and Oak Lane, Headcorn including the provision of footways on Oak Lane, footway works on Grigg Lane and improvements at the junction of Oak Lane /Wheeler Street (A274).

### Policy H1(44) South of Grigg Lane, Headcorn

#### Policy H1 (44)

##### South of Grigg Lane, Headcorn

South of Grigg Lane, as shown on the policies map, is allocated for development of approximately 55 dwellings at an average density of 31 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. Retain and enhance hedges and trees along the southern boundary of the site in order to screen new housing from the adjacent open countryside.

##### Access

2. Access will be taken from Grigg Lane only.
3. Pedestrian and cycle access will be taken from Sharp's Field and Grigg Lane respectively.
4. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre.

##### Open space

5. Provision of 1.18ha of natural/semi-natural open space in accordance with policy OS1(11) together with additional on/off-site provision and/or contributions towards off site provision/improvements as required in accordance with policy DM22.

##### Highways and transportation

6. Appropriate contributions towards improving and making safe the pedestrian environment along Grigg Lane and Oak Lane, subject to agreement with the Highways Authority.



### Policy H1(45) Knaves Acre, Headcorn

#### Policy H1 (45)

##### Knaves Acre, Headcorn

Knaves Acre, as shown on the policies map, is allocated for development of approximately 5 dwellings at an average density of 25 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The function of public footpath KH606 is to be retained, and consideration given to the safety of future users and occupiers of the development.

##### Access

2. Access will be taken from Knaves Acre only.

### Policy H1(46) North of Lenham Road, Headcorn

#### Policy H1 (46)

##### North of Lenham Road, Headcorn

North of Lenham Road, as shown on the policies map, is allocated for development of approximately 48 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and Layout

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

##### Landscape/Ecology

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

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

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

### **Access**

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

### **Flood risk and drainage**

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

### **Open space**

9. Provision of 0.1ha of amenity green space in accordance with policy OS1(10) together with contributions towards open space, equipped play area and outdoor sports facilities at Hoggs Bridge.

### **Highways and transportation**

10. Package of measures on Lenham Road, Headcorn including extension of the 30 mph limit, construction of appropriate visibility sightlines and new dropped kerb crossings.

### **Strategic highways and transportation**

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

## **Policy H1(47) Tanyard Farm, Old Ashford Road, Lenham**

### **Policy H1 (47)**

#### **Tanyard Farm, Old Ashford Road, Lenham**

Tanyard Farm, as shown on the policies map, is allocated for development of approximately 155 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The hedgerow and line of trees along the northern and southern boundaries of the site will be retained and substantially enhanced by new planting in order to protect the setting of the Kent Downs AONB, and to provide a suitable buffer between new housing and the A20 Ashford Road and Old Ashford Road.
2. The function of restricted byway KH433 is to be retained, and consideration given to the safety of future users and occupiers of the development.
3. The development proposals shall be designed to maintain existing vistas and views of the Lenham Cross from Old Ashford Road, through the site and along PROW KH433.
4. Development proposals shall incorporate substantial areas of internal landscaping within the site to provide an appropriate landscape framework for the site to protect the setting of the Kent Downs AONB. Development proposals will be of a high standard of design and sustainability reflecting the location of the site as part of the setting the Kent Downs AONB incorporating the use of vernacular materials.
5. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the character and setting of the Kent Downs AONB.

### **Access**

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

### **Noise**

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

### **Highways and transportation**

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

### Policy H1(48) Glebe Gardens, Lenham

#### Policy H1 (48)

##### Glebe Gardens, Lenham

Glebe Gardens, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 23 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The line of trees along the southern and eastern boundaries of the site will be enhanced in order to protect the setting of the Grade II listed Tanyard Farmhouse.
2. The pond in the north of the site will be enhanced as part of the development of the site.
3. Development will be subject to the results of an archaeological pre-determination assessment.

##### Access

4. Access will be taken from Glebe Gardens only.

##### Highways and transportation

5. Improvements to footpath KH399 that runs adjacent to the southern boundary of the site, connecting St Mary's Church to Tanyard Farm.

### Policy H1(49) Howland Road, Marden

#### Policy H1 (49)

##### Howland Road, Marden

Howland Road, as shown on the policies map, is allocated for development of approximately 44 dwellings at an average density of 18 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. The woodland on the north western part of the site will be retained.
2. The hedgerow along the northern boundary of the site will be enhanced in order to provide a suitable buffer between new housing and the railway line.
3. Development should be sited in order to preserve the setting of the listed buildings in the south east corner of the site.

### Access

4. Access will be taken from Howland Road only.

### Noise

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

### Open space

6. Provision of approximately 0.83ha 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 DM22.

### Highways and transportation

7. Footpath widening and traffic calming on Howland Road, Marden.

### Strategic highways and transportation

8. Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.

## Policy H1(50) Stanley Farm, Plain Road, Marden

### Policy H1 (50)

#### Stanley Farm, Plain Road, Marden

Stanley Farm, as shown on the policies map, is allocated for development of approximately 85 dwellings at an average density of 22 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. Retain and enhance hedges and trees along the southern and western boundaries of the site in order to screen new housing from the adjacent open countryside.
2. Development should be sited in order to preserve the setting of the listed building, Jewell House, to the east of the site.
3. The function of public footpaths KM281 and KM283 are to be retained, and consideration given to the safety of future users and occupiers of the development.

#### Access



4. Access will be taken from Plain Road only.
5. Pedestrian and cycle access will be provided from the site to Napoleon Drive, to ensure good links to existing residential areas and the village centre, and to the existing open space adjacent to the north west corner of the site.

### **Open space**

6. Provision of approximately 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 DM22.

### **Highways and transportation**

7. Complementary improvements to public footpath KM281, connecting the site to Albion Road.
8. Complementary improvements to public footpath KM283, connecting Plain Road to Thorn Road.

### **Strategic highways and transportation**

9. Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.
10. Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.

## **Policy H1(51) The Parsonage, Goudhurst Road, Marden**

### **Policy H1 (51)**

#### **The Parsonage, Goudhurst Road, Marden**

The Parsonage, as shown on the policies map, is allocated for development of approximately 144 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. Retain and enhance hedges and trees along the southern and eastern boundaries of the site in order to screen new housing from the adjacent open countryside.

#### **Access**

2. Access will be taken from Goudhurst Road only.
3. Pedestrian and cycle access will be provided, to ensure good links to existing residential areas and the village centre, and to the existing open space adjacent to the north east corner of the site.

### **Open space**

4. Provision of 2.16ha of natural/semi-natural open space in accordance with policy OS1(8) together with a minimum of 0.85ha of allotments/amenity green space/provision for children and young people and contributions towards Marden Playing Fields.

### **Strategic highways and transportation**

5. Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.
6. Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.

## **Policy H1(52) Marden Cricket and Hockey Club, Stanley Road, Marden**

### **Policy H1 (52)**

#### **Marden Cricket and Hockey Club, Stanley Road, Marden**

Marden Cricket and Hockey Club, as shown on the policies map, is allocated for development of approximately 124 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. Retain and enhance hedges and trees along the southern and eastern boundaries of the site in order to screen new housing from the adjacent open countryside.

#### **Access**

2. Access will be taken from either Albion Road or Stanley Road, subject to agreement with the Highways Authority.
3. Pedestrian and cycle access will be provided, to ensure good links to existing residential areas and the village centre.

#### **Open space**

4. Provision of 0.497ha of amenity green space within the site, together with contributions towards outdoor sports facilities, equipped play areas for children and young people, and allotments and community gardens at Marden Playing Fields, Cockpits and Napoleon Drive.

### **Highways and transportation**

5. Complementary improvements to public footpath KM276, connecting the site to Howland Road.

### **Strategic highways and transportation**

6. Package of improvements to Marden Rail Station including provision of a new shelter, additional seats, CCTV and lighting as part of one scheme, and provision of a cycle park as part of another scheme.
7. Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure.

## **Policy H1(53) South of The Parsonage, Goudhurst Road, Marden**

### **Policy H1(53)**

#### **South of The Parsonage, Goudhurst Road, Marden**

South of The Parsonage, as shown on the policies map, is allocated for development of approximately 50 dwellings at an average density of 26 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

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

### **Landscape/Ecology**

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

### **Access**

8. Vehicular and pedestrian access to the site will only be from the adjacent development site to the north (The Parsonage, H1(51)).

### **Flood risk and drainage**

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

### **Open space**

10. Provision of 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 DM22.

### **Strategic highways and transportation**

11. Package of measures including the upgrading of the zebra crossing on Goudhurst Road to a pelican crossing, the provision of a pedestrian crossing on Church Green, traffic calming measures and improvements to bus infrastructure

### Policy H1(54) Hen and Duckhurst Farm, Marden Road, Staplehurst

#### Policy H1 (54)

##### Hen and Duckhurst Farm, Marden Road, Staplehurst

Hen and Duckhurst Farm, as shown on the policies map, is allocated for development of approximately 250 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. Retain and enhance hedges and trees along the northern and western boundaries of the site in order to screen new housing from the adjacent open countryside.
2. A suitable landscape buffer will be provided to appropriately screen views of the electricity substation.

##### Access

3. Primary access will be taken from Marden Road subject to agreement with the Highways Authority.
4. Secondary and/or emergency access will be taken from Lodge Road subject to agreement with the Highways Authority.
5. Pedestrian and cycle access will be taken from Lodge Road to ensure safe connection to the industrial estate and nearby railway station.
6. Pedestrian and cycle linkages will be provided, to ensure good links to existing residential areas and the village centre.

##### Noise

7. Development will be subject to a noise survey to determine any necessary attenuation measures in relation to the railway line and industrial estate.

##### Open space

8. Provision of a minimum of 4.66ha of formal/semi-natural open space and allotments within the site together with contributions towards Lime Trees Playing Fields.

##### Community infrastructure

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

##### Highways and transportation



10. Package of measures in north western Staplehurst including the provision of pedestrian and cycle links to the railway station, provision of a pedestrian and cycle crossing on Marden Road, bus infrastructure improvements, traffic calming and the extension of the 30 mph limit on Marden Road.

### **Strategic highways and transportation**

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

### **Policy H1(55) Fishers Farm, Fishers Road, Staplehurst**

#### **Policy H1 (55)**

##### **Fishers Farm, Fishers Road, Staplehurst**

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

##### **Design and layout**

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

##### **Access**

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

##### **Noise**

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

### **Open space**

9. Provision of a minimum of 4.47ha of natural/semi-natural open space within the site together with contributions towards off site provisions/improvements required in accordance with policy DM22. Should the site be sub-divided through the development management process proportionate provision/contributions will be required. Open space should be sited to maximise accessibility to new and existing residents.

### **Community infrastructure**

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

### **Highways and transportation**

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

### **Strategic highways and transportation**

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

## **Policy H1(56) North of Henhurst Farm, Staplehurst**

### **Policy H1(56)**

#### **North of Henhurst Farm, Staplehurst**

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

#### **Design and Layout**

1. The northern section of the site only as defined on the policies map, approximately 2.5ha, will be developed for residential purposes, to ensure the impact on the surrounding landscape is minimised.

2. The development will provide pedestrian/cycle path links to PROW KM312 and KM302A to provide enhanced connections to the village centre and facilities.
3. The woodland belt on the site's eastern boundary will be retained and an appropriate buffer to the woodland provided within the development.
4. A buffer of at least 15m with no development within it shall be provided to the western site boundary with the ecological area secured as part of the development at Oliver Road to the north of the site.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

### **Landscape/Ecology**

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

### **Access**

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

### **Flood risk and drainage**

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

### **Open space**

12. Provision of 1.22ha of natural/semi-natural open space in accordance with policy OS1(9) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.

### **Strategic highways and transportation**

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

### **Policy H1(57) Hubbards Lane and Haste Hill Road, Boughton Monchelsea and Loose**

#### **Policy H1 (57)**

##### **Hubbards Lane and Haste Hill Road, Boughton Monchelsea**

Hubbards Lane and Haste Hill Road, as shown on the policies map, is allocated for development of approximately 20 dwellings at an average density of 33 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### **Design and layout**

1. The hedgerows along the southern and eastern boundaries of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Hubbards Lane and Haste Hill Road to protect the amenity and privacy of residents.

##### **Access**

2. Access will be taken from Hubbards Lane only.

### Policy H1(58) Boughton Lane, Boughton Monchelsea and Loose

#### Policy H1(58)

##### Boughton Lane, Boughton Monchelsea and Loose

Boughton Lane, as shown on the policies map, is allocated for development of approximately 75 dwellings at an average density of 28 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and Layout

1. Development will be restricted to the 2.7ha located to the south of Leonard Gould Way and to the rear of 'Slade House', 'Milldean', 'Grove Cottage', 'Cherry Lodge' and 'Pendale', Pickering Street.
2. The remaining 7.1ha of land to the east and north east of the development site will be provided as public open space (in accordance with criterion 13) or will remain undeveloped.
3. The retention and reinforcement where necessary of existing boundary hedgerows and tree belts.
4. The character of the development and its resultant density will reflect its role as a transition site on the edge of the urban area.
5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.

##### Access

6. Access will be taken from Boughton Lane from the northern site boundary running southwards, to ensure the open space area is not unacceptably severed.
7. The provision of pedestrian and cycle access to PROW KM55 on the southern boundary of the site.

##### Heritage Impact

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

##### Landscape/Ecology

9. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.



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

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

### **Flood risk and drainage**

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

### **Open space**

13. Provision of 1.49ha of natural/semi-natural 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 DM22. Open space should be sited to maximise accessibility to new and existing residents.

### **Strategic highways and transportation**

14. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.

## **Policy H1(59) Boughton Mount, Boughton Lane, Boughton Monchelsea**

### **Policy H1(59)**

#### **Boughton Mount, Boughton Lane, Boughton Monchelsea**

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

#### **Design and Layout**

1. Built development will be restricted to the currently developed area (approx 1.8ha) north of the Ha-Ha and Folly and will exclude the area of the existing pond.

2. The layout shall show the retention and restoration of the Ha-Ha, The Folly, the water tower and barn, the walls surrounding the former walled garden and other ragstone walls within the site.

3. The layout shall show the restoration of the parkland/garden associated with the former house containing The Folly and Ha-Ha as publicly accessible open space.

4. Any application should be accompanied by a detailed viability assessment and appraisal showing that the development proposed is the minimum necessary to secure criteria 2 and 3 above.

5. An appropriate legal mechanism is entered into to secure the completion of the restoration/renovation works comprised in criteria 2 and 3 at an agreed point in the delivery of the development together with payment of a bond that will be repaid in stages once scheduled works are completed.

6. The proposed layout will retain and reinforce the existing woodland and planting along the site's northern boundary.

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

### **Access**

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

### **Heritage Impact**

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

### **Landscape/Ecology**

10. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.

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

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

### **Contamination**

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

### **Drainage and Flood risk**

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

### **Open space**

15. Provision of 0.15ha of natural/semi-natural open space in accordance with policy OS1(16) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.

### **Strategic highways and transportation**

16. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.

### **Policy H1(60) Junction of Church Street and Heath Road, Boughton Monchelsea**

#### **Policy H1(60)**

#### **Junction of Church Street and Heath Road, Boughton Monchelsea**

Junction of Church Street and Heath Road, as shown on the policies map, is allocated for development of approximately 40 dwellings at an average density of 32 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

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

#### **Landscape**

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

### **Drainage and Flood risk**

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

### **Heritage impact**

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

### **Ecology/biodiversity**

7. Development will be subject to the results and recommendations of a phase 1 habitat survey and any species specific surveys that may as a result be recommended together with any necessary mitigation/enhancement measures particularly in relation to the adjacent woodland to the NE corner of the site.

### **Strategic highways and transportation**

8. Linton Crossroads junction improvements.

## **Policy H1(61) Lyewood Farm, Green Lane, Boughton Monchelsea**

### **Policy H1(61)**

#### **Lyewood Farm, Green Lane, Boughton Monchelsea**

Lyewood Farm, as shown on the policies map, is allocated for development of approximately 25 dwellings at an average density of 20 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

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

2. Landscaping shall be provided on the western site boundary adjacent to the existing woodland and PROW KM104A to assist in the screening of and providing a setting for the new development from the west.

3. Landscaping shall also be provided along the site boundary with Lyewood Oast.

4. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance, that in particular addresses the impact of the development from Cliff Hill and PROW KM100 that runs east/north east from Cliff Hill towards Pested Bars Road and from Green Lane and Old Tree Lane.

5. The proposed layout shall respect the clustered pattern of development that characterises the groups of dwellings within this part of Boughton Monchelsea parish. There will be no built development to the north of the existing chicken sheds.

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

### **Access**

7. Vehicular access to the site will only be from Green Lane.

8. The design of the site access road will retain and incorporate PROW KM106 in the section between its junction with Green Lane and the existing driveway to Lyewood Oast.

9. A footpath/cycle path will be provided along the frontage to Green Lane on land within the landowner's control to the north of the existing hedgerow (which shall be retained) from a point east of KM104A until the site access road.

### **Drainage and Flood risk**

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

### **Contamination**

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

### **Archaeology**

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

### **Open space**



13. Provision of 0.15ha of natural/semi-natural 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 DM22. Open space should be sited to maximise accessibility to new and existing residents.

### Policy H1(62) Hubbards Lane, Loose

#### Policy H1(62)

##### Hubbards Lane, Loose

Hubbards Lane, as shown on the policies map, is allocated for development of approximately 8 dwellings at an average density of 20 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and Layout

1. Structural landscaping will be provided on the eastern and southern boundaries of the site to provide a suitable buffer between the site and the agricultural unit to the east.
2. 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.

##### Access

3. Access to the site will be from Hubbards Lane and the scheme design should take account of the potential for the development to be affected by car parking associated with the Cornwallis Academy at peak times.

### Policy H1(63) East of Eyhorne Street, Eyhorne Street, Hollingbourne

#### Policy H1 (63)

##### East of Eyhorne Street, Hollingbourne

East of Eyhorne Street, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 33 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and layout

1. Structural landscaping will be implemented along the eastern and southern boundaries of the site in order to screen the edge of development from the open countryside and to protect the setting of the Grade II\* listed Godfrey House.
2. The hedgerow along the western boundary of the site will be enhanced in order to provide a suitable buffer between new housing and existing housing on Eyhorne Street to protect the amenity and privacy of residents.

### **Access**

3. Access will be taken from Eyhorne Street only.

### **Noise**

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

### **Policy H1(64) West of Eyhorne Street, Eyhorne Street, Hollingbourne**

#### **Policy H1 (64)**

#### **West of Eyhorne Street, Hollingbourne**

West of Eyhorne Street, as shown on the policies map, is allocated for development of approximately 14 dwellings at an average density of 12 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**

1. The line of trees along the north eastern boundary of the site will be retained in order to provide a suitable buffer between new housing and the railway line.
2. Structural landscaping will be implemented along the north western boundary of the site in order to screen the edge of development from the open countryside, and to protect the setting of the Kent Downs AONB.
3. The hedgerow along the south eastern boundary of the site will be enhanced in order to protect the setting of the Grade II\* listed Godfrey House.

#### **Access**

4. Access will be taken from Eyhorne Street only.

#### **Noise**

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

### Open space

6. Contributions towards improvements to existing play equipment and outdoor sports facilities at Hollingbourne Recreational Ground and Cardwell play area.

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### Policy H1(65) Adjacent to The Windmill PH, Eyhorne Street, Hollingbourne

#### Policy H1(65)

##### Adjacent to The Windmill PH, Eyhorne Street, Hollingbourne

Adjacent to The Windmill PH, as shown on the policies map, is allocated for development of approximately 15 dwellings at an average density of 10 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### Design and Layout

1. A low to medium density scheme will be developed reflecting the context of this allocation.
2. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials and design cues from the adjacent Conservation Area and other designated Heritage Assets.
3. The existing hedges along the boundary with properties in Eyhorne Street will be retained and reinforced and a buffer of at least 15m provided between the development and the adjacent wooded area in the western corner of the site. The hedgerow and trees along PROW KH199 will be retained except where the vehicular access to the site is formed.

##### Heritage Impact

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

##### Access

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

##### Landscape/Ecology

6. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.

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

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

### **Flood risk and drainage**

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

### **Policy H1(66) Brandy's Bay, South Lane, Sutton Valence**

#### **Policy H1(66)**

#### **Brandy's Bay, South Lane, Sutton Valence**

Brandy's Bay, as shown on the policies map, is allocated for development of approximately 40 dwellings at an average density of 27 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The proposed site layout will retain the existing streams within and adjacent to the site boundaries open and un-culverted.

2. The development will provide ecological mitigation/enhancement areas and landscaped buffers along the North, East and South site boundaries to ensure appropriate habitat connectivity and the retention of existing trees and hedgerows.

3. The layout shall provide for a centrally positioned access road off South Lane with landscaping to the site boundaries and trees along the new access road.

4. The scheme shall provide for a footpath link from the site's entrance on South Lane to PROW KH505 at an appropriate access point on the southern site boundary to improve pedestrian connectivity with the existing settlement, the adjacent bus stops in Headcorn Road, and the countryside to the east.

5. The site layout will be designed to accommodate the difference in site levels west to east across the site without extensive excavation and re-modelling of the land form.

6. The layout will provide for a range of dwelling types and sizes to ensure an appropriate mix of accommodation is provided.

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

### **Landscape/Ecology**

8. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.

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

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

### **Contamination**

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

### **Flood risk and drainage**

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

### **Open space**

13. Contributions towards enhanced play and open space facilities.

## **Policy H1(67) Vicarage Road, Yalding**

### **Policy H1 (67)**

#### **Vicarage Road, Yalding**

Vicarage Road, as shown on the policies map, is allocated for development of approximately 65 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and layout**



1. Structural landscaping will be implemented along the eastern, southern and western boundaries of the site in order to screen the edge of development from the open countryside, and to protect the setting of Yalding conservation area.

### **Access**

2. Access will be taken from Vicarage Road only.

### **Highways and transportation**

3. Extension of the footway along Vicarage Road to the site.

### **Policy H1(68) Bentletts Yard, Claygate Road, Laddingford**

#### **Policy H1(68)**

#### **Bentletts Yard, Claygate Road, Laddingford**

Bentletts Yard, as shown on the policies map, is allocated for development of approximately 10 dwellings at an average density of 5 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### **Design and Layout**

1. The layout of development shall reflect the rural character of the area to create the appearance of one or more clusters of farm buildings
2. Development proposals will be of a high standard of design and sustainability, incorporating the traditional domestic and agricultural building designs and materials of Kent Vernacular architecture.
3. Lighting on the site should be carefully designed so that it minimises landscape, heritage and ecological impacts.

#### **Heritage Impact**

4. Development should preserve and/or enhance the setting of the listed building known as The Pest House at the entrance to the site.

#### **Landscape/ecology**

5. The development proposals are designed to take into account the results of a landscape and visual assessment undertaken in accordance with the principles of guidance available at the time of the submission of an application.

6. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.
7. Retention, enhancement and reinforcement of existing trees and hedgerows along the site's northern and southern boundaries to provide substantial structural landscaping to screen the development from the surrounding countryside.
8. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific survey that may, as a result, be recommended together with any necessary mitigation / enhancement measures.
9. The development should be designed to ensure that land suitable for use as Great Crested Newt habitat should not be lost to development. Any landscaping and ecological enhancements at the western end of the site should include provision of a wildlife pond.

### **Land contamination and viability**

10. It should be demonstrated that contamination of the site resulting from its scrap yard use has been remediated to the satisfaction of the local authority and the Environment Agency.
11. Any application should be accompanied by a detailed viability assessment and appraisal.

### **Flooding and water quality**

12. The submission of a flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency.
13. Measures should be secured to ensure adequate site drainage, including the implementation of sustainable drainage measures. Sustainable Urban Drainage measures should seek to enhance potential Great Crested Newt habitat.

## Policy OS1 Strategic open space allocations

**8.1** To support the appropriate delivery of development identified in the local plan, the council has identified suitable sites to secure the provision of open space to meet and/or contribute towards the open space requirements in accordance with the standards set out in policy DM22.

### Policy OS1

#### Open space allocations

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

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

Policy reference	Site name, address	Approx. ha	Open space typology
(12)	North of Heath Road (Older's Field), Coxheath	1.12	Natural/semi-natural open space
(13)	Heathfield, Heath Road, Coxheath	0.50	Amenity green space
(14)	Former Syngenta Works, Hampstead Lane, Yalding	4.40	Natural/semi-natural open space
(15)	Boughton Lane, Loose and Boughton Monchelsea	1.49	Natural/semi-natural open space
(16)	Boughton Mount, Boughton Monchelsea	0.15	Natural/semi-natural open space
(17)	Lyewood Farm, Boughton Monchelsea	0.15	Natural/semi-natural open space

### Policy H2 Broad locations for housing growth

**9.1** In addition to the specific site allocations made under policy H1, the council has identified Maidstone town centre, Invicta Park Barracks on Royal Engineers Road and Lenham as future broad locations for housing growth, where the expectation is that development will not take place at these locations until the latter end of the plan period (2026-2031).

#### Maidstone Town Centre

**9.2** It is acknowledged that there is an oversupply of poorer quality office stock in the town centre which is no longer fit for purpose. This has the effect of suppressing the town centre office market and thereby inhibiting new development which could better meet modern business needs. A route to tackle this is to rationalise the supply of the poorest stock through conversion or redevelopment to alternative uses. Over the time frame of the plan it is anticipated that the value of the lowest quality office stock, in terms of rents, will fall further making redevelopment for alternative uses increasingly viable. With a corresponding uplift in the market for town centre apartments, this trend could see the delivery of significant new housing in and around the town centre. The impact of the temporary permitted development entitlements for changes of use from office accommodation to residential use<sup>(11)</sup> has yet to be fully assessed, although a number of prior notifications have been submitted. In view of the market shifts needed, full delivery is unlikely to be realised until the end of the plan period. The town centre broad location has the potential to deliver in the order of 700 additional homes.

#### Invicta Park Barracks, Maidstone

**9.3** Invicta Park Barracks covers a substantial area (41 ha) to the north of the town centre. It comprises a range of military buildings, including army accommodation, set within expansive parkland. The site is currently home to the 36 Engineer Regiment. The Ministry of Defence (MoD) has categorised the site as a 'retained' site in its most recent estates review (2013), rather than a 'core' site which has a more secure future, although there are no immediate plans to vacate this site.

**9.4** The MoD keeps its property portfolio under regular review. The MoD has confirmed to the council that, in the longer term, there could be some prospect that the site may be declared surplus and so become available for alternative uses. In recognition of this potential and the clear need to plan positively for it, in the event that the site does become surplus to MoD requirements (again it is advised there are no immediate plans to vacate the site), the local plan identifies Invicta Park Barracks as a broad location which is unlikely to come forward for housing growth until the end of the local plan period (post 2026). The site has the potential to deliver in the order of 1,300 new homes.

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11 Through the new Housing and Planning Bill 2015, the Government has signalled its intention to make permanent temporary permitted development rights which have enabled offices to be converted to new homes without having to apply for planning permission. The council will maintain a watching brief and respond as appropriate



Lenham

**9.5** Lenham is identified as a rural service centre in the local plan, primarily because of the range of services and facilities in the village, transport infrastructure, local employment opportunities and the fact that the village serves its local population and surrounding areas.

**9.6** Land adjacent to the east and west of Lenham's built form is considered suitable to accommodate additional housing in the region of 1500 dwellings in total if required towards the latter end of the plan period (post 2026). The topography of this area is low lying and does not have the same landscape or infrastructure constraints as some other areas of the borough. However, it is accepted that a number of infrastructure improvements and mitigation measures (e.g. transport, highways, education, health, sporting facilities) would be required to ensure that any future development is integrated into the existing fabric of the settlement and to ensure that Lenham remains a sustainable settlement.

Policy reference	Area	Approximate Dwellings yield
H2(1)	Maidstone town centre	700
H2(2)	Invicta Park barracks	1,300
H2(3)	Lenham	1,500

Table 9.1 Broad locations for housing growth

Policy H 2

Broad locations for housing growth

The broad locations for future housing growth allocated under policies H2(1) to H2(3) have the potential to deliver up to 3,500 homes to meet the borough's housing need post 2026. These locations will deliver a range of developments of varying sizes, types and densities. In addition to the specific requirements set out in the detailed policies for the broad locations, all sites should meet the following criteria.

1. Development will be subject to the results and recommendations of a phase one ecological survey as determined by the council.
2. Appropriate surface water and robust flood mitigation measures will be implemented where the site coincides with identified flood zones 2 and 3 and shall be subject to a flood risk assessment, including sites in Flood Zone 1 greater than 1ha in area, and shall incorporate sustainable drainage systems.
3. Provision of, or contributions towards, publicly accessible open space should be made in accordance with policy DM22.

4. Provision of affordable housing and a suitable mix of dwelling sizes should be made in accordance with policies DM11 and DM13.
5. An individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council as the highway authority and Highways England, where appropriate, will demonstrate how proposed mitigation measures address the cumulative impacts of all sites taken together.
6. Appropriate contributions towards strategic and local infrastructure will be provided where proven necessary.

## Policy H2(1) Maidstone town centre

### Policy H2 (1)

#### Maidstone town centre broad location for housing growth

Maidstone town centre, as defined on the policies map, is identified as a broad location in accordance with policy H2 for approximately 700 dwellings. Development must comply with policy SP4. The council will prepare a master plan to develop the vision for the town centre and to guide development proposals.

## Policy H2(2) Invicta Park Barracks, Maidstone

### Policy H2 (2)

#### Invicta Park Barracks, Maidstone broad location for housing growth

Invicta Park Barracks is identified as a broad location in accordance with policy H2 for up to 1,300 dwellings towards the end of the local plan period (post 2026). Should the site come forward within the growth location, as defined on the policies map, before the local plan is reviewed, the following criteria must be met in addition to other policies of this local plan:

1. Preparation and submission of a development brief and a master plan prepared in conjunction with and for approval by the council to guide development;
2. Integration of new development within the existing landscape structure of the site (supported by ecological, arboricultural, and landscape and visual impact assessments together with the identification of detailed mitigation measures where appropriate);
3. Ensuring requisite community facilities, which may include neighbourhood shopping and health and education facilities, are delivered in conjunction with housing;
4. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;
5. Off site highway improvements as necessary to mitigate the impact of development;
6. Securing a network of public footpath and cycling routes through the site;
7. Preservation of features of ecological importance, including the retention and enhancement of wildlife corridors, and ensuring that connection with ecological features and corridors outside the site is maintained/enhanced;
8. Enhanced walking, cycling and public transport connections to the town centre and local area;

9. Preservation of Park House (Grade II\*) and its setting, in particular the parkland to the north and east of Park House to include removal of existing built development at 1-8 (consecutive) The Crescent to enhance/restore the parkland setting; and
10. Development proposals must demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development.

## Policy H2(3) Lenham

### Policy H2 (3)

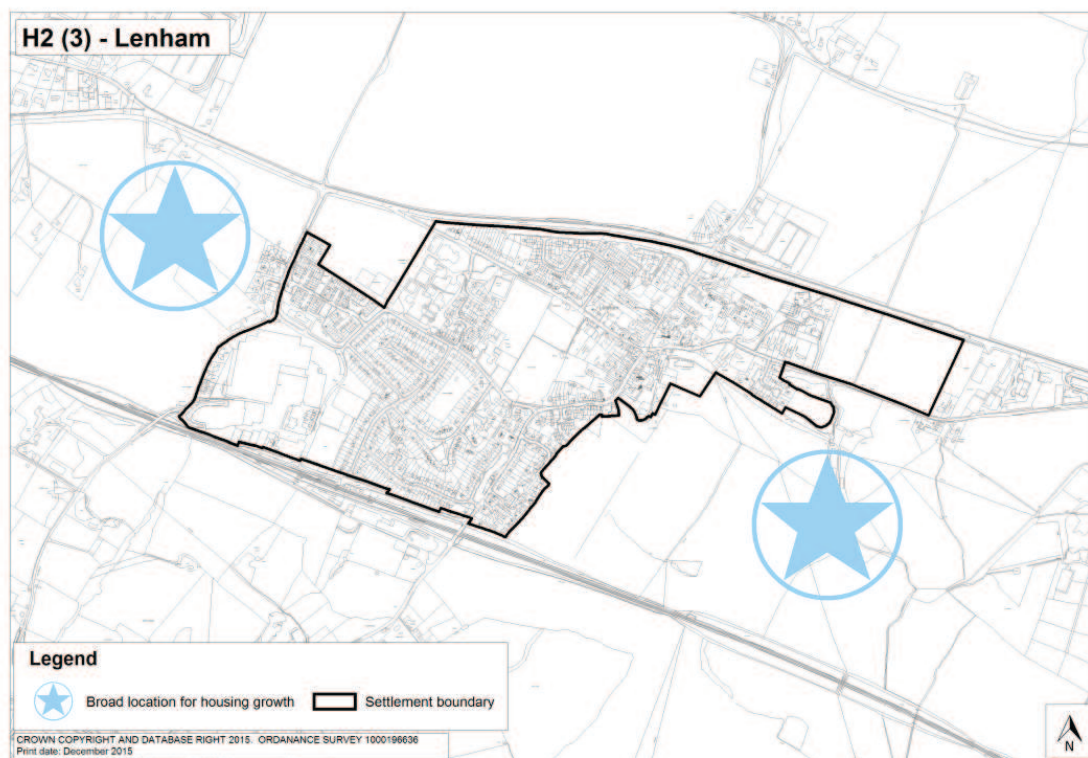
#### Lenham broad location for housing growth

The rural service centre of Lenham is identified as a broad location in accordance with policies SP9 and H2 for up to 1,500 dwellings towards the end of the local plan period (post 2026). If the council's housing land supply position requires this broad location, as illustrated on the inset plan, to come forward before the local plan is reviewed the following criteria must be met in addition to other policies of this local plan:

1. Preparation and submission of a master plan prepared in conjunction with and for approval by the Council to guide development;
2. Submission of necessary ecological, arboricultural, and landscape and visual impact assessments with detailed mitigation schemes where appropriate;
3. Individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, demonstrating how proposed mitigation measures address the cumulative impacts of all the sites taken together;
4. Provision of, or contributions towards infrastructure improvements that benefit public transport users, pedestrians and cyclists in and around the village;
5. Provision of, or contributions towards community infrastructure (e.g. schools, medical facilities, youth facilities), where proven necessary;
6. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;
7. Appropriate surface water and robust flood mitigation measures will be implemented where deemed necessary, subject to a flood risk assessment, incorporating sustainable urban drainage systems;

8. A feasible solution shall be identified to provide wastewater treatment capacity so that water quality objectives set by the Environment Agency are not compromised, and the necessary wastewater treatment capacity can be delivered in parallel with the development; and
9. Development proposals must demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development.

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## Policy GT1 - Gypsy and Traveller site allocations

**11.1** The Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) revealed a need for 187 permanent Gypsy and Traveller pitches to be provided in the borough during the period October 2011 and March 2031. A further 11 plots for Travelling Showpeople will be required over the same period.

**11.2** A request for potential Gypsy and Travelling Showpeople sites was included as part of the call for sites undertaken for the Strategic Housing Land Availability Assessment. The sites that came forward were assessed. Faced with the significant scale of pitch need which the GTTSA reveals, the search was significantly broadened. Established Gypsy and Traveller sites were assessed for their capacity for additional pitches, and sites which either had no planning permission or a temporary planning permission were also reviewed to assess whether any are suitable for permanent Gypsy accommodation. Sites which had been rejected for non-Gypsy and Traveller uses in the Strategic Housing Land Availability Assessment and Strategic Economic Development Land Availability Assessment, together with sites previously considered for a potential public Gypsy site, were also tested.

**11.3** The sites assessed as appropriate for allocation are listed in the table below.

Policy Reference	Site address	Total no. pitches	Net pitch gain
GT1(1)	The Kays, Heath Road, Linton	2	1
GT1(2)	Greenacres (plot 5), Church Hill, Boughton Monchelsea	2	1
GT1(3)	Chart View, Chart Hill Road, Chart Sutton	4	2
GT1(4)	Land at Blossom Lodge, Stockett Lane, Coxheath	6	6
GT1(5)	Little Boarden, Boarden Lane, Headcorn	3	2
GT1(6)	Rear of Granada, Lenham Road, Headcorn	2	1
GT1(7)	The Chances, Lughorse Lane, Hunton	4	4
GT1(8)	Kilnwood Farm, Old Ham Lane, Lenham	4	2
GT1(9)	1 Oak Lodge, Tilden Lane, Marden	2	2
GT1(10)	The Paddocks, George Street, Staplehurst	4	2

Policy Reference	Site address	Total no. pitches	Net pitch gain
GT1(11)	Bluebell Farm, George Street, Staplehurst	4	2
GT1(12)	Cherry Tree Farm, West Wood Road, Stockbury	2	2
GT1(13)	Flips Hole, South Street Road, Stockbury	5	5
GT1(14)	The Ash, Yelsted Road, Stockbury	5	5
GT1(15)	Hawthorn Farm, Pye Corner, Ulcombe	5	3
GT1(16)	Neverend Lodge, Pye Corner, Ulcombe	2	1

Table 11.1 Gypsy and Traveller site allocations

## Policy GT 1

### Gypsy and Traveller site allocations

The sites allocated under policies GT1(1) to GT1(16) will deliver approximately 41 pitches for Gypsy and Traveller accommodation to assist in meeting needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.

### Policy GT1(1) The Kays, Heath Road, Linton

#### Policy GT1 (1)

##### The Kays, Heath Road, Linton

In accordance with policy GT1, planning permission for 1 permanent pitch at The Kays, Heath Road, Linton, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 pitches
2. Access to the site is via the existing access off Heath Road.
3. The additional pitch is located towards the rear of the site and not forward of the existing mobile home.

### Policy GT1(2) Greenacres (Plot 5), Church Hill, Boughton Monchelsea

#### Policy GT1 (2)

##### Greenacres (Plot 5), Church Hill, Boughton Monchelsea

In accordance with policy GT1, planning permission for 1 permanent pitch at Greenacres (plot 5), Church Hill, Boughton Monchelsea, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches
2. Access to the site is via the existing access off Church Hill.
3. The additional pitch is sited on the existing hardstanding and not beyond the site boundaries defined on the policies map.
4. A landscaping scheme for the site is approved which provides for
  - i. the retention and future maintenance of the trees and hedge line along the site frontage to Church Hill;
  - ii. and the establishment of a landscaped boundary to the south of the site comprising native species to provide an effective screen to the development.

### Policy GT1(3) Chart View, Chart Hill Road, Chart Sutton

#### Policy GT1 (3)

##### Chart View, Chart Hill Road, Chart Sutton

In accordance with policy GT1, planning permission for 2 permanent pitches at Chart View, Chart Hill Road, Chart Sutton, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches
2. Access to the site is via the existing access off Chart Hill Road
3. The additional pitches are sited within the site boundaries as defined on the policies map.
4. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the trees and hedgeline along the site frontage to Chart Hill Road and of the native hedgerow along the eastern boundary of the site.

### Policy GT1(4) Land at Blossom Lodge, Stockett Lane, Coxheath

#### Policy GT1 (4)

##### Blossom Lodge, Stockett Lane, Coxheath

In accordance with policy GT1, planning permission for 6 permanent pitches at Blossom Lodge, Stockett Lane, Coxheath, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 6 Gypsy and Traveller pitches.
2. Access to the site is via the existing access off Stockett Lane.
3. The additional pitch is sited within the site boundaries as defined on the policies map.
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.

### Policy GT1(5) Little Boarden, Boarden Lane, Headcorn

#### Policy GT1 (5)

##### Little Boarden, Boarden Lane, Headcorn

In accordance with policy GT1, planning permission for 2 permanent pitches at Little Boarden, Boarden Lane, Headcorn, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total capacity of the site does not exceed 3 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for:
  - i. The retention and future maintenance of the existing landscaping along the frontage to Boarden lane as an effective screen to the development; and
  - ii. The retention and maintenance of the existing landscaping along the south western boundary and its extension with native planting along the whole of the boundary to form an effective screen to the development.

### Policy GT1(6) Rear of Granada, Lenham Road, Headcorn

#### Policy GT1 (6)

##### Rear of Granada, Lenham Road, Headcorn

In accordance with policy GT1, planning permission for 1 permanent pitch to the rear of Granada, Lenham Road, Headcorn, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches
2. Access to the site is via the existing access off Lenham Road.
3. The additional pitch is sited on the existing area of hardstanding in the eastern part of the site and not beyond the site boundaries as defined on the policies map.
4. A landscaping scheme for the site is approved which provides for

i: the retention and future maintenance of the trees and hedgeline along the site's southern, eastern and northern boundaries



- ii: the establishment of a native species landscaped boundary along the western edge of the site to create a more permanent boundary

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### Policy GT1(7) The Chances, Lughorse Lane, Hunton

#### Policy GT1 (7)

##### The Chances, Lughorse Lane, Hunton

In accordance with policy GT1, planning permission for 4 permanent pitches at The Chances, Lughorse Lane, Hunton, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total site capacity does not exceed 4 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the existing landscaped boundaries of the site and the further enhancement of the northern boundary with native species planting to provide an effective screen to the development.
3. The siting of development should ensure a 15m buffer between development and Nine Acre Shaw (ancient woodland) to the south west.

##### Ecology

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

### Policy GT1(8) Kilnwood Farm, Old Ham Lane, Lenham

#### Policy GT1(8)

##### Kilnwood Farm, Old Ham Lane, Lenham

In accordance with policy GT1, planning permission for 2 permanent pitches at Kilnwood Farm, Old Ham Lane, Lenham, as shown on the policies map, will be granted if the following criteria are met.

##### Design & layout

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches

2. Access to the site is via the existing access off Old Ham Lane.
3. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the trees and woodland along the northern, western and eastern boundaries of the site to secure the effective screening of the site
4. The siting of the additional mobile homes maintains a 15m buffer to the Ancient Woodland.
5. A ecological assessment of the site is undertaken and an ecological enhancement and wildlife management plan for the site is approved.

### **Policy GT1(9) 1 Oak Lodge, Tilden Lane, Marden**

#### **Policy GT1 (9)**

##### **1 Oak Lodge, Tilden Lane, Marden**

In accordance with policy GT1, planning permission for 2 permanent pitches at 1 Oak Lodge, Tilden Lane, Marden, as shown on the policies map, will be granted if the following criteria are met.

##### **Design and layout**

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. The substantial landscape buffer to the north west and west of the site is retained and maintained.

### **Policy GT1(10) The Paddocks, George Street, Staplehurst**

#### **Policy GT1 (10)**

##### **The Paddocks, George Street, Staplehurst**

In accordance with policy GT1, planning permission for 2 permanent pitches at The Paddocks, George Street, Staplehurst, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches
2. Access to the site is via the existing access off George Street.

3. The additional pitches are sited within the site boundaries as defined on the policies map.
4. A landscaping scheme for the site is approved which provides for
  - i: the retention and future maintenance of the trees and hedgeline along the site's frontage to George Street
  - ii: the establishment of a native species landscaped boundary along the rear (northern) edge of the site to create a more permanent boundary
5. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

### Policy GT1(11) Bluebell Farm, George Street, Staplehurst

#### Policy GT1 (11)

##### Bluebell Farm, George Street, Staplehurst

In accordance with policy GT1, planning permission for 2 permanent pitches at Bluebell Farm, George Street, Staplehurst, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 4 Gypsy and Traveller pitches
2. Access to the site is via the existing access off George Street.
3. The additional pitches are sited within the site boundaries as defined on the policies map.
4. A landscaping scheme for the site is approved which provides for
  - i: the retention and future maintenance of the trees and hedgeline along the site's frontage to George Street
  - ii: the establishment of a native species landscaped boundary along the rear (northern) edge of the site to create a more permanent boundary
5. An ecological assessment of the site is undertaken and the proposals incorporate necessary habitat creation, enhancement and mitigation measures.

### Policy GT1(12) Cherry Tree Farm, West Wood Road, Stockbury

#### Policy GT1 (12)

##### Cherry Tree Farm, West Wood Road, Stockbury

In accordance with policy GT1, planning permission for 2 permanent pitches at Cherry Tree Farm, West Wood Road, Stockbury, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for:
  - i. The retention and future maintenance of the existing hedges along the eastern and western boundaries of the site which provide an effective screen to the development; and
  - ii. The establishment of a landscaped boundary to the north of the site to provide an effective screen to the development.

### Policy GT1(13) Flips Hole, South Street Road, Stockbury

#### Policy GT1 (13)

##### Flips Hole, South Street, Stockbury

In accordance with policy GT1, planning permission for 5 permanent pitches at Flips Hole, South Street, Stockbury, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total site capacity does not exceed 5 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for the retention and future maintenance of the existing landscaped boundaries of the site to provide an effective screen to the development.

### Policy GT1(14) The Ash, Yelsted Road, Stockbury

#### Policy GT1 (14)

##### The Ash, Yelsted Road, Stockbury

In accordance with policy GT1, planning permission for 5 permanent pitches at The Ash, Yelsted Road, Stockbury, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total site capacity does not exceed 5 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for the retention, enhancement and future maintenance of the existing landscaped boundaries of the site to provide an effective screen to the development.

### Policy GT1(15) Hawthorn Farm, Pye Corner, Ulcombe

#### Policy GT1 (15)

##### Hawthorn Farm, Pye Corner, Ulcombe

In accordance with policy GT1, planning permission for 3 permanent pitches at Hawthorn Farm, Pye Corner, Ulcombe, as shown on the policies map, will be granted if the following criteria are met.

##### Design and layout

1. The total site capacity does not exceed 5 Gypsy and Traveller pitches.
2. A landscaping scheme for the site is approved which provides for:
  - i. The retention and future maintenance of the woodland area which lies to the south of the site and of the hedge and tree belts along the south east and north east boundaries of the site which together form an effective screen to the development; and
  - ii. The establishment of a landscaped boundary along the north western and south western edges of the site to provide an effective screen to the development.



### Policy GT1(16) Neverend Lodge, Pye Corner, Ulcombe

#### Policy GT1 (16)

##### Neverend Lodge, Pye Corner, Ulcombe

In accordance with policy GT1, planning permission for 1 permanent pitch at Neverend Lodge, Pye Corner, Ulcombe, as shown on the policies map, will be granted if the following criteria are met.

1. The total capacity of the site does not exceed 2 Gypsy and Traveller pitches
2. Access to the site is via the existing access.
3. The additional pitch is sited in the south eastern corner of the site adjacent to the existing permitted mobile and not beyond the site boundaries as defined on the policies map.
4. A landscaping scheme for the site is approved which provides for
  - i. The retention and future maintenance of the trees and hedge line along the site's western frontage; and
  - ii. The establishment of a native species landscaped boundary along the eastern edge of the site to create a more permanent boundary
5. A biodiversity enhancement strategy for the site is approved.

### Policy RMX1 - Retail and mixed use site allocations

**13.1** A number of sites are allocated in this local plan for a combination of uses. The allocation at Newnham Park will deliver both a prestigious medical campus and replacement retail facilities. The council's priority location for new retail development is the Maidstone East/Sorting Office site in the town centre and this site additionally has capacity to deliver an element of housing in a highly sustainable location. Similarly the King Street car park site in conjunction with the adjacent former AMF bowling site could provide for both retail and residential development also within the town centre. In the rural area, the former Syngenta site near Yalding was previously used for agro-chemicals production and is now vacant. Securing a significant proportion of employment uses on this site alongside housing will have important sustainability benefits.

#### Newnham Park

**13.2** Newnham Park is a 28.6 hectare site located to the north of the urban area adjacent to junction 7 of the M20 motorway. Newnham Court Shopping Village dominates the western part of the allocated site, and the Kent Institute of Medicine and Surgery (KIMS) hospital is located on the northern perimeter of the site served by a new access road. Expanded hospital facilities and associated development to form a medical campus will create a specialist knowledge cluster that will attract a skilled workforce to support the council's vision for economic prosperity.

**13.3** Newnham Court Shopping Village has been developed (and continues to develop) in a piecemeal fashion over time and, consequently, the visual appearance of this site is poor. The inclusion of the Shopping Village with the medical campus as part of the allocation will deliver a comprehensively planned development that will provide quality buildings in a parkland setting.

**13.4** A rectangular field of approximately three hectares to the south east of the development site is identified for new woodland planting, to be developed as a parkland nature reserve and transferred into the ownership of a trust to ensure its long term maintenance. This field offers the opportunity to provide for net gains in biodiversity and ecological connectivity between the large expanses of ancient woodland.

**13.5** Newnham Park is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB), where particular attention needs to be paid to conserving and enhancing the distinctive character of the landscape. Existing landscape features within the site boundaries should be retained where possible, and the site is subject to tree preservation orders. There are constraints to development particularly along boundaries adjacent to the Local Wildlife Site/ancient woodland where a landscape buffer of between 15m and 30m will be required, together with a minimum 15m landscape buffer to be planted each side of the stream running through the site. Most of the site is of limited ecological value, the areas of interest primarily focused at the edges of the site and along the stream.

**13.6** Building heights will be restricted across the whole site to two storeys. Exceptionally there are two locations within the site where modestly higher buildings may be achievable. The first of these lies towards the north of the site,

immediately west of the stream and south of the KIMS phase 1 development where the site topography would enable a building of up to 4 storeys to be achieved. The second location is at the entrance to the site where buildings of up to three storeys would be acceptable. In all cases buildings should be designed and sited to respond to the site's undulating topography and should avoid any significant site levelling in the creation of development platforms for example by the use of terracing.

**13.7** The medical campus will deliver up to 100,000m<sup>2</sup> of specialist medical facilities and associated uses, of which 25,000m<sup>2</sup> will provide for related offices and research and development. Appropriate uses on the site will include hospital or healthcare facilities, specialist rehabilitation services, medical related research and development, central laboratory facilities, and medical training. Medical facilities to the west of the existing stream will be delivered in advance of those being provided on land to the east of the stream.

**13.8** The regeneration and revitalisation of Maidstone's town centre is a priority and the town centre will continue to be the primary retail and office location in the borough. Development will predominantly comprise replacement premises for the existing garden centre and for the shops already established on site (equating to some 14,300m<sup>2</sup>) and a limited amount of additional floorspace at Newnham Court Shopping Village (up to 700m<sup>2</sup>) within the vicinity of the existing retail footprint, as shown on the policies map. Restrictions on the type of goods sold and the class A and D2 uses operating should ensure that the Village is complementary rather than in conflict with the vitality and viability of the town centre and should ensure that the character and appearance of the area is consistent with its sensitive location. The town centre functions successfully due to the mix of uses in close proximity to each other. Consequently, new additional non-retail floorspace (i.e. that which does not fall within use class A1) at Newnham Park, such as cafés, restaurants and public houses, together with banks and estate agents, are unlikely to be acceptable. Similarly, leisure uses such as cinemas and bowling alleys, and other uses that are likely to conflict with the town centre, will not be permitted. Subject to restrictions on the type of goods sold, retail premises that have a unique and recognised "out of town" format, such as 'homeware' offers, could be acceptable on the allocated site provided conflict with town centre uses would be unlikely. The height and bulk of the retail units will need to be controlled in this sensitive landscape location and for this reason conventional retail warehouse style buildings will not be acceptable. In order to assess the impact of proposals on the town centre, a retail impact assessment will be required.

**13.9** Critical to the successful development of Newnham Park is the provision of appropriate transport infrastructure. Vehicular access to the site will be taken from the New Cut roundabout, with bus and emergency access from the A249 Sittingbourne Road. A bus interchange will be provided as part of the retail development, together with a car park management plan. A Travel Plan will be required to accompany a planning application. Permeability is an important aspect of the site's development, and enhanced pedestrian and cycle links to the residential areas of Grove Green, Vinters Park and Penenden Heath, and to Eclipse Business Park, will be provided.

### Maidstone East and Royal Mail sorting office

**13.10** Maidstone East is a long standing development site located close to the heart of Maidstone town centre. Combined with the adjacent Royal Mail Sorting Office site, which has more recently become available, there is the opportunity to achieve a substantial retail-led redevelopment here which will help to regenerate this part of the town centre. The site is in a key gateway location, prominent in views from the station, from the Medway valley to the west and, to a lesser degree, from Fairmeadow. The delivery of a successful retail-led mixed use scheme here will do much to upgrade the quality and attractiveness of this northern entrance to the town centre.

**13.11** This edge of centre site is considered suitable for a combination of comparison and convenience retailing. This could include a large foodstore and/or smaller units in a variety of formats. The site already benefits from direct links via Week Street to the main shopping areas of the town centre and an important element in any scheme will be upgrading of the quality and attractiveness of this pedestrian route to help maximise the prospect of linked trips. Providing an element of comparison shopping in units fronting onto Sessions Square will particularly help to attract shoppers from the rest of the town centre to the development and vice versa.

**13.12** Housing is seen as an important supporting use on this site. Residential development could be delivered in separate blocks either to the west of the site or possibly south of the railway line fronting Brenchley Gardens, or on upper floors above the retail development. Additionally, a subsidiary element of office development would be acceptable provided this does not compromise the retail requirements for the site expressed in policy RMX1(2).

**13.13** The overall station environment will also be uplifted, improving overall accessibility to and within the station, increasing the prominence of the station building itself and facilitating easier transfer between buses, trains and taxis. Network Rail has specific requirements for the site relating to the provision of commuter car parking and track maintenance.

**13.14** Sessions House is a prominent listed building which faces and over-looks the site. Development heights will be controlled to limit the impact on views of the building from the west and would not normally exceed 5 storeys. There is also the opportunity through the development to achieve a better frontage to the western side of Sessions House Square.

**13.15** A development proposal could also encompass Cantium House as part of a comprehensive scheme if this site becomes available.

### King Street car park/AMF Bowling

**13.16** The King Street multi storey car park site has recently been cleared and is being used as a surface level car park for the short term. Together with the adjacent AMF Bowling site which has recently been demolished, this area offers a significant redevelopment opportunity close to the heart of the town centre to deliver a mix of ground floor retail and residential uses. This area could be brought

forward in conjunction with the wider redevelopment of The Mall proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.

## Former Syngenta site, Yalding

**13.17** The former Syngenta site near Yalding was previously used for agro-chemicals production and is now vacant. The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. Securing a significant proportion of employment uses on this site alongside housing will have important sustainability benefits. Comprehensive measures to address flood risk will be required in association with development.

Policy reference	Site address	Approximate retail floorspace m <sup>2</sup>	Approximate employment floorspace m <sup>2</sup>	Approximate no. housing units
RMX1(1)	Newnham Park, Bearsted Road, Maidstone	15,000m <sup>2</sup> (12)	100,000m <sup>2</sup> (medical and associated uses)	N/A
RMX1(2)	Maidstone East and former Royal Mail sorting office, Sandling Road, Maidstone	10,000m <sup>2</sup>	N/A	210
RMX1(3)	King Street car park and former AMF Bowling site, Maidstone	1,400m <sup>2</sup>	N/A	53
RMX1(4)	Former Syngenta works, Hampstead Lane, Yalding	N/A	8,600m <sup>2</sup> (B1/B2)	200

Table 13.1 Retail and mixed use site allocations

12 Comprising replacement for existing built floorspace and for existing display areas that have open A1 consent plus 700 m2



### **Policy RMX 1**

#### **Retail and mixed use allocations**

The sites allocated under policies RMX1(1) to RMX1(4) will deliver a mix of retail, employment and housing development to meet the borough's needs. The sites provide for approximately 463 dwellings (accounted for in the total housing land supply under policy H1), 26,400m<sup>2</sup> retail floorspace and 108,600m<sup>2</sup> employment floorspace. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.

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

### Policy RMX1 (1)

#### Newnham Park, Bearsted Road, Maidstone

Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m<sup>2</sup>, a replacement retail centre of up to 15,000m<sup>2</sup> and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner. Planning permission will be granted if the following criteria are met.

#### Design and layout

1. Phased provision of a maximum of 100,000m<sup>2</sup> of specialist medical facilities set within an enhanced landscape structure of which 25,000m<sup>2</sup> will provide for associated offices and research and development.
2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m<sup>2</sup> gross retail floorspace and additional provision of retail floorspace not exceeding 700m<sup>2</sup> gross retail floorspace which is not to be used for the sale of clothing, footwear, accessories, jewellery and watches. All replacement and additional retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.
3. Creation of a parkland nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, and through a legal agreement transferred to a Trust.
4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.
5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through:
  - i. The provision of new structural and internal landscaping to be phased in advance of development;
  - ii. The retention and enhancement of existing planting. Where the loss of selected existing planting is unavoidable, appropriate compensatory planting must be provided;
  - iii. The use of the topography in site layout plans to exclude development on the higher, more visually prominent parts of the site;
  - iv. The restriction of building heights across the whole site to a maximum of two storeys. Exceptionally a building of up to 4 storeys could be accommodated on the land adjacent to the existing KIMS

(phase 1) development to the immediate west of the stream and buildings of up to 3 storeys could be accommodated at the entrance to the site;

- v. The use of low level lighting; and
- vi. The use of green roofs where practical.

6. Medical facilities on land to the west of the existing stream will be delivered in advance of medical facilities on land to the east of the stream.
7. The additional retail floorspace must be of an out of town format that is complementary to town centre uses and, by means of a sequential sites assessment, demonstrably require an out of town location. Large scale retail warehousing style buildings will not be acceptable in this sensitive landscape location.
8. Submission of a retail impact assessment which clearly demonstrates that the retail development has no significant adverse impact on town and local centres.
9. Provision of a landscape buffer of between 15m and 30m in width along the northern and eastern boundaries of the site in order to protect Ancient Woodland, with tracts of planting extending into the body of the development.
10. Provision of a landscaped buffer of a minimum 15m in width on both sides of the existing stream running north-south through the site (minimum 30m width in total), in order to enhance the amenity and biodiversity of this water body.
11. Submission of a full landscape assessment to be approved by the council.

## Access

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

## Archaeology

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

## Ecology

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

## Highways and transportation

17. Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.
18. Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.
19. Capacity improvements at M2 J5 (located in Swale Borough).
20. Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.
21. Increased frequency of 333 / 334 route to provide a bus service with 15 minute intervals between the site and the town centre, potentially to include the provision of bus priority measures on New Cut Road to include traffic signals at the junction with the A20 Ashford Road.

## Policy RMX1(2) Maidstone East and former Royal Mail Sorting Office, Sandling Road, Maidstone

### Policy RMX1 (2)

#### Maidstone East and former Royal Mail Sorting Office, Sandling Road, Maidstone

Maidstone East and former Royal Mail Sorting Office, as shown on the policies map, is allocated for development for up to 10,000m<sup>2</sup> comparison and convenience retail and approximately 210 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. The provision of up to 10,000m<sup>2</sup> of comparison and convenience shopping floorspace and some 210 dwellings.
2. The provision of a more prominent station entrance fronting onto Sessions House Square/Week Street.
3. Development is designed to respond to the listed Sessions House and its setting. Development should provide an 'active' frontage comprising individual retail units facing the west side of Sessions House Square and provide direct pedestrian entrance into the development via this frontage.
4. Development is designed to achieve a visual and physical connection between Sessions Square and Brenchley Gardens.
5. The overall height and bulk of development is controlled to limit the overall incursion in views of Sessions House from the west.
6. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured.

7. The provision of commuter car parking to serve Maidstone East railway station.
8. Maintenance access for Network Rail to the western end of the railway tracks is secured.
9. The incorporation of landscaped elements within the overall scheme design including the retention of existing landscape features where possible. Where the loss of existing landscape features is unavoidable, appropriate compensatory planting must be provided.

## Access

10. The scheme enables the improved, safe and convenient interchange between buses, trains and taxis, including through the provision of improved pick up/drop off facilities.
11. Full disabled access to the station and platforms is secured.
12. Highway access is taken from Sandling Road. An additional, in-bound only access to the Sorting Office part of the site could be taken from Fairmeadow.

## Ecology

13. Development will be subject to the results and recommendations of a Phase 1 ecological survey.

## Flooding and water quality

14. The submission of a detailed surface water drainage strategy for the development based around sustainable drainage principles .

## Noise

15. The submission of a transportation noise assessment and the delivery of resultant noise attenuation measures in particular for residential development sited close to the railway line and/or Fairmeadow.

## Air Quality

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

## Land contamination

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

## Public realm

18. Improvements at Sessions House Square and Week Street to provide an enhanced public open space and public realm.
19. Contributions to a comprehensive public realm enhancement scheme for the stretch of Week Street linking the site to the junction with Fremlin Walk, and from the site to Brenchley Gardens, to significantly upgrade the quality and attractiveness for pedestrians.



### **Policy RMX1(3) King Street car park and former AMF Bowling site, Maidstone**

#### **Policy RMX1 (3)**

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

King Street car park and former AMF Bowling site, as shown on the policies map, is allocated for up to 1,400m<sup>2</sup> comparison and/or convenience retail floorspace and approximately 53 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

##### **Design and layout**

1. The provision of up to 1,400m<sup>2</sup> of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings.
2. Development is designed to respond to the character and qualities of the conservation area to the north.

##### **Noise**

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

##### **Air quality**

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

##### **Land contamination**

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

##### **Public Realm**

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

## Policy RMX1(4) Former Syngenta works, Hampstead Lane, Yalding

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### Policy RMX1 (4)

#### Former Syngenta works, Hampstead Lane, Yalding

Former Syngenta Works, as shown on the policies map, is allocated for development of approximately 8,600m<sup>2</sup> of employment floorspace and approximately 200 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.

#### Design and layout

1. Provision of at least 8,600m<sup>2</sup> of employment floorspace located in the western part of the site closest to the railway line and the retention or re-provision of the office building fronting Hampstead Lane.
2. The height of new employment buildings should not exceed that of the existing office building.
3. Subject to the flood risk assessment, residential development of some 200 dwellings to be located on the eastern portion of the site.
4. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.
5. The significant landscape belt which lies to the south of the development area is retained, maintained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife Site and to screen views of development from the attractive countryside to the south and from the properties in Parsonage Farm Road.
6. The retention, maintenance and enhancement of the landscape belts along the western boundary of the site, on both sides of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.

#### Access

7. Access will be taken from Hampstead Lane only.

#### Ecology

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

### **Flooding and water quality**

9. The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed with the Environment Agency. The FRA must demonstrate measures to address egress and access and measures to reduce local flood risk. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding.
10. Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.

### **Land contamination**

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

### **Open space**

12. Provision of 4.4ha of natural/semi-natural open space in accordance with policy OS1(14) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.

### **Highways and transportation**

13. Safety improvements to the level crossing at Hampstead Lane, Yalding.
14. Provision of a right turn lane on Hampstead Lane at its junction with Maidstone Road.
15. Submission of a comprehensive transport assessment and travel plan to set out how opportunities for sustainable transport will be maximised including, if necessary, delivery of improvements to public transport and pedestrian connections to Yalding.
16. Public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing of the railway.

## Policy EMP1 - Employment site allocations

**15.1** The Strategic Employment Land Availability Assessment assessed the potential of a range of sites to accommodate new office, industrial and warehousing/storage development. Sites assessed as suitable, available and achievable and appropriate for allocation in the local plan are listed in the table below.

**15.2** There is a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2031. This will help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand. Land at Woodcut Farm is allocated to provide for a mix of business uses comprising industrial, offices and distribution/logistics. High quality office development is sought, such as that required by company headquarters for example, providing complementary provision to the town centre.

**15.3** The site, which is some 25.8ha in total, is situated to the west of the A20/M20 junction (junction 8). It comprises the wedge of land lying between the M20 to the north east and the A20 to the south west. The site is agricultural land, divided into fields by hedgerows which predominately run in a north-south direction. The site is also bisected north-south by a watercourse which eventually runs into the River Len to the south of the A20. The land is undulating, the ground rising up from either side of the watercourse. To the south the site borders a number of dispersed properties which front onto the A20 (Ashford Road). To the south east the site is bounded by Musket Lane. To the north west lies Crismill Lane and a substantial tree belt which fronts onto this lane. The site boundary then follows the hedge belt which adjoins Crismill Lane approximately half way down its length and links to the complex of buildings at Woodcut Farm and turns south to the A20, running along the eastern boundary of the fields which front onto the Woodcut Farm access.

**15.4** The site is located in the countryside and lies within the setting of the nationally designated Kent Downs Area of Outstanding Natural Beauty (AONB). The site falls within the White Heath Farmlands landscape character sub-area <sup>(13)</sup> where landscape condition is poor overall, partially because of the fragmentation caused by the existing highway infrastructure. Landscape sensitivity for the character sub-area is recorded as moderate, the landscape providing the setting of the Kent Downs (AONB).

**15.5** The site itself has been specifically assessed in the Maidstone Landscape Capacity Study (2015). This finds that the site has a high degree of sensitivity in landscape terms and an accordingly low capacity to accommodate new employment-related development.

**15.6** This being the case, development proposals must be planned with very careful attention to the site's visual and physical relationship with the AONB, responding to the site's topography and natural landscape features in terms of the scale, design, siting, use, orientation, levels and lighting of buildings and associated development, alongside infrastructure and landscaping requirements.

**15.7** To achieve a high quality scheme in this prime location, a campus style development will be delivered in a parkland setting. This will be created through the retention and enhancement of existing tree and hedge belts, including those subject to Tree Preservation Orders no. 19 of 2007 and no. 17 of 2007, and substantial additional structural landscaping within the site in the form of shaws and woodland blocks. This should include the retention and reinforcement of the streamside vegetation. Landscape buffers will also be established along the principal site boundaries, including to help provide a setting to the Grade II listed Woodcut Farmhouse and to help secure the residential amenity of nearby residential properties.

**15.8** Buildings will cover no more than 40% of the site. This figure excludes the western most field, of some 9ha in area, which is reserved as an undeveloped area to include an enhanced landscape buffer to establish a clear and strong boundary between the development and the wider countryside to the east of Bearsted. This area should be managed and structured as open woodland with associated biodiversity benefits and the potential to establish woodland pasture in the future.

**15.9** The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to 10,000sqm with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings up to 8m in height. The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed).

**15.10** There are archaeological remains in the immediate vicinity of the site, including an Anglo-Saxon burial site. Measures appropriate to the actual archaeological value of the site, revealed by further survey as needed, will be addressed. There are no statutory or non-statutory sites of nature conservation importance within the site and the County Ecologist advises that the potential for impacts on designated sites is limited. As is normal practice for a proposal of this nature, an ecological scoping study will be required to establish the presence of, and potential for, any impacts on protected species.

**15.11** Vehicular access to the site will be taken from the A20 Ashford Road and a Transport Assessment will identify the scope of improvements required to the junctions (and associated approaches) at:

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

**15.12** The site is located on a bus route (A20) but without significant additional dedicated measures it is highly likely that workers and visitors travelling to and from the site will be highly reliant on their private cars. A Travel Plan will be required to demonstrate how development will deliver significantly improved access by sustainable modes, in particular by public transport but this could also include cycling, walking and car share initiatives



Policy reference	Site address	Approximate Amount of employment floorspace m <sup>2</sup>
EMP1(1)	Mote Road, Maidstone	Up to 8,000m <sup>2</sup> (B1)
EMP1(2)	West of Barradale Farm, Maidstone Road, Headcorn	5,500m <sup>2</sup> (B1, B2, B8)
EMP1(3)	South of Claygate, Pattenden Lane, Marden	6,800m <sup>2</sup> (B1, B2, B8)
EMP1(4)	West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	14,500m <sup>2</sup> (B1, B2, B8)
EMP1(5)	Woodcut Farm, Bearsted Road, Bearsted	Up to 49,000m <sup>2</sup> (B1c; B2; B1a; B8)

Table 15.1 Employment site allocations

## Policy EMP 1

### Employment allocations

The sites allocated under policies EMP1(1) to EMP1(5) will deliver approximately 83,800m<sup>2</sup> employment floorspace to help meet employment needs during the plan period. Development will be permitted provided the criteria for each site set out in the detailed site allocation policies are met.

## Policy EMP1(1) Mote Road, Maidstone

### Policy EMP1 (1)

#### Mote Road, Maidstone

Mote Road, as shown on the policies map, is allocated for redevelopment of up to 8,000 m<sup>2</sup> office floorspace (B1 use class). Planning permission will be granted if the following criteria are met.

#### Design and layout

1. Where possible development should be sited to create frontage blocks to Mote Road/Wat Tyler Way and to Romney Place.
2. The development preserves the setting of the listed properties in Romney Place.
3. Development does not exceed 9 storeys in height.

#### Noise

4. The submission of a noise assessment and the delivery of appropriate noise attenuation measures as part of the development.

#### Air quality

5. The submission of an air quality assessment and appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.

#### Land contamination

6. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing.

## Policy EMP1(2) West of Barradale Farm, Maidstone Road, Headcorn

### Policy EMP1 (2)

#### West of Barradale Farm, Maidstone Road, Headcorn

West of Barradale Farm, as shown on the policies map, is allocated for development of 5,500m<sup>2</sup> employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

#### Design and layout

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

### Access

3. Access will be taken from the A274.

### Ecology

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

### Flooding and water quality

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

### Highways and transportation

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

## Policy EMP1(3) South of Claygate, Pattenden Lane, Marden

### Policy EMP1 (3)

#### South of Claygate, Pattenden Lane, Marden

South of Claygate, as shown on the policies map, is allocated for development 6,800m<sup>2</sup> employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

#### Design and layout

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

#### Access

2. Access will be taken from Pattenden Lane only.

### Ecology

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

### Flooding and water quality

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

### Policy EMP1(4) West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden

#### Policy EMP1 (4)

#### West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden

West of Wheelbarrow Industrial Estate, as shown on the policies map, is allocated for development of 14,500m<sup>2</sup> employment floorspace (B1, B2, B8 use classes). Planning permission will be granted if the following criteria are met.

#### Design and layout

1. The northern and western boundaries of the site are defined with additional planting to strengthen the boundary and to soften the appearance of the development in short range views from the west and from the north.
2. Assessment of the archaeological potential of the site is undertaken and the measures needed to address the assessment's findings secured.
3. The siting and height of buildings and landscaping safeguards the flight path of the air ambulance.

#### Access

4. Access will be taken from Pattenden Lane.

#### Ecology

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

#### Flooding and water quality

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

**Policy EMP1(5) Woodcut Farm, Ashford Road, Bearsted****Policy EMP1(5)****Woodcut Farm, Ashford Road, Bearsted**

Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m<sup>2</sup> mixed employment floorspace (B1c; B2; B1a; B8). In the event of a demand arising, an element of hi-tech and/or research and development (B1(b)) would be appropriate as part of the overall mix of B class uses on the site. The employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.

**Design & layout**

1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which will help to break up the visual appearance of the development in particular in views from the AONB; buildings will cover not more than 40% of the developed site area.
2. The development proposals will respect the topography of the site by minimising the need for site excavation.
3. Landscape buffers of at least 15m in width are established along the site's boundaries to M20 and to Musket Lane which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Development will have a landscaped frontage to A20.
4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.
5. Larger footprint buildings are accommodated in the field to the east of the stream up to a maximum unit size of 10,000sqm with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.
6. Development on the field to the west of the stream comprises smaller units with graded building heights that take account of the site's topography with building ridge heights not to exceed 8m. The siting, scale and detailed design of development must have regard to Woodcut Farmhouse (Grade II) and its setting.

**Landscape and ecology**



7. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the allocation boundaries through financial contributions using the mechanism of a S106 agreement.
8. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.

### **Archaeology**

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

### **Access**

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

### **Highways and transportation**

11. Improvements to capacity at the A20/Willington Street junction.
12. Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.
13. Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions:
  - i. the M20 Junction 8 (including the west-bound on-slip and merge);
  - ii. the A20 Ashford Rd/M20 link road roundabout;
  - iii. the A20 Ashford Rd/Penford Hill junction;
  - iv. the A20 Ashford Rd/Eyehorne Street/Great Danes Hotel access; and
  - v. the Willington Street/A20 Ashford Rd junction.
14. Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.

## Policy DM1 Principles of good design

**17.1** Good design is the fundamental principle underpinning good planning. It has a very important impact upon the quality of the environment and the way in which places function. The National Planning Policy Framework places great emphasis upon raising the quality of the built, natural and historic environment and the quality of life in all areas. It attaches great importance to the securing of high quality design and seeks to ensure that all development contributes to making places better for all.

**17.2** The council aspires to achieve high quality design throughout the borough, and policy DM1 seeks to manifest this aim and will be used to assess all development requiring planning permission. In order to achieve high quality design, the council expects that proposals will positively respond to and, where appropriate, enhance the character of their surroundings. It is important that development contributes to its context.

**17.3** Key aspects of built development will be the scale, height, materials, detailing, mass, bulk and site coverage. These features should relate well, and respond positively, to the context in which they are seen. Good design should also address the functioning of an area, including accessibility to all, linkages to local services, and issues of crime. New development should integrate well into the built, natural and historic environment and should address the connections between people and places, including vehicle and pedestrian movement.

**17.4** In establishing the use and designing the layout and site coverage of development, landscape shall be integral to the overall design of a scheme and needs to be considered at the beginning of the design process. In appropriate locations, local distinctiveness should be reinforced and natural features worthy of retention be sensitively incorporated. It is also important that all new development protects and enhances any on site biodiversity and geodiversity features, or provides sufficient mitigation measures, and in areas at risk of flooding, inappropriate development should be avoided.

**17.5** In assessing the appropriateness of design, the council will have regard to adopted Conservation Area Appraisals and Management Plans, Character Area Assessments and the Kent Design Guide, which provide specific information about local character and distinctiveness and give guidance on design principles. Regard will also be given to the Kent Downs Area of Outstanding Natural Beauty Management Plan.

**17.6** Proposals which fail to take opportunities to secure high quality design will be resisted.

### Policy DM 1

#### 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. 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.
- 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.

### Policy DM2 Sustainable design

**17.7** Recognition of climate change and its contributing factors will be an important consideration in the future of development across the borough. New developments should wherever possible incorporate mitigating measures, while still achieving the high quality designs that make the borough a desirable place to live and work.

**17.8** The Climate Change Act 2008 sets two legally binding targets, a 34% reduction in greenhouse gas emissions by 2020, leading to an 80% emissions cut by 2050, both of which are set against a 1990 baseline. Maidstone Borough Council adopted the Kent Environment Strategy in 2011, which itself seeks a 60% cut in greenhouse gas emissions (measured as CO2 equivalent) against 1990 levels by 2030.

**17.9** In terms of water efficiency, all new homes already have to meet the mandatory national standard set out in the Building Regulations (of 125 litres/person/day). The NPPG states that, in relation to new housing development, local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of water. Maidstone is situated within an area of serious water stress<sup>(14)</sup>. Development should therefore plan positively to minimise its impact on the already serious water stress in the region, and on the natural water cycle resources and promote water efficiency. For this reason, Policy DM2 seeks the tighter Building Regulations optional requirement of 110 litres/person/day in relation to new dwellings. The Building Research Establishment Environmental Assessment Method (BREEAM) is the most appropriate/recognisable assessment methods by which to judge and require increased sustainability standards in new non-residential developments. In relation to water, non-residential developments will be expected to reach a minimum of the Very Good BREEAM standard.

**17.10** In terms of energy efficiency and carbon emissions for residential development, this will be achieved through a strengthening of the energy performance requirements in Part L of the Building Regulations (incorporating carbon compliance, energy efficient fabric and services). For non-residential uses, proposals should achieve a minimum of the Very Good BREEAM standard.

## Policy DM 2

### Sustainable design

1. New dwellings, where technically feasible and viable, should meet the Building Regulations optional requirement for tighter water efficiency.
2. Non-residential development, where technically feasible and viable, should meet BREEAM Very Good including addressing maximum water efficiencies under the mandatory water credits.
3. In order to maximise carbon efficiency, all homes will be required to meet the strengthened on-site energy performance standards of Building Regulations.
4. Proposals for new non-domestic buildings should achieve BREEAM Very Good for energy credits where technically and financially viable.
5. Should BREEAM be replaced, or any national standards increased, then this requirement will also be replaced by any tighter standard appropriate to the Borough.

## Policy DM3 Historic and natural environment

**17.11** Maidstone's historic and natural environment is a fundamental part of the borough's economic wealth and social well being, the benefits of which are far-reaching. It is essential to ensure these historic and natural asset bases remain robust and viable.

### Historic environment

**17.12** Maidstone has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. The Archbishop's Palace and Leeds Castle are two high profile heritage assets but the borough also abounds with many other historical buildings. These heritage assets contribute to the strong sense of place which exists across the borough. However, this rich historical resource is very vulnerable to damage and loss. The local plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.

**17.13** The local plan will ensure the qualities and local distinctiveness of the historic environment are recognised and protected. This will be achieved in part through the protection of Scheduled Ancient Monuments, Listed Buildings and Conservation Areas from inappropriate development. The local plan will seek to encourage a greater understanding of designated and non-designated heritage



assets and their values through partnership working with communities, developers and asset managers. The council will encourage mutually beneficial and sustainable proposals to conserve and enhance heritage assets for future generations whilst acknowledging the social and economic challenges faced by land owners and managers.

**17.14** All development proposals will be expected to be accompanied by an initial survey to establish what on-site assets there are. Sufficient information to assess the direct and indirect effects of development on past or present heritage assets together with any proposed prevention, mitigation or compensation measures will also be required.

### Green and blue infrastructure

**17.15** Green and blue infrastructure (GBI) is a network of natural components of open space and water which lie within and between the borough's towns and villages and which provide multiple social, economic and environmental benefits. Maidstone borough contains a wide range of green open spaces together with a number of rivers and streams. Key assets include the Kent Downs AONB, the River Medway and its tributaries, Mote Park, and the distinctive green corridors which help shape Maidstone town. Amongst other things, these green spaces and blue corridors provide reservoirs for biodiversity and recreation; act as corridors for the movement of animals, plants and people; and provide opportunities for the protection and enhancement of the local landscape and historic assets; water management, green education, and the mitigation of climate change impacts.

**17.16** Green and blue infrastructure has the capacity to deliver a wide range of positive outcomes in line with the objectives of the sustainable community strategy including:

- Helping to attract and retain higher paying employers;
- Maintaining and enhancing biodiversity, water and air quality;
- Promoting distinctive landscapes and townscapes;
- Helping in the creation of an efficient, sustainable, integrated transport system;
- Helping to mitigate and adapt to climate change; and
- Creating healthier communities.

**17.17** The green and blue infrastructure is considered to be of such importance that a Green and Blue Infrastructure Strategy (GBIS) has been produced. The strategy will look to encourage the creation of links and stepping stones to help in the movement of people and wildlife across the built up urban area. In the rural areas the focus will be more on land management, and creating and enhancing landscape and habitat networks. The strategy will also seek to identify those areas of the borough where deficiencies exist and look to provide guidance on how these can be overcome. The council will promote a partnership approach with developers, land owners and neighbouring local authorities, including Kent County Council, to help achieve the objectives of the Strategy.

**17.18** The growth proposed in the borough provides a chance to increase the value of accessible green spaces and blue corridors. New development will be expected to contribute towards the goal of a linked network which extends across the borough and beyond. Development schemes will be expected to contribute towards improved connectivity through the provision of footpaths and cycle routes that are part of a strategic network; space for nature that contributes to the larger landscape-scale pattern of connected habitat; and the provision of imaginative recreational facilities that give educational and physical health benefits to local people. The council will liaise with neighbouring local authorities, including Kent County Council, to ensure potential linkages at all scales and across administrative boundaries are recognised in the development of specific proposals. Developers will also be expected to provide details of how the green and blue infrastructure elements of their proposal, including publicly accessible open spaces, sites managed for their biodiversity, geodiversity or heritage interest, will be managed and maintained over the long-term.

**17.19** Publicly accessible open space, recreation and tourism are essential elements of sustainable communities, contributing towards health, quality of life, sense of place and overall well-being. Spaces and facilities form a part of the overall green and blue infrastructure network and within built up areas can provide local linkage between the town centre, urban neighbourhoods and the surrounding countryside. The needs and deficiencies in publicly accessible open spaces and facilities, and the open space standards, are identified in the local plan and details on implementation will be included in the green and blue infrastructure strategy.

## Climate change

**17.20** Climate change is resulting in ever more variable weather patterns, the outcomes of which include flooding and drought. Natural systems are able to adapt to these consequences. However, adverse changes to the natural systems can result in increases in damage to property and compensation costs, and a decrease in water resource resilience. A green and blue infrastructure approach represents a means to positively tackle these issues. It can offer alternative flood mitigation strategies, such as Sustainable Urban Drainage Systems (SUDS) and the creation of water meadows. It is able to provide the means to capture and store rainwater, as well as help improve water quality. Development proposals will be expected to take full account of climate change and mitigate for any anticipated climate change impacts.

## Water Framework Directive

**17.21** The Water Framework Directive (WFD) looks to improve the local water environment for people and wildlife, and promote the sustainable use of water. The Directive applies to all surface water bodies, including lakes, streams and rivers as well as groundwater. The overall aim of the WFD is for all water bodies to reach good status by 2027. In Maidstone this would mean improving their physical state, preventing deterioration in water quality and ecology, and improving the ecological status of water bodies. The WFD introduced the concept of integrated river basin management and such plans should influence

development plans. Maidstone lies within the Thames River Basin District and in December 2009 the Environment Agency published the Thames River Basin Management Plan (RBMP).

**17.22** The council will continue to work in partnership with the Environment Agency and other bodies to help achieve the goals of the WFD and actions of the Thames RBMP. The council will also actively encourage development proposals to include measures to mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate.

### Biodiversity

**17.23** Maidstone is a biodiverse district endowed with a variety of habitats including heathlands and chalk downlands, orchards and ancient woodland, river valleys and ponds, wildflower meadows and parklands. All of these are underpinned by an equally diverse array of soils. Soils are a fundamental element of the ecosystems found within these habitats but one which is highly susceptible to damage. The council will work in partnership with land owners, land managers and developers to encourage better soil handling practices to avoid the degradation of soil and ensure soil functions are maintained as appropriate.

**17.24** The broad range of habitats forms an extensive network across rural and urban areas, including previously developed land. Many sites are important for their nature conservation and geological interest, and are designated for their protection. In Maidstone, these include a site of international importance, namely the North Downs Woodlands Special Area of Conservation (SAC), nationally important Sites of Special Scientific Interest (SSSI), locally important Local Wildlife Sites (LWS) and Local Nature Reserves (LNR). Current designated nature conservation sites will be noted on the policies map.

**17.25** As a result of increasing development pressures in the past many of the borough's biodiversity assets have been lost, damaged or fragmented. In response to this decline the council has acted in partnership with other bodies to undertake surveys of the borough's habitats and ancient woodlands. It has also adopted the Maidstone Local Biodiversity Action Plan (LBAP), a key element of which is the establishment of a connecting network of sites and corridors on a landscape scale. By reconnecting fragments of habitats to form a mosaic, the natural environment is provided with the means to become self-sustaining as well as being better able to respond to and adapt to climate change.

**17.26** Development proposals will be expected to be supported by an initial survey of on-site assets. Surveys must be undertaken at the appropriate time of year for the relevant habitats, species, flora and fauna. Where harm to protected species or habitats is unavoidable, developers must ensure suitable mitigation measures are implemented to enhance or recreate the features, either on or off-site, and bring sites into positive conservation management. Sufficient information to assess the direct and indirect effects of development on protected sites, species, biodiversity or geology, and any proposed prevention, mitigation or compensation measures must be provided. Proposals should particularly seek

to avoid damaging and fragmenting existing habitats. Opportunities to contribute towards the UK priority habitats and species in Maidstone and any additional Maidstone LBAP habitats and species should be maximised.

**17.27** Development likely to have an adverse effect on the integrity and conservation objectives of internationally important nature conservation sites is unlikely to meet the requirements of the Habitats Directive. Such development will not be considered favourably. Damage must be minimised in those exceptional cases where the strategic benefits of a development clearly outweigh the importance of a local nature conservation site, species, habitat or geological feature. Any remaining impacts must be fully mitigated and a mitigation strategy accompany the planning application. Compensation will only be acceptable in exceptional circumstances.

**17.28** The borough has already experienced development applications that have, in certain areas, required the trans-location of wildlife to receptor sites in alternative off-site locations. Such sites are important in ensuring adequate provision of suitable habitats for valued and protected species and should be protected and maintained. Natural England should be consulted on development proposals that will have an adverse impact on receptor sites, either directly or indirectly. It is extremely unlikely that the trans-location of wildlife from one receptor site to another would be permitted under licence for the purposes of allowing development.

### Landscape

**17.29** The visual character of Maidstone's landscape is highly valued by those living, working and visiting here. A significant proportion of the borough benefits from high quality landscapes. A large area of the borough lies within the Kent Downs AONB, a nationally important landscape designation and a strong level of protection will be given to this designation and its setting, set out in policy SP17. However, all of the landscapes play an important role in contributing to the borough's environmental, economic and social values. Therefore all landscapes, rather than just those that are designated, will be viewed as a natural asset. This is in line with the European Landscape Convention.

**17.30** The National Planning Policy Framework encourages the protection of valued landscapes. For Maidstone, these landscapes are identified as the Greensand Ridge, the Low Weald, and the river valleys of the Medway, the Loose and the Len, which are afforded protection in policy SP17.

**17.31** A landscape character assessment, together with capacity studies, forms part of the evidence base and should be used to inform development and land management proposals. They are a descriptive tool which identify and describe variations of landscape character, distinguishing the features that give a locality its 'sense of place' and pinpointing what makes it distinctive, setting out information on landscape character, condition and sensitivity in a comprehensive and objective way. The documents identify the positive attributes of a landscape which need protecting or enhancing as well as the negative aspects, which can be restored or otherwise improved upon. In cases where development is proposed on sensitive sites more detailed landscape and visual assessments will be required.

## Policy DM 3

### Historic and natural environment

1. To enable Maidstone borough to retain a high quality of living and to be able to respond to the effects of climate change, developers will ensure that new development protects and enhances the historic and natural environment, where appropriate, by incorporating measures to:
  - i. Protect positive historic and landscape character, heritage assets and their settings, areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, and the existing public rights of way network from inappropriate development and ensure that these assets do not suffer any adverse impacts as a result of development;
  - ii. Avoid damage to and inappropriate development within or adjacent to:
    - a. Cultural heritage assets protected by international, national or local designation and other non-designated heritage assets recognised for their archaeological, architectural or historic significance, or their settings;
    - b. Internationally, nationally and locally designated sites of importance for biodiversity; and
    - c. Local Biodiversity Action Plan priority habitats.
  - iii. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate;
  - iv. Enhance, extend and connect designated sites of importance for biodiversity, priority habitats and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;
  - v. Provide for the long term maintenance and management of all heritage and natural assets, including landscape character, associated with the development;



- vi. Mitigate for and adapt to the effects of climate change; and
  - vii. Positively contribute to the improvement of accessibility of natural green space within walking distance of housing, employment, health and education facilities and to the creation of a wider network of new links between green and blue spaces including links to the Public Rights of Way network.
2. Protect and enhance the character, distinctiveness, diversity and quality of Maidstone's landscape and townscape by the careful, sensitive management and design of development.
  3. Where appropriate, development proposals will be expected to appraise the value of the borough's historic and natural environment through the provision of the following:
    - i. An ecological evaluation of development sites and any additional land put forward for mitigation purposes to take full account of the biodiversity present, including the potential for the retention and provision of native plant species;
    - ii. Heritage and arboricultural assessments to take full account of any past or present heritage and natural assets connected with the development and associated sites; and
    - iii. A landscape and visual impact assessment to take full account of the significance of, and potential effects of change on, the landscape as an environmental resource together with views and visual amenity.
  4. Publicly accessible open space should be designed as part of the overall green and blue infrastructure and layout of a site, taking advantage of the potential for multiple benefits including enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green infrastructure will reflect a site's characteristics, nature, location and existing or future deficits.
  5. Development proposals will not be permitted where they lead to adverse impacts on natural and heritage assets for which mitigation measures or, as a last resort, compensation appropriate to the scale and nature of the impacts cannot be achieved.

Account should be taken of the Landscape Character Guidelines SPD, the Green and Blue Infrastructure Strategy and the Kent Downs AONB Management Plan.

## Policy DM4 Development on brownfield land

**17.32** One of the core principles of the National Planning Policy Framework encourages the effective use of land by re-using land that has been previously developed, provided it is not of high environmental value. This is known as brownfield land and a large proportion of brownfield sites in the Maidstone urban area have been developed at high densities for housing in recent years, particularly in and adjacent to the town centre along the River Medway. Making the best use of previously developed land will continue to be encouraged throughout the lifetime of this plan.

**17.33** It is important to ensure that brownfield land is not underused and that the most is made of vacant and derelict land and buildings in order to reduce the need for greenfield land, which is a finite resource and often of higher quality in terms of landscape and biodiversity.

**17.34** Brownfield development is essential for urban regeneration and, if designed to a high standard, it brings homes, jobs and services closer together; reduces dependency on the car; and strengthens communities.

### Policy DM 4

#### Development on brownfield land

1. Proposals for development on previously developed land (brownfield land) in Maidstone urban area, rural service centres and larger villages that make effective and efficient use of land and which meet the following criteria will be permitted:
  - i. The site is not of high environmental value; and
  - ii. If the proposal is for residential development, the density of new housing proposals reflects the character and appearance of individual localities, and is consistent with policy DM12 unless there are justifiable planning reasons for a change in density.
2. Exceptionally, the residential redevelopment of brownfield sites in the countryside which meet the above criteria and which are in close proximity to Maidstone urban area, a rural service centre 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.

## Policy DM5 Air quality

**17.35** Pollution due to dust and poor air quality, resulting from either existing sites or proposed developments, has the potential to adversely affect human health and the environment in Maidstone Borough. It is therefore essential that these issues are adequately assessed through the development management process.

**17.36** The National Planning Policy Framework requires planning policies to sustain compliance with EU limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. The council has a responsibility to work towards achieving these targets and does this through the Local Air Quality Management (LAQM) regime. Through this function the council has identified 6 areas currently exceeding EU guideline values and has an Air Quality Action Plan (AQAP) in place in order to identify measures aimed at reducing air pollution at these locations.

**17.37** The hotspots are located at key transport junctions but the AQAP covers the wider Maidstone Urban Area designated by the Air Quality Management Area (AQMA) in recognition of the nature of road networks and traffic movements. This action plan contributes to the delivery of the national air quality strategy.

**17.38** The air quality action plan identifies key partners and their responsibility for delivering measures to improve air quality in the exceedence areas. The primary focus is placed on achieving modal shift to walking, cycling and public transport and low emission transport. The council's Integrated Transport Strategy is designed to address this objective. This policy will support the ITS and AQAP by:

- Promoting infrastructure that encourages the use of modes of transport with low impact on air quality;
- Locating development close to transport infrastructure and community services and facilities to minimise trip generation;
- Installing charging points to facilitate expected increases in electric vehicle ownership;
- Requiring developers to mitigate more effectively against emissions from new developments through soft measures such as landscaping and tree planting; and
- Requiring developers to contribute to funding measures, including those identified in the air quality action plans and low emissions strategies, designed to offset the impact on air quality arising from new development

**17.39** The Council will review the significance of the air quality impacts from new proposals in line with national guidance. Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations, the scale and kind of the proposed mitigation. The evaluation will also take into account how the impacts from the development relate to the principles contained within the council's air quality action plan and other relevant strategic guidance documents.

**17.40** It is recognised that planning can play an important role in improving air quality and reducing individuals' exposure to air pollutants. Whilst planning cannot solve immediate air quality issues, it has a role to play so any likely scheme impacts are reasonably mitigated. It is also important to ensure cumulative impacts of developments are responded to in a fair and proportionate way. In order to achieve this, a Low Emission Strategy will be developed going forward.

**17.41** The Low Emission Strategy will outline the principles behind defining the scale of a development and its likely impact depending on its location and proximity to exceedance areas and the public. It will be developed in line with emerging best practice and national guidelines and be developed to support the Air Quality Action Plan.

## Policy DM 5

### Air Quality

Proposals that have an impact on air quality that meet the following criteria will be permitted:

1. Proposals located close to identified air quality exceedance areas as defined through the Local Air Quality management process will require a full Air Quality Impact Assessment in line with national and local guidance;
2. Proposals within or adjacent to Air Quality Management Areas that are likely to have a negative impact on air quality should identify sources of emissions to air from the development and an Emissions Statement identifying how these emissions will be minimised and mitigated against must be provided; and
3. Proposals in or affecting Air Quality Management Areas or of a sufficient scale to impact local communities should, where necessary, incorporate mitigation measures which are locationally specific and proportionate to the likely impact.

## Policy DM6 Non-conforming uses

**17.42** Some uses may be detrimental to the quality of the environment and a nuisance to neighbouring land users. The Borough Council therefore seeks to ensure that new development is appropriately sited and mitigated so that it does not cause a nuisance through noise or other disturbance to users in the local area.

**17.43** It is recognised that certain uses may be more appropriate at rural sites, because there may be a lower number of sensitive users nearby, or due to land requirements, such as catteries and kennels, waste or recycling uses (which are normally a matter for determination by the County Council), as well as recreation uses including shooting and motor sports.

**17.44** Policy DM1 ensures that development respects the amenities of occupiers of neighbouring properties and uses and should be read in conjunction with this policy.

### **Policy DM 6**

#### **Non-conforming uses**

Proposals for development which could create, intensify or expand noisy or noxious uses or which would generate volumes or types of traffic unsuited to the local area, will only be permitted if they meet such other exceptions as indicated by policies elsewhere in this plan.

### **Policy DM7 External lighting**

**17.45** Lighting can be an important factor of good design. Appropriate types and levels of lighting can contribute positively towards a sense of place, whilst poorly designed lighting schemes can damage local amenity and biodiversity interests. The National Planning Policy Framework seeks to limit light pollution in locations which are particularly sensitive to light, such as intrinsically dark landscapes.

**17.46** The council recognises that carefully designed external lighting can enhance the night-time economy and have benefits for security and the viability of recreational facilities. However, inappropriate and excessive external lighting can not only be both visually obtrusive and inefficient in energy terms, but can also damage rural character in areas containing little built development, and can have highway safety implications for drivers. Protected species, such as bats, tend to avoid well-lit areas and lighting schemes should ensure that ecological issues are fully considered in their design.

**17.47** The council will seek to secure well-designed lighting schemes, which are suitable for their environments. External lighting should play its role in achieving sustainable development. Where appropriate the recommendations within the Institute of Lighting Engineers Technical Report Number 5 will be considered as a guide to maximum levels of luminance. Low level bollard lighting will be supported where appropriate. The council will also encourage the use of PIR motion sensor lighting for business development and public buildings, in order to provide energy efficiency savings.

### **Policy DM 7**

#### **External lighting**

1. Proposals for external lighting which meet the following criteria will be permitted:



- i. It is demonstrated that the minimum amount of lighting necessary to achieve its purpose is proposed;
  - ii. The design and specification of the lighting would minimise glare and light spillage and would not dazzle or distract drivers or pedestrians using nearby highways; and
  - iii. The lighting scheme would not be visually detrimental to its immediate or wider setting.
2. Lighting proposals that neighbour or are near enough to significantly affect areas of nature conservation importance, e.g. Sites of Special Scientific Interest, National Nature Reserves and County Wildlife Sites will only be permitted in exceptional circumstances.

### **Policy DM8 Residential extensions, conversions and redevelopment within the built up area**

**17.48** The following policy relates to residential extensions, conversions and redevelopment within the built up area. Policy DM35 deals with conversions of rural buildings in the countryside and Policy DM36 with rebuilding and extending dwellings in the countryside.

**17.49** The conversion of larger residential properties to self-contained flats and houses in multiple occupation (HMOs) aids the provision of accommodation for smaller households and contributes towards a mix and choice of homes, advocated by the National Planning Policy Framework. HMOs differ from self contained flats as bedrooms/bed sitting rooms are private but other facilities, such as bathrooms and kitchens, are shared. The National Planning Policy Framework also places emphasis upon the quality of new residential development and requires a good standard of amenity to be provided for all existing and future occupants of land and buildings.

**17.50** The council wishes to ensure that new residential units are attractive, high quality places to live, which respond positively to the local area. Good quality development should be of a scale and layout which provides attractive and comfortable places to live. The intensified use of dwellings to create smaller households can cause problems for nearby residents, for example noise and disturbance from increased traffic movements and requirements for parking. Policy DM8 seeks to control the potential problems arising from such proposals.

**17.51** Residential extensions generally benefit the community by increasing the amount and quality of accommodation in the borough. However, careful design is necessary, in order to prevent a reduction in the quality of living conditions for adjoining residents and the built environment in general. The adopted Residential Extensions Supplementary Planning Document (May 2009) will be used to guide the assessment of proposals for residential extensions.

## Policy DM 8

### Residential extensions, conversions and redevelopment within the built up area

1. Within the defined boundaries of the urban area, rural service centres and larger villages, proposals for the extension, conversion or redevelopment of a residential property which meet the following criteria will be permitted:
  - i. The scale, height, form, appearance and siting of the proposal would fit unobtrusively with the existing building where retained and the character of the street scene and/or its context;
  - ii. The traditional boundary treatment of an area would be retained and, where feasible, reinforced;
  - iii. The privacy, daylight, sunlight and maintenance of a pleasant outlook of adjoining residents would be safeguarded; and
  - iv. Sufficient parking would be provided within the curtilage of the dwelling without diminishing the character of the street scene.
2. Within the defined boundaries of the urban area, rural service centres and larger villages, proposals for the conversion or redevelopment of a dwelling to self-contained flats or the use of a building as a house in multiple occupation which also meet the following criterion will be permitted:
  - i. The intensified use of the building and its curtilage would not significantly harm the appearance of the building or the character and amenity of the surrounding area.

## Policy DM9 Residential premises above shops and businesses

**17.52** 'Living over the shop' can have a positive impact upon the vitality of town centres and other commercial areas. Once shoppers and workers depart, residential units to upper floors can provide a sense of life and occupation, which can add to a perception of security and vitality. 'Living over the shop' also helps to create a sense of place and mix of uses advocated by the National Planning Policy Framework.

**17.53** The council wishes to support such proposals in all suitable locations, where good standards of living can be provided for future occupiers. New proposals will be required to meet the design criteria set out in policy DM1. The loss of residential accommodation above retail and business premises will be resisted unless the circumstances of the site render it unsuitable for continued occupation.

## Policy DM 9

### Residential premises above shops and businesses

1. The council will permit 'living over the shop' projects in all suitable premises in the town centre, district and local centres, and village shops.
2. Change of use from residential accommodation in premises where the ground floor is (or last was) in class A retail or class B1 business uses within town, district or local centres will be permitted, provided it can be shown that the accommodation is no longer suitable or is potentially unsuitable for residential occupation because of location or design.

## Policy DM10 Residential garden land

**17.54** Within the built up areas of the borough's towns and villages, there is significant pressure for the development of residential garden land. Such development, typically involving the subdivision of existing residential curtilages, can often appear cramped and damage the existing pattern of development. The council wishes to only permit development where it can be absorbed within the existing character, pattern and layout of the built environment without detriment to visual amenity. All new development should respect the amenities of neighbouring occupiers and their quality of life. It should be designed to avoid an unacceptable loss of privacy, light or outlook and also excessive levels of noise from activities, processes and traffic movements.

## Policy DM 10

### Residential garden land

Within the defined boundaries of the urban area, rural service centres and larger villages, development of domestic garden land to create new buildings which meet the following criteria will be permitted provided:

- i. The higher density resulting from the development would not result in significant harm to the character and appearance of the area;
- ii. There is no significant loss of privacy, light or outlook for adjoining properties and/or their curtilages;
- iii. Access of an appropriate standard can be provided to a suitable highway; and
- iv. There would be no significant increase in noise or disturbance from traffic gaining access to the development.

## Policy DM11 Housing mix

**17.55** The key requirements for a mixed community are a variety of housing, particularly in terms of tenure and price, and a mix of different households such as families with children, single person households and older people. The borough is made up of a variety of household types including, for example, older people who have specific housing needs that are different to the needs of large families and different again to those of disabled people. Maidstone Borough Council recognises that to truly promote sustainable communities there must be a mix of types of housing that are provided in any given development or location. Through providing a mix of housing types the borough will be able to accommodate the needs of an increasingly diverse population within the Borough. The council will actively seek to balance communities where particular house sizes or tenures have become prevalent beyond an evidenced need.

**17.56** Evidence detailed in the Maidstone Strategic Housing Market Assessment (SHMA) 2015 guides the profiles of development that are required in urban and rural locations. This evidence is valuable in determining the local housing picture and as a consequence which types and tenures of housing are required. The council will not, however, set specific targets within policy because these would result in inflexibility and a situation where imbalances could begin to occur over time.

**17.57** Custom and self-build housing is housing built or commissioned by individuals or associations of individuals for their own occupation. National Planning Policy and Guidance sets out the need for local planning authorities to identify and take account of such housing need in their area when planning for a mix of dwellings. Whilst the SHMA has not identified a need for custom and self-build housing to be strategically allocated in Maidstone, it is clear that this sector can play a key role in helping achieve a higher level of home ownership, and that policies should be flexible to take account of changing market conditions over time.

**17.58** Developers will need to access a range of sources, including the SHMA, to help shape their proposals. Local stakeholders, including parish councils, may often be able to provide targeted information that assists an applicant to submit a locally relevant scheme. Where affordable housing is proposed or required, the housing register will provide additional guidance.

### Policy DM 11

#### Housing mix

Maidstone Borough Council will seek to ensure the delivery of sustainable mixed communities across new housing developments and within existing housing areas throughout the borough.

1. In considering proposals for new housing development, the council will seek a sustainable range of house sizes, types and tenures (including plots for custom and self-build) that reflect the needs of those living in Maidstone Borough now and in years to come.

2. Accommodation profiles detailed in the Strategic Housing Market Assessment 2015 (or any future updates) will be used to help inform developers to determine which house sizes should be delivered in urban and rural areas to meet the objectively assessed needs of the area. In relation to affordable housing, the council will expect the submission of details of how this information has been used to justify the proposed mix.
3. Where affordable housing is to be provided, developers should also take into consideration the needs of households on the council's housing register and discuss affordable housing requirements with the Council's housing team at the pre-submission stage of the planning process.
4. Large development schemes will be expected to demonstrate that consideration has been given to custom and self-build plots as part of housing mix.
5. The council will work with partners to facilitate the provision of specialist and supported housing for elderly, disabled and vulnerable people.
6. Gypsy, Traveller and Travelling Showpeople accommodation requirements will form part of the borough need for housing.

An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.

### Policy DM12 Density of housing development

**17.59** The development strategy for the borough is based on meeting future housing requirements through best use of previously developed land before releasing greenfield sites for development in order to protect the borough's valuable landscape and biodiversity assets. Using land efficiently means that each site will contribute more, so less land is needed in total. Consequently, the council has introduced a range of net densities that take account of development site characteristics and locations. In all cases development will only be acceptable where schemes are well designed and do not compromise the overall character of the area. The net densities of individual sites allocated under policies H1 and RMX1 will vary where more detailed site information is available.

#### Policy DM 12

##### Density of housing development

All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated.



Subject to this overriding consideration:

1. At sites within and close to the town centre new residential development will be expected to achieve net densities of between 45 and 170 dwellings per hectare.
2. At sites adjacent to the urban area new residential development will be expected to achieve a net density of 35 dwellings per hectare.
3. At sites within or adjacent to the rural service centres and larger villages as defined under policies SP5-11 and SP12-16 respectively new residential development will be expected to achieve a net density of 30 dwellings per hectare.

In other settlements not listed above new residential development will be expected to achieve a net density of 30 dwellings per hectare. Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission.

## Policy DM13 Affordable housing

**17.60** The Maidstone Strategic Housing Market Assessment supports the approach of seeking a proportion of dwellings to be provided on site for affordable housing needs. The council has a net affordable housing need of 5,800 homes from 2013 to 2031<sup>(15)</sup>, equivalent to 322 households each year. This is a significant need for the borough and a clear justification for the council to seek affordable dwellings through new development schemes.

**17.61** Viability testing indicates that affordable housing is achievable across the borough on sites of five or more dwellings. To support community integration, affordable housing will be provided on site, and alternative provision will not be accepted unless there are exceptional circumstances that justify it. Any proposals for off site or financial provision must be made at the time of the application.

**17.62** Affordable housing targets will differentiate across the borough by geographical area and existing land use; this is due to relative issues such as sales values and policy considerations. Further viability testing has confirmed that the rural areas in Maidstone are more viable than urban locations, and brownfield sites (previously developed land) within urban areas are less viable than greenfield sites. Viability testing demonstrates that a 40% affordable housing rate can be achieved in the rural areas and a 30% rate within the redefined urban area. A 30% affordable housing requirement for the strategic urban brownfield site allocation at Springfield (policy H1(11)), which is important for the delivery of the local plan would result in limited capacity to provide for necessary supporting infrastructure because of site constraints. The Springfield residential

site allocation can accommodate a rate of 20% affordable housing which allows for an appropriate balance of affordable housing with the need to provide for infrastructure.

**17.63** In order to respond to the identified need for affordable housing of different tenures through the period of the plan, the council will seek an indicative target of 70% affordable rented or social rented housing, or a mixture of the two, and 30% intermediate affordable housing (shared ownership and/or intermediate rent). This ratio was used for strategic viability testing purposes and has been shown to be viable. Specific site circumstances may affect the viability of individual proposals and the council recognises that the need for different tenures may also vary over time<sup>(16)</sup>.

**17.64** To ensure proper delivery of affordable housing, developers are required to discuss proposals with the council's housing department at the earliest stage of the application process, to ensure the size, type and tenure of new affordable housing is appropriate given the identified needs. Where economic viability affects the capacity of a scheme to meet the stated targets for affordable housing provision, the council will expect developers to examine the potential for variations to the tenure and mix of provision, prior to examining variations to the overall proportion of affordable housing.

**17.65** Retirement homes (sheltered housing) and extra care homes (assisted living) are not as viable as other residential uses in Maidstone. A 20% affordable housing rate will be sought for such developments, which will allow for an appropriate balance between affordable housing need and supporting infrastructure provision.

**17.66** Residential care homes or nursing homes, where 24 hour personal care and/or nursing care are provided, are shown to be even less viable than retirement homes. Population projections predict that 18% of the borough's residents will be over 70 years of age by 2031, compared with 12% in 2011, resulting in a need for 980 additional care home places in the borough. Despite significant investment in recent years, the care homes market shows weak prospects in terms of providing any affordable housing so a zero rate is set.

**17.67** Developers will be required to pay for viability assessments and any cost of independent assessment. The council will only consider reducing planning obligations if fully justified through a financial appraisal model or other appropriate evidence.

**17.68** The affordable and local needs housing supplementary planning document will contain further detail on how the policy will be implemented.

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16 Through the new Housing and Planning Bill 2015, the Government has signalled its intention to place a duty on local planning authorities to require a proportion of Starter Homes on all reasonably-sized sites. The council will maintain a watching brief and respond as appropriate

## Policy DM 13

### Affordable housing

On housing sites or mixed use development sites of five residential units or more, the council will require the delivery of affordable housing.

1. The target rates for affordable housing provision within the following geographical areas, as defined on the policies map, are:
  - i. Maidstone urban area 30%, with the exception of policy H1(11) Springfield, Royal Engineers Road 20%; and
  - ii. Countryside, rural service centres and larger villages 40%.
2. Affordable housing provision should be appropriately integrated within the site. In exceptional circumstances, and where proven to be necessary, off-site provision will be sought in the following order of preference:
  - i. An identified off site scheme;
  - ii. The purchase of dwellings off site; or
  - iii. A financial contribution towards off site affordable housing.
3. The indicative targets for tenure are:
  - i. 70% affordable rented housing, social rented housing or a mixture of the two; and
  - ii. 30% intermediate affordable housing (shared ownership and/or intermediate rent).

Developers are required to enter into negotiations with the council's Housing department, in consultation with registered providers, at the earliest stage of the application process to determine an appropriate tenure split, taking account of the evidence available at that time.

4. The council will seek provision of 20% affordable housing for schemes that provide for retirement housing and/or extra care homes.
5. The council has set a zero affordable housing rate for for fully serviced residential care homes and nursing homes.
6. Where it can be demonstrated that the affordable housing targets cannot be achieved due to economic viability, the tenure and mix of affordable housing should be examined prior to any variation in the proportion of affordable housing.

The affordable and local needs housing supplementary planning document will contain further detail on how the policy will be implemented.

## Policy DM14 Local needs housing

**17.69** Market housing in the borough's rural settlements can be both expensive and in limited supply. Affordable housing, although addressing the issue of expense, can also be in limited supply.

**17.70** This means that local people can often be forced to move away from the settlement that they call home, or that they must share a dwelling beyond a point that is reasonably comfortable for them to do so.

**17.71** Outside of Maidstone, the six rural service centres and the four larger villages, the amount of market housing that is planned will be more limited. This means that many rural communities may not benefit from a general supply of affordable housing as provided for in policy DM13.

**17.72** The council must therefore work in close partnership with parish councils and local stakeholders in order to maintain and promote sustainable, mixed and inclusive communities.

**17.73** Local needs housing seeks to address the lack of general supply by allowing the development of exception sites under agreed local needs, sustainability and environmental criteria. The housing must remain affordable in perpetuity and priority will be given to occupants who have a specified connection to the settlement – often being residential, employment or family.

**17.74** Rural service centres will benefit from some general affordable housing as a result of planned development, but there may also be cases where local needs housing is required.

## Policy DM 14

### Local needs housing

The council will work with parish councils and local stakeholders to bring forward sustainably located local needs housing at its rural communities. The council will grant planning permission subject to the following criteria.

1. Development has been proven necessary by a local needs housing survey approved by the council which has been undertaken by or on behalf of the parish council(s) concerned. In consultation with the parish council and registered provider of social housing, the council will determine the number, size, type and tenure of homes to be developed after assessing the results of the survey. The council will also use the housing register to determine where there may be unmet housing needs.
2. People meeting the relevant occupation criteria will be given priority to occupy local needs housing (under the council's housing allocation scheme).
3. Local needs housing will remain available in perpetuity to meet the need for which it was permitted. This will be secured by planning conditions and/or legal agreements as appropriate.

4. Sustainability of the site and its settlement will be a prime consideration in decision making. The council will give preference to settlements and communities where a range of community facilities and services, in particular school, health, and shopping are accessible from the site preferably on foot, by cycle or on public transport. The site must also be safely accessed to and from the public highway by all vehicles using the site at all times.
5. The scale of development must be in proportion to the context of the settlement where it is located.
6. Where national landscape, ecological and heritage designations are affected by the proposed development, the necessity for development must be proven to outweigh the purpose for which the designation is made.

An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.

### Policy DM15 Nursing and care homes

**17.75** In line with national trends, the population of the borough is ageing and this will result in an increasing demand for elderly accommodation over the time frame of the local plan. Population projections predict that by 2031 18% of the borough's residents will be over 70 years of age compared with 12% in 2011.

**17.76** The accommodation needs of our ageing population will vary. Some will be able to continue to live in their own homes with the option, potentially, of receiving care at home. Specialist sheltered accommodation and/or extra care accommodation will also help to meet needs. In planning terms such accommodation falls within C3 use (dwelling house). In addition there will be a further demand for care and nursing home places particularly for the more frail elderly; it is estimated that 980 additional nursing and care home places will be needed in the borough (2011-31).

**17.77** 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 in the identified settlement hierarchy will be assessed using the following policy. Such homes are places of work as well as residences and proposals for new build and redevelopment should be located within the borough's identified main settlements which have the best levels of accessibility by public transport. Proposals for the conversion of rural buildings to nursing and care homes will be assessed using policy DM35 whilst an extension to an existing care home located in the rural area will be considered under policy DM41. Commensurate on-site parking will be required for both staff and visitors.



## Policy DM15

### Nursing and care homes

Within the defined boundaries of the urban area, rural service centres and larger villages, proposals for new nursing and residential care homes through new build, conversion or redevelopment and for extensions to existing nursing and residential care homes which meet the following criteria will be permitted:

1. The proposal will not adversely affect the character of the locality or the amenity of neighbouring properties by means of noise disturbance or intensity of use; or by way of size, bulk or overlooking; and
2. Sufficient visitor and staff vehicle parking is provided in a manner which does not diminish the character of the street scene.

## Policy DM16 Gypsy, Traveller and Travelling Showpeople accommodation

**17.78** Accommodation for Gypsies and Travellers is a specific type of housing that councils have the duty to provide for under the Housing Act (2004). Gypsies and Travellers historically resorted to the Maidstone area because of their involvement in agriculture, particularly hop and fruit picking. These patterns have prevailed, especially in the Weald area, and the borough has a significant number of pitches mostly on small, privately owned sites. Going forward, the aim for the local plan is to contribute towards the creation of sustainable communities by making an appropriate scale of pitch provision which balances the reasonable need for lawful accommodation with the responsibility to protect the environment.

**17.79** National guidance in 'Planning Policy for Traveller Sites' sets out the definitions of 'Gypsies and Travellers' and 'Travelling Showpeople' to be used for planning purposes.

**17.80** The criteria in the policy below will guide the determination of planning applications and also the allocation of specific sites. It is preferable for sites to be located close to existing settlements where there are community facilities such as schools and health services. Frequently, because of land availability, more rural sites are proposed. Where such sites are proposed, the impact of development on the landscape and rural character is an important factor in respect of the wider objective of protecting the intrinsic character of the countryside.

## Policy DM 16

### Gypsy, Traveller and Travelling Showpeople accommodation

Planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted if the site is allocated for that use or if the following criteria are met:

1. Local services, in particular school, health and shopping facilities, are accessible from the site preferably on foot, by cycle or on public transport;
2. The development would not result in inappropriate harm the landscape and rural character of the area, in particular the Kent Downs Area of Outstanding Natural Beauty, and the openness of the Metropolitan Green Belt. Impact on these aspects will be assessed with particular regard to:
  - i. Local landscape character;
  - ii. Cumulative effect - the landscape impact arising as a result of the development in combination with existing caravans; and
  - iii. Existing landscape features - development is well screened by existing landscape features and there is a reasonable prospect of such features' long term retention.

Additional planting should be used to supplement existing landscaping but should not be the sole means of mitigating the impact of the development.

3. The site can be safely accessed to and from the highway by all vehicles using the site on a regular basis;
4. The site is not located in an area at risk from flooding (zones 3a and 3b) based on the latest information from the Environment Agency or a specific Flood Risk Assessment which has been agreed by the Environment Agency; and
5. The ecological impact of the development has been assessed through appropriate survey and a scheme for any necessary mitigation and enhancement measures confirmed.
6. In addition to the above criteria the following applies to Travelling Showpeople accommodation only:
  - i. The site should be suitable for the storage and maintenance of show equipment and associated vehicles.

## Policy DM17 Town centre uses

**17.81** The National Planning Policy Framework defines the main town centre uses as retail, leisure and entertainment, offices, arts, culture and tourism and the town centre is the first choice location for these uses. Applicants will be expected to have demonstrably followed a sequential approach when selecting development sites for town centre uses, including fully exploring how the scheme could be adapted so that it could be accommodated on a more central site (i.e.'disaggregation'). The sequential approach, whereby in centre and then edge of centre sites are selected above well connected out of centre sites, is underpinned by the principle that sites closest to existing centres are likely to be better served by public transport and be more accessible by walking and cycling. Development on such sites also increases the prospect of linked trips, whereby one journey into the centre can serve a number of purposes.

**17.82** The National Planning Policy Framework provides the definitions of 'edge of centre' and 'out of centre' sites. For retail uses the site's relationship to the primary shopping area is the key factor in determining whether a site is in, edge or out of centre. This is defined on the policies map. For other town centre uses the key factor is the site's relationship to the town centre boundary, which is also shown on the policies map. Applicants should follow the approach to sequential sites' assessment set out in the Communities and Local Government (CLG) document 'Practice Guidance on Need, Impact and the Sequential Approach December 2009', together with the tests set out in the National Planning Policy Framework (paragraph 24). The local plan also identifies a number of district and local centres across the borough, which serve more localised shopping and service needs, and these should also be regarded as centres for the purposes of a sequential search for retail sites.

**17.83** In assessing the impact of proposals, applicants should also follow the approach in the CLG practice guidance and the National Planning Policy Framework (paragraph 26). Additionally, applicants will be expected to give specific analysis to the impact of their proposals on the retailers in the primary shopping frontages because maintaining the health of this core retail area is considered to be particularly important in sustaining the future vitality and viability of the town centre.

**17.84** The local plan identifies the Maidstone East/Royal Mail Sorting Office, which is an important regeneration site, as a priority site for new retail development at the edge of the town centre. Out of centre retail proposals which would undermine the delivery of this key allocated site will not be supported.

### Policy DM 17

#### Town centre uses

1. Proposals for main town centre uses should be located in an existing centre unless:
  - i. By means of a sequential approach, it is demonstrated that the proposal could not be accommodated first on a site within an existing

- centre and the proposal is located at the edge of an existing centre, or second it is demonstrated that the proposal could not be accommodated on a site within or at the edge of an existing centre and the proposal is located on an accessible out of centre site; and
  - ii. By means of an impact assessment it is demonstrated that a retail, office or leisure proposal would not result in a significant adverse impact, cumulative or otherwise, on the vitality and viability of an existing centre or undermine the delivery of a site allocated for the use proposed.
2. Proposals located at the edge of an existing centre or out of centre should ensure the provision of specific measures which will improve the quality and function of sustainable connections to the centre, in particular walking and cycling routes and public transport links and specific measures which will mitigate the impact of the proposal on the identified centre or centres. The nature, extent and permanence of the measures will be directly related to the scale of the proposal.

## Policy DM18 District centres, local centres and local shops and facilities

**17.85** Local convenience shops and other such facilities can play an important role in sustainable development, by meeting the day-to-day needs of local communities. The National Planning Policy Framework seeks to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet such needs.

**17.86** Whilst the council recognises the importance of securing viable uses for premises, this must also be balanced against the needs of the community. Changes in the economy sometimes lead to public houses becoming vacant and alternative uses being sought. However, for some communities, especially in rural areas, these facilities provide both important services and leisure opportunities.

**17.87** Where the loss of a local convenience shop or facility is proposed, the council will expect such an application to be supported by a viability report, prepared by a qualified professional within the relevant industry, together with financial accounts and marketing information illustrating that the use is no longer viable. Accounts should, where possible, cover a three year period. The council will also give consideration to the availability of comparable alternative facilities. In assessing this, the feasibility of such alternatives being used will be considered, including not only the distance from the potential users, but also the attractiveness and likelihood of the route being used. The impact of the loss of a local facility may be greater in village locations, where alternatives are less accessible. Well located local facilities can be positive assets, which are available to all, including those without cars and with mobility problems.

**17.88** Within the borough, the council has identified district and local centres which fulfil the function of providing essential local facilities as a group. District centres serve a wider catchment than a local centre and will typically cater for

weekly resident needs. A district centre will usually comprise groups of shops, often containing at least one supermarket or superstore, and a range of non retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. Local centres include a range of small shops serving a small catchment. Typically, amongst other shops, a local centre might include a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre. Additionally, there are small parades of shops throughout the borough of purely neighbourhood significance.

**17.89** The council wishes to maintain the existing retail function together with supporting community uses in these locations, in the interests of securing sustainable, well-functioning communities. Within the defined district and local centres, new non A or D use classes<sup>(17)</sup> will be resisted at ground level in order to maintain the retail role of the centres. The provision of additional retail and/or community facilities, plus a new local centre to complement the new residential development scheme at Langley Park, will be supported for similar sustainability reasons.

## Policy DM 18

### District centres, local centres and local shops and facilities

1. The council will seek to maintain and enhance the existing retail function and supporting community uses in the following district centres, as defined on the policies map:
  - i. Mid Kent Centre, Castle Road, Allington;
  - ii. Grovewood Drive, Grove Green;
  - iii. Heath Road, Coxheath;
  - iv. The Square, Lenham;
  - v. High Street, Headcorn;
  - vi. High Street and Church Green, Marden; and
  - vii. High Street, Staplehurst.
2. The council will seek to maintain and enhance the existing retail function and supporting community uses in the following local centres, as defined on the policies map:
  - i. Ashford Road, Bearsted;
  - ii. The Green/The Street, Bearsted;
  - iii. Marlborough Parade, Beverley Road, Barming;
  - iv. Cherry Tree, Tonbridge Road;
  - v. Boughton Parade, Loose;
  - vi. Egremont Road, Madginford;
  - vii. Parkwood Parade;

17 A use classes comprise A1 shops, A2 financial and professional services, A3 food and drink, A4 pubs and bars, and A5 hot food takeaways; D use classes comprise non residential community uses and small scale leisure uses.

- viii. Sandling Lane, Penenden Heath;
  - ix. Senacre Square, Woolley Road;
  - x. Northumberland Court, Shepway;
  - xi. Snowdon Parade, Vinters Park;
  - xii. Mangravet, Sutton Road/Mangravet Avenue;
  - xiii. High Street/Benover Road, Yalding; and
  - xiv. Hermitage Walk, Hermitage Lane.
3. A new local centre will be provided as part of a new residential development scheme at Langley Park.
  4. In considering planning proposals which would involve or require the loss of existing post offices, pharmacies, banks, public houses or class A1 shops selling mainly convenience goods outside local and district centres, consideration will be given to the following:
    - i. Firm evidence that the existing uses are not now viable and are unlikely to become commercially viable;
    - ii. The availability of comparable alternative facilities in the village or the local area; and
    - iii. The distance to such facilities, the feasibility of alternative routes being used, and the availability of travel modes other than by private motor vehicle.

## Policy DM19 Signage and shop fronts

**17.90** Signage and shop fronts have a significant impact upon the attractiveness and vitality of shopping and other commercial areas. The National Planning Policy Framework requires that new development integrates well into the built environment. Advertisements which are poorly placed can result in visual clutter which both detracts from the quality of the built environment and leads to a more confused and less coherent visual presentation. Unsympathetic shop fronts and fascias can also damage the character of their locality, especially in conservation areas.

**17.91** The council wishes to support commercial and retail frontage and signage schemes which are in sympathy with, and contribute positively towards, the visual amenity of their locality. The scale, design and detailing of such schemes should respect and visually complement their surroundings, being appropriately designed for their context.

**17.92** Solid external shutters which completely cover a shop or other commercial front are visually unattractive and generally detract from the vitality of commercial areas. In order to preserve the quality of the built environment, the council will seek alternative security solutions such as internal lattice grilles, security systems or use of laminated glass. In some cases, external roller shutters having an open grille design which let light on to the street may be acceptable,



subject to the housing being unobtrusive and unlikely to harm the character of the building or street scene. Solid external roller shutters will only be approved where an overriding security need can be demonstrated. Such evidence is likely to include details of break-ins and information from Kent police confirming that roller shutters are necessary and the only viable security solution.

## Policy DM 19

### Signage and shop fronts

Proposals for new signage and for shop (A1) or other commercial (A2-A5) fronts which meet the following criteria will be permitted:

- i. The size, design, positioning, materials, colour and method of illumination of signage would not be detrimental to the character and appearance of the building or the surrounding area;
- ii. The proposal would not result in the loss of a traditional shop front or features and details of architectural or historic interest;
- iii. The proposal would be in sympathy with the architectural style, materials and form of the building(s) of which it would form part and the character of the neighbouring properties; and
- iv. Where a fascia is to be applied, it would be of an appropriate height which would be in scale with the overall height of the shop front and other elements of the building.

## Policy DM20 Economic development

**17.93** The local economy is characterised by its strong base in administration and professional services, as well as public services, stemming in particular from Maidstone's county town role. The town centre is an established focus for shopping and leisure activities, drawing trade from both within the town and beyond, in particular the Malling area, Medway and Sittingbourne. The qualifications profile is relatively low in Maidstone with less than one third of residents qualified at NVQ Level 4 or above. This is below the Kent (33.6%) and national (35%) averages. More people in Maidstone are also qualified at below level 2 compared to Kent as a whole. The 2011 Census shows that some 1240 more people were leaving the borough for work than coming in, a reversal of the situation in 2001 when more people commuted into Maidstone to work. More out-commuters are working in managerial, professional, and technical occupations, while those commuting into Maidstone tend to be in skilled / semi-skilled occupations. Whilst the average earnings of those who commute out of the borough is higher than that of those who work in the borough, because of the prevalence of higher paid jobs in London as well as a preponderance of lower wage employment in the borough, the gap has been narrowing over recent years<sup>(18)</sup>. In general unemployment in the borough is low when compared with the Kent and national picture<sup>(19)</sup>.

18 Annual Monitoring Report 2011/12.

19 'Unemployment in Kent' Research & Evaluation Bulletin, Kent County Council (September 2013)

**17.94** For Maidstone Borough to grow in a sustainable manner the increase in house building has been aligned with growth in local employment. Economic growth will be achieved through a range of provision and for the purposes of the local plan, and in line with the NPPF, economic development includes the following uses:

- Uses within Class B of the Use Class Order including offices, research and development, warehouses and industry
- Public and social uses such as health and education
- Town centre uses such as retail, leisure, entertainment, arts, cultural and tourism development.

**17.95** The net additional land requirements for B class uses and retail to 2031 are to be delivered through the allocation of sites and the granting of planning permissions. Other economic growth will be created through tourism, social infrastructure provision such as education and health care, construction and other small scale opportunities such as the conversion or extension of rural buildings that will not necessarily require the allocation of land. The council's adopted Economic Development Strategy (2015) sets out an economic vision for the borough in 2031 through its 'ambition statement'. The strategy goes on to identify five priorities to capitalise on the borough's economic assets and to create the right conditions for growth. These are 1) retaining and attracting investment; 2) stimulating entrepreneurship; 3) enhancing Maidstone town centre; 4) meeting skills needs and 5) improving the infrastructure.

**17.96** A significant proportion of Maidstone's growth in B class uses is expected to come from office-based employment. The first choice location for new office development will be the town centre. The council is aiming to create the right conditions for growth in the town centre through a comprehensive approach, improving accessibility, enhancing the public realm and encouraging a range of commercial uses, primarily retail, office and leisure related. This is directed through the specific policies of the local plan. A particular issue is the quantity of long-term vacant office stock in the town centre and the identification of appropriate alternative uses for such stock. Analysis suggests that some 25,000sqm of the borough's stock of office floorspace is long term vacant<sup>(20)</sup>. Such stock, which is no longer fit for purpose, is unlikely to be fully re-occupied and its loss to other uses is unlikely to adversely impact on the borough's economic growth.

**17.97** In addition to town centre office sites, there is a complementary role for offices at beyond centre sites which are well connected to the highway network, such as Eclipse Park in recognition of the differing market demand that such sites meet.

**17.98** The proposed strategic site allocation at Junction 7 is a particular opportunity to create a hub for medical related businesses, capitalising on the development of the Kent Institute of Medicine and Surgery, to attract high value, knowledge intensive employment and businesses as a boost to the local economy. This site will also deliver additional general office space in a high quality environment. Outline consent has recently been granted for the medical hub

(subject to the completion of a section 106 agreement). The further specific sites allocated for additional employment development, including storage, warehousing and industrial development in line with identified needs, will help provide for a range of jobs of differing skill and wage levels as a way of helping to maintain a low unemployment rate going forward.

**17.99** With the exception of some of the secondary office stock within the town centre, existing business sites and industrial estates are an important and appropriate part of the business stock for the future which can also help to provide for the range of employment needs. Policy DM21 directs the retention, intensification and regeneration of the identified Economic Development Areas. In addition, there is a significant stock of commercial premises outside these designated areas which also provide for local employment. Within Maidstone urban area and the Rural Services Centres the first preference will be for such existing sites to remain in employment generating uses.

**17.100** Retail development makes a big contribution towards the economic health of the borough and reinforces Maidstone's role as County Town. Maidstone Town Centre is the primary focus for retail development within the borough with the RSCs also providing appropriate local levels of retail facilities as set out in the Centre Hierarchy. Retail provision elsewhere in the borough currently comprises district centres and a degree of out of town development.

**17.101** Within the countryside economic development will be permitted for the conversion and extension of existing suitable buildings and established sites, farm diversification and tourism where this can be achieved in a manner consistent with local rural and landscape character in order that a balance is struck between supporting the rural economy and the protection of the countryside for its own sake. Policy DM41 sets out the considerations which will apply when established rural businesses want to expand their existing premises. There is also a trend towards greater homeworking which allows for a reduced impact on transport infrastructure.

**17.102** Opportunities for further tourist related development will be supported in particular within the town centre as well as small scale initiatives that support the rural economy. The council will also promote education, leisure and cultural facilities, again within the town centre in particular, to retain a higher proportion of young and well educated people within the borough and in turn enhance the prospects of creating a dynamic local economy.

## Policy DM 20

### Economic development

1. The council is committed to supporting and improving the economy of the borough and providing for the needs of businesses. This will be achieved through the allocation of specific sites and through:
  - i. The retention, intensification, regeneration of the existing industrial and business estates identified as Economic Development Areas as defined on the policies map;

- ii. The retention, intensification, regeneration and expansion of the existing economic development premises in Maidstone urban area and the rural service centres provided the site is in an appropriate location and suited to the economic development use in terms of scale, impacts and economic viability;
- iii. Enhancing the vitality and viability of Maidstone town centre and maintaining the hierarchy of retail centres;
- iv. Supporting proposals that encourage highly skilled residents to work in the borough to reduce out-commuting;
- v. Improving skills in the workforce in particular by supporting further and higher education provision within Maidstone's urban area;
- vi. Supporting improvements in information and communications technology to facilitate more flexible working practices;
- vii. Prioritising the commercial re-use of existing rural buildings in the countryside over conversion to residential use; and
- viii. Supporting proposals for the expansion of existing economic development premises in the countryside, including tourism related development, provided the scale and impact of the development is appropriate for its countryside location.

## Policy DM21 Retention of employment sites

**17.103** In addition to new allocations of employment land, it is important that a stock of existing employment sites is maintained. A range of well located commercial premises and sites need to be secured so that they can continue to be available to meet the needs of existing and modernising businesses. Policy DM21 identifies Economic Development Areas across the borough designated specifically for B class uses, which include sites with planning permission as well as established, existing employment locations.

**17.104** The demand for office, manufacturing and warehouse premises can be expected to fluctuate over the plan period in line with changes in the economic cycle. It is important that these designated, good quality and productive sites are not permanently lost to alternative uses as a result of only short term changes in demand, whilst recognising that the permanent protection of a site that has no prospect of coming forward for its designated use is counter-productive for the local economy. Recent changes to the General Permitted Development Order enable the conversion of office space to residential use without the need for planning permission for a limited 3 year period (until 30 May 2016). Policy DM21 identifies locations with higher quality office floorspace for retention in the longer term, recognising that in the short term conversion to residential use could happen without consent. The recent General Permitted Development Order changes also allow up to 500m<sup>2</sup> of B1 floorspace to be used for B8 uses without the need for planning permission.

**17.105** Planning applications which seek alternative non B class uses in identified Economic Development Areas will be supported only where there is clear evidence that substantiates why the site should not be retained for its designated use. This must include evidence of, and the outcomes from, the

concerted marketing of the site for its designated uses for a continuous period of at least 12 months prior to the applicant's submission via relevant commercial property publications and websites. In addition, applications should include an analysis of the on-going suitability of the site for its designated uses and its commercial viability for those uses. Both the suitability and viability assessments should evidence current market conditions and also the future prospects for the sectors for which the site is designated. The analysis of future prospects should look ahead at least 5 years to ensure a medium term view of market trends and employment land requirements is taken.

**17.106** Exceptionally, a mixed use scheme which incorporates an element of non B class uses may be a means to achieve an overall upgrade in the quality of B class business floorspace on a designated site or bring underused premises into more productive use. The overall employment capacity of the site should be maintained or increased by such a scheme as measured by either the employment-generating floorspace provided or the number, permanence and quality of the jobs created. Any proposals for retail or leisure would also need to comply with policy DM17.

**17.107** There is also a significant stock of B class employment premises and sites outside the designated Economic Development Areas. In the Maidstone urban area and the rural service centres, the redevelopment or expansion of existing sites for employment-generating uses will be supported. Redevelopment of such sites for non-employment generating uses will be permitted where the existing use has an adverse impact on residential amenity, causes highway safety issues or causes over-riding visual harm or where it is proven through the submission of a viability report that there is no realistic prospect of its commercial reuse.

**17.108** In the town centre specifically, there is a significant stock of office premises however the quality of these is mixed. A review of the town centre office stock reveals that the better quality stock is not focused in a single or limited number of locations, rather it is dispersed through the town centre;. Notwithstanding the current, temporary changes to permitted development rights, it is considered important to retain the better quality office premises to help sustain the town centre's role as an employment location. The larger scale (above 1000sqm) higher quality office premises are included in Policy DM21 as their loss to alternative uses would have the greatest significance for the town centre's employment role.

### Policy DM 21

#### Retention of employment sites

1. The following locations, as defined on the policies map, are designated Economic Development Areas for use classes B1, B2 and B8:
  - i. Lordswood Industrial Estate, Walderslade;
  - ii. Aylesford Industrial Estate, Aylesford;
  - iii. 20/20 Business Park, Allington;
  - iv. Parkwood Industrial Estate, Maidstone;

- v. Tovil Green Business Park/Burial Ground Lane, Tovil;
  - vi. Station Road/Lodge Road/Honeycrest Industrial Park, Staplehurst;
  - vii. Pattenden Lane, Marden;
  - viii. Detling Airfield, Detling;
  - ix. Lenham Storage, Lenham;
  - x. Marley Works, near Lenham;
  - xi. Barradale Farm, near Headcorn;
  - xii. Station Road, Harrietsham;
  - xiii. Viewpoint, Boxley;
  - xiv. Ashmills Business Park, Lenham;
  - xv. Tenacre Court/Roebuck Business Park, Ashford Road, Harrietsham;
  - xvi. Hart Street Commercial Centre, Hart Street, Maidstone;
  - xvii. Hermitage Mills, Hermitage Lane, Maidstone;
  - xviii. Bearsted Green Business Centre (The Old Forge), Bearsted;
  - xix. Gallants Business Centre, East Farleigh;
  - xx. Headcorn South, Biddenden Road, near Headcorn;
  - xxi. Woodfalls Industrial Estate, Laddingford;
  - xxii. Warmlake Business Estate, near Sutton Valence;
  - xxiii. Bredhurst Business Park, Westfield Sole Road, Walderslade;
  - xxiv. The Old Brewery, London Road, Maidstone; and
  - xxv. Brooklyn Yard, Sandling, Maidstone.
2. The following locations, as defined on the policies map, are designated Economic Development Areas for use class B1:
  - i. South Park Business Village, Maidstone;
  - ii. Turkey Mill Court, Maidstone;
  - iii. Eclipse Park, Maidstone;
  - iv. County Gate, Staceys Street, Maidstone;
  - v. Medway Bridge House, Fairmeadow, Maidstone;
  - vi. 23/29 Albion Place, Maidstone;
  - vii. Victoria Court, Ashford Road, Maidstone;
  - viii. West of Lower Stone Street comprising Gail House, Link House, Kestrel House and Chaucer House.
3. Within designated Economic Development Areas, change of use or redevelopment of a site or premises to non B class uses will not be permitted unless it can be demonstrated that there is no reasonable prospect of their take up or continued use for the designated uses in the medium term.
4. Within designated Economic Development Areas, mixed use proposals incorporating an element of non B class uses may exceptionally be permitted where such development would facilitate the regeneration of the site to more effectively meet the needs of modern business and where the overall employment capacity of the site is maintained.



5. Outside the designated Economic Development Areas, the redevelopment and expansion of existing B class employment premises in Maidstone urban area and the rural service centres for employment-generating uses will be supported.

### Policy DM22 Open space and recreation

**17.109** High quality, publicly accessible open space can bring about opportunities for promoting social interaction and inclusion in communities. Sports and recreation areas and facilities can contribute positively to the well being and quality of those communities. Open space can also have a positive impact upon the quality of the built environment and can be of ecological value. The National Planning Policy Framework encourages the provision and retention of high quality open spaces, a stance that the council supports.

**17.110** The council will seek to secure publicly accessible open space provision for new housing and mixed use development sites, in accordance with quantity, quality and accessibility standards set out in Policy DM22.

**17.111** The preference is for new major developments to meet their open space requirements on site or on adjacent sites that have been allocated in association with the housing development. This recognises the demand for additional publicly accessible open space to meet the needs of a growing population. Alternatively off-site provision in a location which is conveniently and safely accessible from the site will be acceptable if provision on-site is demonstrated to be inappropriate for reasons of site constraints, housing delivery expectations on allocated sites or location.

**17.112** A financial contribution towards open space provision will be sought in lieu of new provision to improve existing sites and enhance the capacity of existing provision if:

- i. Suitable opportunities for new open space cannot be identified within the specified accessibility standards, or
- ii. A development is demonstrated to the satisfaction of the council to be too small to deliver new open space provision on site.

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. Financial contributions will be used towards the provision, improvement, maintenance and/or refurbishment of open space within the appropriate accessibility standard(s).

**17.113** The council will produce an Open Space Supplementary Planning Document to provide further detail to support the implementation of policy, including 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 the methodology for calculating the amount of open space required on each development, when on-site green space should be provided on

larger sites (trigger points) and the amount of developer contributions (capital and maintenance) which will be required in lieu of on site provision (index linked); and will outline the priorities for improvements to existing provision.

**17.114** It is important to ensure that any new publicly accessible open space and sports provision preserves the quality of life for existing residents, as well as the visual amenity of the locality. Intense sports uses, such as multi use games areas, can generate significant amounts of noise; while sports and other recreation uses may include lighting, such as floodlighting. This can be harmful to the living environment of nearby occupiers and to the visual amenity of the countryside where levels of artificial lighting are generally very limited. The council will seek to ensure that new publicly accessible open space and recreation areas are appropriate to their setting in these regards.

**17.115** Provision of open space should be an integral part of design and layout of development, and should be sited to make a contribution to biodiversity networks. The Green and Blue Infrastructure Strategy will set out the aims and objectives for the provision and enhancement of green space in the Borough over the period of the plan.

**17.116** The council will expect future management and maintenance of new open spaces to be appropriately secured to the satisfaction of the council. The loss of existing open space, sport and recreation facilities will be resisted, unless there is a proven overriding need for the development and there would be no resulting deficiency, or net loss, of such space/facilities in the locality. In considering the impact of the loss of open space, the council will have regard to the visual amenity and biodiversity value of the land in question.

## Policy DM22

### Publicly accessible open space and recreation

1. For new housing or mixed use development sites, the council will seek to deliver the following categories of publicly accessible open space provision in accordance with the specified standards:

#### i. Quantity standards

Open space type	Draft standard (ha/1000 population)	Minimum size of facility (ha)
Amenity green space (e.g. informal recreation spaces, recreation grounds, village greens, urban parks, formal gardens and playing fields)	0.7	0.1

Open space type	Draft standard (ha/1000 population)	Minimum size of facility (ha)
Provision for children and young people (e.g. equipped play areas, ball courts, outdoor basketball hoop areas, skateboard parks, teenage shelters and "hangouts")	0.25	0.25 excluding a buffer zone <sup>(21)</sup>
Publicly accessible outdoor sports (e.g. outdoor sports pitches, tennis, bowls, athletics and other sports)	1.6	To meet the technical standards produced by Sport England or the relevant governing bodies of sport.
Allotments and community gardens (e.g. land used for the growing of own produce, including urban farms. Does not include private gardens)	0.2	0.66
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)	6.5	0.2

## ii. Quality Standards

All new open spaces should meet the following general standards:

- Be designed as part of the green infrastructure network in a locality, contributing to local landscape character, connecting with local routes and green corridors for people and wildlife as well as providing multi-functional benefits such as addressing surface water management priorities;
- Provide a location and shape for the space which allows for meaningful and safe recreation and be sufficiently overlooked by active building frontages;
- Be easily found and accessible by road, cycleway, footpaths and public transport including by those with disabilities, with pedestrian crossings on roads where appropriate;

21 but in cases where accessibility to children's and young peoples provision is poor, for example outside a reasonable walking distance or where the crossing of major roads is necessary, smaller areas of open space may be justified on site.

- d. Make the entrances accessible for all users, of appropriate size and inviting with a welcoming sign where appropriate;
- e. Provide clearly defined boundaries with fences or hedges where needed to ensure safety of users;
- f. Where appropriate provide interest and activities for a wide range of users in particular meeting the needs of elderly and less able users as well as children, young people and families;
- g. Where appropriate provide seats, litter bins and appropriate lighting to ensure safety of users without adversely affecting wildlife;
- h. Provide a range of planting, with appropriate mix of predominantly indigenous species, maintained to a good standard;
- i. Promote biodiversity on site through design, choice of species and management practices;
- j. Submit an Open Space Layout and Design statement, to incorporate ecological management measures for approval by the Council; and
- k. Provide a Management Plan with adequate resources identified for on-going management and maintenance.

In improving existing open space provision, the council will have regard to these standards.

### iii. **Accessibility Standards**

If open space cannot be provided in full on development sites, due to site constraints, housing delivery expectations on allocated sites, or location, then provision should be provided off-site where it is within the distance from the development site identified in the accessibility standard.

Open space type	Accessibility standard (radius from open space)
Amenity green space (e.g. informal recreation spaces, recreation grounds, village greens, urban parks, formal gardens and playing fields)	400m
Provision for children and young people (e.g. equipped play areas, ball courts, outdoor basketball hoop areas, skateboard parks, teenage shelters and "hangouts")	600m
Publicly accessible outdoor sports (e.g. outdoor sports pitches, tennis, bowls, athletics and other sports)	1000m
Allotments and community gardens (e.g. land used for the growing of own produce, including urban farms. Does not include private gardens)	1000m
Natural/semi-natural areas of open space (e.g. woodlands, urban forestry, scrub, grasslands,	300m (2ha site) 2km (20ha site)

Open space type	Accessibility standard (radius from open space)
wetlands, open and running water, banks to rivers, land and ponds, wastelands, closed cemeteries and graveyards)	5km (100ha site) 10km (500ha site)

2. A financial contribution in lieu of open space provision will be acceptable, provided:

- i. The proposed development site would be of insufficient size in itself to make the appropriate new provision; or
- ii. The open space cannot be accommodated on site due to site constraints, housing delivery expectations on allocated sites or location, and alternative appropriate off-site provision cannot be identified.

3. 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 level of provision or financial contribution. 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 to determine the most appropriate quantum, type and location of open space provision.

4. 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.

5. Proposals for, and including, new publicly accessible open space and recreation provision will, where feasible, seek to reinforce existing landscape character, as defined in the Maidstone Landscape Character Assessment.

6. Proposals for, and including, new publicly accessible open space and recreation provision shall respect the amenities of neighbouring occupiers, by ensuring that development does not result in excessive levels of noise or light pollution. New lighting relating to such development will also preserve the character and visual amenity of the countryside.

7. Proposals for new development which would result in the net loss of open space or sport and recreation facilities will not be permitted unless there is a proven overriding need for the development. In addition, the development will only be permitted if:

- i. There is no resulting deficiency in open space or recreation facilities in the locality when assessed against the quality standards of this policy; or
- ii. An alternative provision, determined to be of an equivalent community benefit by the Borough Council and community representatives can be provided to replace the loss.

8. In dealing with applications to develop existing open areas within the urban area, rural service centres, larger villages and other locations, the Borough Council will have regard to the impact of the loss of the contribution that the existing site makes to the character, amenity and biodiversity of the area.

The Open Space supplementary planning document will contain further detail on how the policy will be implemented.

## Policy DM23 Community facilities

**17.117** In order to build well functioning, sustainable communities, it is essential that adequate community facilities are provided. The National Planning Policy Framework emphasises the importance of creating healthy, inclusive communities, with appropriate facilities, to create attractive residential environments. The Infrastructure Delivery Plan lists the key social infrastructure needed to support the level of development planned for the borough. Community facilities encompass educational, cultural and recreational facilities, including schools, libraries, places of worship, meeting places, cultural buildings (such as museums and theatres) and sports venues.

**17.118** The council seeks to resist the net loss of viable community facilities, as this runs contrary to the aim of achieving sustainable, inclusive communities.

**17.119** School premises are generally only in operation during particular hours. These sites offer opportunities to provide additional community uses outside of school hours. Such dual uses can increase the range of community facilities and can help to maximise land usage in a suitable manner. The council will therefore encourage dual usage of educational premises in appropriate circumstances.

## Policy DM 23

### Community facilities

The adequate provision of community facilities, including social, education and other facilities, is an essential component of new residential development.

1. Residential development which would generate a need for new community facilities or for which spare capacity in such facilities does not exist, will not be permitted unless the provision of new, extended or improved facilities (or a contribution towards such provision) is secured



by planning conditions or through legal agreements unless the specific facilities are identified for delivery through the Community Infrastructure Levy

2. Proposals which would lead to a loss of community facilities will not be permitted unless demand within the locality no longer exists or a replacement facility acceptable to the council is provided.
3. The council will seek to ensure, where appropriate, that providers of education facilities make provision for dual use of facilities in the design of new schools, and will encourage the dual use of education facilities (new and existing) for recreation and other purposes.

### Policy DM24 Sustainable transport

#### Transport

**17.120** Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the council will facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy (ITS), prepared by the council and its partners, will have the aim of facilitating economic prosperity and improving accessibility across the borough and to the town centre, in order to promote Maidstone as a regionally important transport hub. The ITS needs to address a number of transport challenges as set out below.

#### Highway network

**17.121** Maidstone borough has an extensive highway network which provides direct links both within the borough and to neighbouring areas including Ashford, Tonbridge and Malling, the Medway Towns, Tunbridge Wells and London. Four north-south and east-west primary routes pass through the town centre and numerous secondary routes 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.

**17.122** The principal constraint on the borough's urban road network is the single crossing point of the River Medway at the town centre bridges gyratory, where the A20, A26 and A229 meet. From this point, congestion spreads along the main radial approaches to Maidstone during the morning and evening peaks, leading drivers to seek alternative routes for longer journeys around the periphery of the town.

**17.123** Strategic VISUM traffic modelling was jointly commissioned by the council and Kent County Council to assess traffic growth and the impact on the local highway network of background traffic growth and planned development in the period 2014 - 2031. The modelling indicates that by 2031, the combination of background traffic growth and planned housing and employment development

will increase the number of person trips in Maidstone during the morning peak hour by 17%, demonstrating that robust solutions to Maidstone's transport challenges are required.

**17.124** Maidstone has an average vehicle occupancy of approximately 1.23 persons per car, which is significantly lower than the UK average of 1.6 persons per car . This represents an inefficient use of road space and contributes to greater traffic congestion and air pollution. Whilst it is recognised that the private car will continue to provide the primary means of access in areas where alternative travel choices are not viable, the traffic data suggests that the ITS should focus on demand management measures that enable a higher people-moving capacity over the existing road network. Specifically, the strategy should aim for a reduction in the number of single-occupancy car trips into Maidstone town centre by long-stay commuters – particularly during peak periods – which can be achieved through interventions such as enhanced public transport provision on the main radial routes, Park and Ride and walking and cycling infrastructure. This approach, combined with targeted capacity improvements to strategic junctions such as the bridges gyratory in the town centre, would improve the reliability and hence attractiveness of public transport, as well as providing businesses and freight operators with greater journey time reliability.

**17.125** Some of the VISUM modelling options tested included a proposed Leeds-Langley Relief Road (LLRR) that would relieve traffic on the current B2163 towards junction 8 of the M20 motorway. The results indicate that the construction of such infrastructure may have a beneficial impact on some traffic movement patterns in the south east sector of Maidstone. This is however seen against the context of traffic movements generally in which Maidstone town centre itself and intra-urban movements (from one part of the Maidstone urban area to another) are the key drivers behind trips on the network.

**17.126** The case for the justification of the construction and the delivery of a LLRR lies with the County Council as the highway authority. To date, the detailed costings (estimates vary between £50 and £80 million), environmental and route appraisals and also an assessment of whether future housing requirements would necessitate and also support construction of a LLRR which will be required to progress the proposals, have not yet been undertaken. It is therefore considered appropriate to give detailed consideration to the potential construction of the LLRR post 2031 at the first review of the local plan (which will commence in 2022).

**17.127** More detailed modelling (Linsig, ARCADY and PICADY) demonstrates improvements that can be made to the existing highway network, and detailed modelling has been completed for specific locations around the borough which have been identified as being potentially sensitive to future traffic flow changes as a result of new development. This is important because since 2011, which is the base date of the local plan, nearly half of the objectively assessed need for housing (over 9,000 dwellings) has been built or permitted. Through negotiation with developers, section106 funding has been secured for a number of highway improvements relating to dwellings delivered in the early part of the plan period. The policies for individual site allocations set out the requirements for contributions towards strategic and local highway infrastructure at key locations and junctions, and key improvements include:

- Capacity improvements and signalisation of Bearsted roundabout and capacity improvements at New Cut roundabout. Provision of a new signal pedestrian crossing and the provision of a combined foot/cycle way between these two roundabouts.
- Traffic signalisation of the M20 J7 roundabout, widening of the coast bound off-slip and creation of a new signal controlled pedestrian route through the junction.
- Capacity improvements at M2 J5 (located in Swale Borough).
- Upgrading of Bearsted Road to a dual carriageway between Bearsted roundabout and New Cut roundabout.
- Interim improvement to M20 junction 5 roundabout including a white lining scheme.
- Traffic signalisation of M20 junction 5 roundabout and localised widening of slip roads and circulatory carriageway.
- Provision of an additional lane at the Coldharbour roundabout.
- Capacity improvements at the junction of Fountain Lane and the A26 Tonbridge Road.
- Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.
- Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.
- Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.
- Improvements to capacity at the A229/A274 Wheatsheaf junction.
- Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.
- Linton Crossroads junction improvements.
- A20 Ashford Road highways improvements to include carriageway narrowing, reduction of the speed limit and pedestrian crossing facilities at Harrietsham.
- Signalisation of the Kings Road / Mill Bank junction at Headcorn.
- Capacity improvements at the junction of A229, Headcorn Road, Station Road and Marden Road at Staplehurst.
- Capacity improvements at Hampstead Lane/B2015 Maidstone Road junction at Yalding.

**17.128** The details of these schemes and further highway and transport improvements, including provision of a circular bus route to serve the north west Maidstone strategic development area, are set out in detail in the Integrated Transport Strategy and the Infrastructure Delivery Plan.

## Car Parking

**17.129** The provision of an adequate supply of well-located and reasonably priced car parking is essential to support the borough's retail economy, to facilitate 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 the council and its partners avoid an over provision of parking, particularly in and around Maidstone town centre.

**17.130** The ITS will seek to address parking issues by producing a refreshed Town Centre Parking Strategy. A key aspect of this strategy, for example, will be the use of measures to provide disincentives to the use of long-term car parking in the town centre whilst prioritising shoppers and visitors; by utilising long-stay town centre parking tariffs to encourage a shift to sustainable modes of transport such as Park and Ride and reviewing the Residents' Parking Zones to ensure they are fair, simple and meet the needs of all road users.

### Park and Ride

**17.131** The council has been operating Park and Ride services in Maidstone since the early 1980s and was one of the first local authorities in the UK to introduce the concept. The service aims to address the growing peak time congestion in the town centre and has met with varying levels of success to date. Two sites are currently in operation at London Road and Willington Street, following the closure of the Sittingbourne Road site in February 2016, which in total comprise some 903 parking spaces.

**17.132** During the 2012/13 financial year some 400,000 transactions were recorded on Park and Ride bus services, which equates to a fall of 7% from the previous year. The Park and Ride services are also available for use by concessionary pass holders, and indeed approximately half of the trips recorded in 2012/13 were made by this group.

**17.133** The reduction in patronage can be partially explained by the recession and suppressed economic activity in the town centre. Usage of the Park and Ride service should also be considered in the context of the supply of town centre car parking (both public and private) and the associated parking tariffs. The Park and Ride service is used by both commuters and shoppers; however it accounts for just 2% of all person trips into the town centre during peak periods (excluding walking and cycling), compared to 12% for bus and 77% for private car . The service currently requires an annual subsidy and therefore the ITS is seeking to take a targeted approach to address this situation.

**17.134** The ITS will seek to retain the existing sites at Willington Street and London Road. All sites are aimed at long-stay commuters into the town centre. Bus priority measures will also be provided on Park and Ride routes in tandem with the service.

### Bus services

**17.135** Maidstone borough 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 areas with longer distance services providing connections to many of the outlying villages and neighbouring towns, including Ashford, Sittingbourne, Tonbridge, Tunbridge Wells and the Medway Towns.

**17.136** Although KCC and the council do not directly influence the provision of commercial bus services, both authorities work closely with the operators to improve the quality of services and to ensure that the highway network is planned and managed in a way that facilitates the efficient operation of buses. This relationship has been formalised through the signing of a voluntary Quality Bus Partnership (QBP) agreement, which includes commitments by Arriva, KCC and the council to work collectively to improve all aspects of bus travel and to increase passenger numbers.

**17.137** Given the deletion of the previously proposed Park and Ride sites at Linton Crossroads and at Old Sittingbourne Road, the Council will work with the service operators to procure express/limited stop bus services on the radial routes into Maidstone (particularly from the north including the Newnham Park Area and from the south on the A229 and A274) to the Town Centre and railway stations in the morning and evening peaks to encourage modal shift together with the implementation of bus priority measures to seek to secure the reliability and speed of such services.

**17.138** A number of services cannot be provided commercially and are classed as socially necessary services that require subsidy from KCC. These primarily consist of school, rural, evening and weekend services, which provide access to education, employment, health care, or essential food shopping. KCC also completed the countywide roll out of the Kent Freedom Pass during 2009. The County Council now provides free travel on almost all public bus services in Kent Monday to Friday for an annual fee for young people living in the county and in academic years 7 to 11. The County Council also assumed responsibility from the council for the administration and funding of the statutory Kent and Medway Concessionary Travel Scheme for disabled people, their companions and those aged over 60, in April 2011. As the Local Education Authority, KCC also provides free or subsidised home-to-school transport to children who meet the criteria.

**17.139** Through the ITS bus service frequencies will look to be increased (to at least every 7 minutes) on radial routes serving Maidstone town centre. (The A274 Sutton Road corridor from Park Wood already has an 8-minute frequency). Bus priority measures will be provided in order to encourage the use of public transport by seeking to ensure the reliability and frequency of services will continue to be made more accessible to all users.

**17.140** The town's main bus interchange located at the Mall Chequers Shopping Centre is not fit for purpose. 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 increase its attractiveness and ease of use. In the medium to longer term, the Mall Chequers Shopping Centre and adjoining land, where the current bus interchange facility is located, is identified for potential redevelopment (policy SP4). 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.



## Rail services

**17.141** 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 east franchise holder, Southeastern.

**17.142** 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. The average journey time between Maidstone East and London Victoria is an hour and runs half-hourly. The London Charing Cross / Cannon Street to Dover Priory / Ramsgate line passes through the south of the borough, with stations at Marden, Staplehurst and Headcorn. Charing Cross and Cannon Street stations are located in close proximity to the City of London and hence services on this line are heavily used by commuters, which places pressure on the limited station car park capacity in these villages.

**17.143** The Medway Valley Line, connecting Strood and Paddock Wood, runs from north to south across the borough, with stations at Maidstone Barracks, Maidstone West, East Farleigh, Watlingbury, Yalding and Beltring. The line operates as part of the Kent Community Rail Partnership, which has delivered improvements to the stations and promoted the service widely. In May 2011, Southeastern commenced the operation of direct peak-time services between London St Pancras and Maidstone West via Strood and High Speed 1 on a trial basis. This has reduced rail journey times between Maidstone and London to 48 minutes and provided commuters from the town with the option of travelling to an alternative London terminus closer to the City. Collectively, these enhancements have contributed to a 25% increase in passenger numbers on the Medway Valley Line since 2007 , putting it in the top 10 lines nationally for ridership growth according to the Association of Train Operating Companies.

**17.144** KCC published its Rail Action Plan for Kent in 2011, which sets out the County Council's objectives for the new South Eastern Franchise. The reinstatement of services between Maidstone and the City of London is the plan's top priority. It also recognises the need for the level of rail fares charged in Kent to offer better value for money and for the roll out of Smartcard ticketing offering combined bus and rail travel, similar to Transport for London's Oyster card .

## Air quality

**17.145** Vehicle emissions are a major contributor to poor air quality at both the local level and on a wider global scale. Indeed the entire Maidstone Urban Area has been declared an Air Quality Management Area, primarily due to the level of traffic congestion at peak times. The ITS will therefore support the delivery of the measures identified in the Maidstone Air Quality Action Plan to deliver an improvement in the air quality of the urban area and to reduce pollutant levels below the Air Quality Objective Levels set out by European legislation.

**17.146** Development in or affecting Air Quality Management Areas should where necessary incorporate mitigation measures which are locationally specific and proportionate to the likely impact. Examples of mitigation measures include:

- Using green infrastructure to absorb dust and other pollutants;



- Promoting infrastructure to encourage the use of modes of transport with low impact on air quality
- Contributing funding to measures, including those identified in the air quality action plans and low emissions strategies, designed to offset the impact on air quality arising from new development

### Influencing travel behaviour

**17.147** Through the ITS the council, together with KCC, will seek to promote and support a range of initiatives to influence travel behaviour in the borough. This can be achieved through the use of Travel Plans, behaviour change programmes and introducing improvements to encourage greater levels of walking and cycling and the use of transport, car sharing and car clubs.

**17.148** The council, together with KCC, will continue to promote and support the use of Travel Plans as a way of influencing travel behaviour away from journeys by private car to more sustainable modes. Maidstone Borough Council and Kent County Council will continue to implement and monitor their own corporate Travel Plans as well as securing Travel Plans for new development as part of the planning process. Workplace and School Travel Plans will also continue to be developed, implemented and monitored through partnership working across the borough where appropriate.

### Cycling and walking

**17.149** Both KCC and the council are committed to the provision of a comprehensive cycle network for residents and visitors to Maidstone.

**17.150** The borough currently has a number of cycle routes that link the town centre to the suburban areas; however connections within the town and further afield are limited and there is a lack of cycle parking at key destinations. Consequently, cycle use in Maidstone is very low, the 2011 Census travel to work data indicated that 1% of work trips were undertaken by bike. However 12% of journeys to work were made on foot.

**17.151** The provision of attractive and safe walking and cycling routes with adequate cycle parking will be incorporated within the ITS. The borough's walking environment, its walking routes and its public realm will be developed and improved through local plan policies, the ITS, the IDP, and through the Green and Blue Infrastructure Strategy. The Maidstone Cycling Strategy will be developed through the ITS. These strategies and documents will have the aim of increasing the proportion of trips made by walking and cycling in the borough by 2031.

### Assessing the transport needs of development

**17.152** New developments have the potential to generate a considerable number of vehicular and pedestrian trips which in turn has both a direct and cumulative impact on the transport network. Improvements to public transport, walking, cycling and highway infrastructure to mitigate these impacts need to be in place to ensure the increase in trips generated will not lead to an unacceptable level of transport impact. To further minimise these impacts, measures and initiatives must be incorporated into the design of development

to minimise vehicular trip generation. Transport Assessments and Travel Plans, developed in accordance with KCC guidance will be expected to accompany all planning applications for new developments that reach the required threshold. New development proposals will also be expected to enter into legal agreements to mitigate both their direct and cumulative impact on the transport network. The council will also seek to secure Construction Management Plans to minimise impacts from new developments during construction.

## Policy DM 24

### Sustainable transport

1. Working in partnership with Kent County Council (the local highway authority), Highways England, 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 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.
2. In doing so, the council and its partners will:
  - i. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity;
  - ii. Manage demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements;
  - iii. Improve highway network capacity and function at key locations and junctions across the borough;
  - iv. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management;
  - v. Improve transport choice across the borough and seek to influence travel behaviour;
  - vi. Protect and enhance public rights of way;
  - vii. Develop the strategic and public transport links to and from Maidstone, including increased bus service frequency along the radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times;
  - viii. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose;
  - ix. Work with service providers to improve bus links to the rural service centres and larger villages, including route options and frequency;
  - x. Improve strategic links to Maidstone across the county and to wider destinations such as London;
  - xi. Ensure the transport network provides inclusive access for all users; and
  - xii. Address the air quality impact of transport.

### 3. Development proposals must:

- i. Demonstrate that the impacts of trips generated to and from the development are remedied or mitigated, including where feasible an exploration of delivering mitigation measures ahead of the development being occupied;
- ii. Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's Guidance on Transport Assessments and Travel Plans; and
- iii. Demonstrate that development complies with the requirements of policy DM5 for air quality.

### Policy DM25 Public transport

#### Policy DM 25

##### Public transport

1. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes and the radial routes into the town centre. Such measures will include:
  - i. Bus priority measures at junctions;
  - ii. Prioritisation within traffic management schemes; and/or
  - iii. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.
2. Proposals for major development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport secured through legal agreements:
  - i. Priority or exclusive provision for public service vehicle access to or through the proposed development area;
  - ii. Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes;
  - iii. Suitable provision for disabled access to the waiting facilities from all parts of the development area; and
  - iv. Suitable provision for disabled access onto buses from the waiting facilities.

## Policy DM26 Park and ride sites

### Policy DM26

#### Park and Ride

1. The following sites, as defined on the policies map, are designated bus Park and Ride sites:
  - i. London Road (to serve the A20 west corridor);
  - ii. Willington Street (to serve the A20 east corridor).

## Policy DM27 Parking standards

**17.153** The NPPF gives local planning authorities an option to develop their own vehicle parking standards. Maidstone has approved vehicle parking standards published by Kent Highway Services as an interim measure for development management decisions, and the County gives advice on development proposals that generate a need for parking provision. The Kent parking standards apply to residential development throughout Maidstone Borough, setting maximum standards in town centre and edge of centre locations, and minimum standards in suburban areas and villages. They also apply to non-residential developments and to cycle and motorcycle parking provision. Policy DM27 sets criteria for vehicle parking standards to ensure that new development provides adequate off-street parking to accommodate the need generated by the development and to protect the surrounding area from inappropriate vehicle parking.

**17.154** The council adopts a flexible approach to minimum and maximum parking standards to reflect local circumstances and the availability of alternative modes of transport to the private car. It also seeks to encourage innovative designs that can sufficiently demonstrate that a provision lower than the minimum standard is feasible and would not have an unacceptable adverse impact on the surrounding locality.

### Policy DM 27

#### Parking standards

1. Car parking standards for residential development (as set out in Appendix B) will:
  - i. Take into account the type, size and mix of dwellings and the need for visitor parking; and
  - ii. Secure an efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it.

2. Vehicle parking for non-residential uses will take into account:
  - i. The accessibility of the development and availability of public transport;
  - ii. The type, mix and use of the development proposed;
  - iii. The need to maintain an adequate level of car parking within town centres to ensure that viability of the centres is not compromised; and
  - iv. That development proposals do not exacerbate on street car parking to an unacceptable degree.
3. Cycle parking facilities on new developments will be of an appropriate design and sited in a convenient, safe, secure and sheltered location.
4. New developments should ensure that proposals incorporate electric vehicle charging infrastructure.

A parking standards supplementary planning document will be produced to expand on how the policy will be implemented.

### Policy DM28 Renewable and low carbon energy schemes

**17.155** In Maidstone Borough, parts of the natural landscape features and resources mean that there is a technical suitability for the construction of renewable and low carbon energy schemes, such as solar farms, wind farms and biomass. In the longer term, opportunities for such developments may also present themselves in urban areas particularly in relation to larger development schemes.

**17.156** These schemes help to reduce regional and national carbon emissions and the council considers that, in the correct locations, such proposals are a benefit to the borough as a whole. Nevertheless, they need to be appropriately sited and not conflict with landscape character or existing uses. The council is keen that while it contributes to bringing about a low carbon future, the process of doing so should not affect the existing amenity of residents and businesses in a harmful way. Living environments should remain appropriate as such and the operation of businesses should not be impeded.

**17.157** Where applications are submitted for larger scale renewable or low carbon energy schemes including, but not limited to, solar farms, wind farms and biomass, proposals will be judged on individual merits.

**17.158** In January 2014, the council adopted planning policy advice notes<sup>(22)</sup> which provide technical advice to applicants and guidance on decision making, with regard to solar energy proposals. Where solar energy schemes are proposed, the guidance within the planning policy advice notes should be referenced.

**17.159** Further guidance is available in the National Planning Practice Guidance, under the renewable and low carbon energy section.

22 Planning Policy Advice Note: Domestic and medium scale solar PV arrays (up to 50kW) and solar thermal; and Planning Policy Advice Note: Large scale (>50kW) solar PV arrays

### Policy DM 28

#### Renewable and low carbon energy schemes

Applications for larger scale renewable or low carbon energy projects will be required to demonstrate that the following have been taken into account in the design and development of the proposals.

1. The cumulative impact of such proposals in the local area.
2. The landscape and visual impact of development, with particular regard to any impact on, or the setting of, the Kent Downs AONB or the setting of the High Weald AONB.
3. The impact on heritage assets and their setting.
4. The impact of proposals on the amenities of local residents, e.g. noise generated.
5. The impact on the local transport network.
6. The impact on ecology and biodiversity including the identification of measures to mitigate impact and provide ecological or biodiversity enhancement.
7. Preference will be given to existing commercial and industrial premises, previously developed land or agricultural land that is not classified as the best and most versatile.
8. Make provision for the return of the land to its previous use when the installations have ceased operation.

### Policy DM29 Electronic communications

**17.160** Advanced, high quality communications infrastructure plays a key role in sustainable economic growth, and high speed communication networks, including broadband, are also an important element in the provision of local community facilities and services. The National Planning Policy Framework lends strong support to the expansion of electronic communication networks, including telecommunications and high speed broadband.

**17.161** The council recognises the importance of such development and similarly adopts a positive approach to such development. New development (residential, employment and commercial) should provide ducting that is available for strategic fibre deployment. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included where practicable.



**17.162** Certain telecommunications developments do not require planning permission by virtue of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). However, local authorities are able to exercise some control over the siting and appearance of these developments. In these cases, and in the case of telecommunication developments subject to full planning control, the council will apply policy DM29.

**17.163** In considering electronic communications development, the council will expect the operator to have regard to the Code of Best Practice on Mobile Network Development in England (published July 2013) or any subsequent best practice guide. Development should be sited, where possible, to minimise visual impact.

### Policy DM 29

#### Electronic communications

The council supports the expansion of electronic communications networks, including the provision of high speed broadband. Proposals for new masts and antennae by telecommunications and code systems operators will be permitted provided:

1. It has been demonstrated that mast or site sharing is not feasible and that the apparatus cannot be sited on an existing building or other appropriate structure that would provide a preferable environmental solution;
2. It has been demonstrated that an alternative, less environmentally harmful means of providing the same service is not feasible;
3. Every effort has been made to minimise the visual impact of the proposal;
4. Proposals adhere to current Government advice on the health effects of exposure to radio waves; and
5. Consideration has been given to the future demands of network development, including that of other operators.

### Policy DM30 Mooring facilities and boat yards

**17.164** Mooring facilities and boatyards can provide tourism and recreation facilities which can contribute positively towards the economy. The National Planning Policy Framework lends strong support to the building of a robust economy, including within rural areas. The River Medway, which runs through both the urban and rural parts of Maidstone Borough, is an important asset, which provides opportunities to enhance tourism and recreation facilities through additional and enhanced mooring facilities. The council wishes to safeguard existing boat yards, in order to protect water-based recreation facilities. The River Medway contributes positively towards a varied range of recreational facilities and this enhances the attractiveness and diversification of the borough for local communities and visitors.

**17.165** However, in order to safeguard the rural character of the countryside and the quality of the built environment, it is important that such proposals are limited in scale and that their cumulative impact is not harmful to amenity. Much of the River Medway is seen in the context of highly sensitive townscape and landscapes, such as the Maidstone All Saints' Church Conservation Area, the valley formation of high landscape quality through Teston, East and West Farleigh and the Green Belt at Nettlestead.

**17.166** The council will also have regard to the advice of the Environment Agency in assessing flooding issues.

### **Policy DM 30**

#### **Mooring facilities and boat yards**

1. Further small scale and short term mooring facilities will be permitted at the following locations subject to the views of the Environment Agency:

- i. Allington
- ii. Maidstone town centre
- iii. Watlingtonbury
- iv. East Farleigh
- v. Yalding
- vi. Stoneham

And provided that all of the following criteria are met:

- vii. There is no loss of flood plain or land raising;
  - viii. The impact, including cumulative impact, shall preserve landscape quality, ecology and uses of the river and valley in the locality;
  - ix. Proposals create no operational problems for other river users, including fishermen;
  - x. Facilities are provided for disposal of boat toilet contents;
  - xi. The site is capable of being adequately screened and it being possible to provide appropriate landscaping with indigenous species; and
  - xii. The presence of any similar uses in the locality and the combined effect of any such concentration would be acceptable in terms of environmental impact and highway safety.
2. The council will not permit the redevelopment to other uses of boat yards that are in use, or have the potential to be used, in connection with water-based recreation.

## Policy DM31 Primary shopping frontages

**18.1** The primary shopping frontages are the identified parts of Maidstone town centre where retail uses are concentrated. These primary frontages are shown on the policies map and include the key shopping locations of Fremlin Walk and The Mall together with the connecting stretch of Week Street. In these frontages the proportion of ground floor floorspace <sup>(23)</sup> dedicated to retail uses (use class A1) is some 85% or above (at May 2013). This part of the town centre is principally occupied by national retailing chains and is where the town centre's supply of larger shop units (above 500m<sup>2</sup>) is predominantly found. The attraction of the town centre for shoppers is particularly influenced by the presence of national retailers, and retaining the overall and predominant retail character of this area and a critical mass of such operators is important in sustaining ongoing vitality.

**18.2** The large unit occupied by House of Fraser is the key anchor store in Fremlin Walk. It is the largest unit in the town centre (east of the river) and that best suited for a major, modern department store. Retaining such a department store in the town centre will be important in sustaining the centre's continuing attraction as a shopping destination. Recognising this more strategic significance, the House of Fraser unit has been identified as a primary frontage in its own right to control the loss, or partial loss, of this unit to non A1 uses.

**18.3** A further important factor in maintaining vitality of the town centre is the presence of associated cafés and restaurants which encourage people to stay in the town centre for longer, as well as banks, building societies and other retail services such as hairdressers and travel agents for both day-to-day and more specialist needs. Allowing shops and cafés to extend their opening hours is a way of attracting people into the town centre later into the evening. As well as retaining the predominant retail character of the central part of the town, existing retail floorspace also contributes to meeting predicted needs for the town centre.

**18.4** The objective of policy DM31 is to ensure retail (A1) remains the predominant use in this area. In addition it allows for limited retail-based supporting uses in a manner so as not diminish the overall prime retail purpose of this part of the town centre.

**18.5** Following notification to the local planning authority, recent amendments to the General Permitted Development Order (2015) enable A1 premises of less than 150m<sup>2</sup> floorspace to be temporarily changed to A2 (professional and financial services), A3 (cafés and restaurants) or B1 (offices) without the need for planning permission. This change of use can be enacted for a finite period of two years after which the premises must revert to their previous lawful use. A permanent change of use for beyond the two year period would require the submission of a planning application, and the considerations of policy DM31 would apply.

23 the exception is The Mall where frontage figures for the lower ground floor, ground floor and upper floor have been estimated separately

## Policy DM 31

### Primary shopping frontages

The primary shopping frontages in Maidstone town centre are shown on the policies map. To ensure that retail (A1) remains the predominant use within the primary shopping frontages, development will be permitted where:

- i. The proposal is for retail (A1) use; or
- ii. The proposal is for a professional and financial services use (A2), a café and restaurant use (A3), a drinking establishment (A4), a community use (D1) or a leisure use (D2) and would not result in the percentage of ground floor retail (A1) floorspace in the frontage block in which the development would be located falling below 85%.

## Policy DM32 Secondary shopping frontages

**18.6** In the secondary frontage areas, also shown on the policies map, the retail units are generally smaller (under 500m<sup>2</sup>) and occupied by a mix of both national and local independent retailers. The latter have an important role in adding to the diversity and distinctiveness of the shopping 'offer' in Maidstone town centre. The approach of policy DM32 is to enable a broader range of uses to include professional services (A2), cafés and restaurants (A3) and pubs and wine bars (A4) which contribute to the wider appeal of the town centre. Earl Street in particular has become popular for food and drink outlets making it a destination in its own right.

**18.7** A feature of vibrant and attractive town centre streets is the prevalence of entrances and open, glazed frontages to premises at ground floor level. An open frontage to the street, with views in to and out of the premises, is an invaluable way of enlivening the street scene. This is a characteristic of retail type uses, and community and leisure proposals in the secondary shopping areas should also be specifically designed to incorporate such active frontages.

## Policy DM 32

### Secondary shopping frontages

The secondary shopping frontages in Maidstone town centre are shown on the policies map. Development within the secondary frontages will be permitted where:

- i. The proposal is for a retail use (A1), a professional and financial services use (A2), or a café and restaurant (A3); or
- ii. The proposal is for a drinking establishment (A4) or hot food takeaway (A5) provided the development, either alone or cumulatively with other A4 and A5 uses in the frontage, does not have an adverse impact on

local amenity, including as a result of fumes, noise, hours of operation or the visual impact of ducting ; or

- iii. The proposal is for a leisure or community use which accords with policy DM33.

In all cases, proposals should establish or retain an 'active frontage' to the street.

### Policy DM33 Leisure and community uses in the town centre

**18.8** Allowing for a variety of leisure uses (Class D2) to meet growing indoor leisure needs as well as more community uses (class D1) such as health centres, crèches and community centres within the town centre will add to its diversity and will extend both its appeal and periods of activity throughout the day. Allowing these types of uses, including within the secondary shopping area, could similarly increase the prospects of vacant premises being brought into use. It is the case, however, that both these use class are quite broad and cover a wide variety of uses, so the impact of individual uses within the classes may be very different. The degree and nature of those impacts on local amenity need to be assessed as part of the overall assessment of proposals.

**18.9** Changes of use can sometimes create concentrations of single uses, where the cumulative effects can also cause local problems. Proposals should be assessed not only on their positive contribution to diversification, but also on their cumulative effects on local amenity.

**18.10** Community and leisure proposals in the secondary shopping areas should also be specifically designed to incorporate active frontages which are characteristic of shopping streets and can help to add to their overall vibrancy.

### Policy DM 33

#### Leisure and community uses in the town centre

Proposals for leisure uses (Class D2) and community uses (Class D1) in the town centre which meet the following criteria will be permitted:

- i. The development, including in combination with any similar uses in the locality, should not have a significant impact on local amenity, including as a result of noise and hours of operation; and
- ii. The proposal establishes or retains an 'active frontage' to the street.

## Policy DM34 Design principles in the countryside

**19.1** Policy SP17 sets out the types of development which would be acceptably located within the borough's countryside. The local plan seeks high quality designs in all types of development but policy DM34 sets out additional principles to ensure high quality designs are realised in the borough's countryside.

### Policy DM 34

#### Design principles in the countryside

Outside of the settlement boundaries as defined on the policies map, proposals which would create high quality design and meet the following criteria will be permitted:

1. Conserve and enhance the landscape and scenic beauty of the Kent Downs AONB and its setting;
2. Outside of the Kent Downs AONB, not result in harm to the identified landscapes of local value, landscapes which have been shown to have a low capacity to accommodate change, and in all other locations respect the landscape character of the locality;
3. Outside the Kent Downs AONB, not result in harm to landscape of highest value and respect the landscape character of the locality;
4. Not result in unacceptable traffic levels on nearby roads; unsympathetic change to the character of a rural lane which is of landscape, amenity, nature conservation, or historic or archaeological importance or the erosion of roadside verges;
5. Where built development is proposed, there would be no existing building or structure suitable for conversion or re-use to provide the required facilities. Any new buildings should, where practicable, be located adjacent to existing buildings or be unobtrusively located and well screened by existing or proposed vegetation which reflect the landscape character of the area; and
6. Where an extension or alteration to an existing building is proposed, it would be of a scale which relates sympathetically to the existing building and the rural area; respect local building styles and materials; have no significant adverse impact on the form, appearance or setting of the building, and would respect the architectural and historic integrity of any adjoining building or group of buildings of which it forms part.

Account should be taken of the Kent Downs AONB Management Plan and the Maidstone Borough Landscape Character Guidelines SPD.



### Policy DM35 Conversion of rural buildings

**19.2** Kent has a long agricultural history, with many buildings and structures having been constructed over the centuries to support the agricultural industry. Government advice in the National Planning Policy Framework supports the re-use of redundant buildings where an enhancement to their setting would result. It also places emphasis upon the building of a strong, rural economy, which the conversion of redundant rural buildings can support.

**19.3** However, the quantity and quality of buildings in the countryside in Maidstone borough brings increasing pressure for their re-use. In line with the objective to protect the quality of rural landscapes for their intrinsic value and openness, it is necessary that buildings considered for re-use are of permanent and substantial construction, not requiring major or complete reconstruction and that their resulting form and appearance is in keeping with the simple, functional character inherent in rural areas.

**19.4** The quality and condition of rural buildings in the borough varies considerably. This wide range of buildings includes buildings such as oast houses, which are indigenous only to the hop growing areas of the country and exemplify the historical development of agriculture in Kent. Many of these vernacular buildings have a degree of significance which merits consideration as a heritage asset. These functional buildings are often of simple form and character, so external alterations require careful consideration.

**19.5** In order to support the objective of promoting a strong, rural economy, the council will allow business or recreation uses for redundant rural buildings. Such uses are of a more functional nature than residential uses, and typically require less physical changes, having a lesser impact upon the countryside and rural character. Residential conversions can be detrimental to the fabric and simple form and character of the building. They therefore require particular attention, in order to prevent a loss of rural character and local identity.

### Policy DM 35

#### Conversion of rural buildings

Outside of the settlement boundaries as defined on the policies map, proposals for the re-use and adaptation of existing rural buildings which meet the following criteria will be permitted:

1. The building is of a form, bulk, scale and design which takes account of and reinforces landscape character;
2. The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction;
3. Any alterations proposed as part of the conversion are in keeping with the landscape and building character in terms of materials used, design and form;

4. There is sufficient room in the curtilage of the building to park the vehicles of those who will live there without detriment to the visual amenity of the countryside; and
5. No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm landscape character and visual amenity.

In addition to the criteria above, proposals for the re-use and adaptation of existing rural buildings for commercial, industrial, sport, recreation or tourism uses which meet the following criteria will be permitted:

6. The traffic generated by the new use would not result in the erosion of roadside verges, and is not detrimental to the character of the landscape;
7. In the case of a tourist use, the amenity of future users would not be harmed by the proximity of farm uses or buildings; and
8. In the case of self-catering accommodation a holiday occupancy condition will be attached, preventing their use as a sole or main residence.

Proposals for the re-use and adaptation of existing rural buildings for residential purposes will not be permitted unless the following additional criteria to the above are met:

9. Every reasonable attempt has been made to secure a suitable business re-use for the building;
10. Residential conversion is the only means of providing a suitable re-use for a listed building, an unlisted building of quality and traditional construction which is grouped with one or more listed buildings in such a way as to contribute towards the setting of the listed building(s), or other buildings which contribute to landscape character or which exemplify the historical development of the Kentish landscape; and
11. There is sufficient land around the building to provide a reasonable level of outdoor space for the occupants, and the outdoor space provided is in harmony with the character of its setting.

### **Policy DM36 Rebuilding and extending dwellings in the countryside**

**19.6** The intrinsic character and beauty of the countryside is an important asset of the borough, which is recognised by the National Planning Policy Framework and the local plan and which is highly sensitive to development. However, in order to support rural communities, a level of flexibility for certain forms of development in rural areas is required.

**19.7** In appropriate circumstances, the council will support the rebuilding of a lawful residential dwelling or an extension to an existing dwelling. In considering such proposals, the council will have particular regard to the mass and visual prominence of the resulting building, including the cumulative impact of such changes. The volume of new development will be more critical than its footprint.

**19.8** The term 'original dwelling' refers to the dwelling as it was on 1st July 1948 or, if built later, as it was when first erected and granted planning permission.

### **Policy DM 36**

#### **Rebuilding and extending dwellings in the countryside**

Outside of the settlement boundaries as defined on the policies map, proposals for the replacement of a dwelling in the countryside which meet the following criteria will be permitted:

1. The present dwelling has a lawful residential use;
2. The present dwelling is not the result of a temporary planning permission;
3. The building is not listed;
4. The mass and volume of the replacement dwelling is no more visually harmful than the original dwelling;
5. The replacement dwelling would result in a development which individually or cumulatively is visually acceptable in the countryside; and
6. The replacement dwelling is sited to preclude retention of the dwelling it is intended to replace, or there is a condition or a planning obligation to ensure the demolition of the latter on completion of the new dwelling.

Proposals to extend dwellings in the countryside which meet the following criteria will be permitted:

7. The proposal is well designed and is sympathetically related to the existing dwelling without overwhelming or destroying the original form of the existing dwelling;
8. The proposal would result in a development which individually or cumulatively is visually acceptable in the countryside;
9. The proposal would not create a separate dwelling or one of a scale or type of accommodation that is capable of being used as a separate dwelling; and
10. Proposals for the construction of new or replacement outbuildings (e.g. garages) should be subservient in scale, location and design to the host dwelling and cumulatively with the existing dwelling remain visually acceptable in the countryside.

### **Policy DM37 Change of use of agricultural land to domestic garden land**

**19.9** Changes in the agricultural industry sometimes result in vacant agricultural land being sold off as individual plots. In some cases this land is simply retained as open pasture land. However, planning permission is required where agricultural land is used to form an enlarged domestic garden, for example, where land is regularly mown and laid to lawn or used as an outdoor seating and play area.

**19.10** Significant swathes of the borough, particularly in the Medway valley and Greensand fruit belt, are graded as high quality agricultural land under the DEFRA classification. The National Planning Policy Framework recognises the benefits of best and most versatile agricultural land. Where agricultural land is highly graded (grade 1 or grade 2) and is functionally well located for agricultural purposes, such that future agricultural use is feasible, the council will seek to resist its irreversible loss to domestic use.

**19.11** The change of use of agricultural land to domestic garden land is also, in principle, contrary to the objective of safeguarding the open, rural character of the countryside, which is advocated by the National Planning Policy Framework. The domestication of the countryside, through the replacement of open pasture with lawns, domestic plants and garden furniture is generally harmful to the integrity and character of rural landscapes. This policy will safeguard against inappropriate and excessive extensions to domestic gardens.

**19.12** In some cases, applicants may seek development that results in the infill of an area between existing clear boundaries to existing built development. Where development constitutes such infilling and is in keeping with the layout of the existing built environment, the impact upon the countryside is likely to be minimised.

## Policy DM 37

### Change of use of agricultural land to domestic garden land

Planning permission will be granted for the change of use of agricultural land to domestic garden if there would be no harm to the character and appearance of the countryside and/or the loss of the best and most versatile agricultural land.

## Policy DM38 Accommodation for agricultural and forestry workers

**19.13** The maintenance of land in agricultural use generally aids the preservation of the rural character of the countryside and the rural economy. The National Planning Policy Framework lends strong support to the rural economy and seeks to promote agricultural and land based rural businesses. It also recognises that residential development in the countryside may be justified when there is an essential need for a rural worker to live permanently at, or in the immediate vicinity of, their place of work.

**19.14** In considering whether a dwelling is essential, the council will apply functional and, if appropriate, financial tests. It is the needs of the holding, not the preferences of the individuals concerned, which will determine whether a dwelling is essential or not. The council will condition any planning permission to ensure that proposed dwellings and, where appropriate, existing dwellings remain in agricultural occupancy.

**19.15** If a new dwelling is essential to support a new farming activity, whether on a newly created agricultural unit or an established one, it should normally be provided by a caravan or other temporary accommodation for the first three years. This is to ensure that the enterprise is viable and to prevent the retention of unnecessary built development within the countryside.

### Policy DM 38

#### Accommodation for agricultural and forestry workers

Proposals to site a caravan or other form of temporary housing accommodation for an agricultural or forestry worker outside of the settlement boundaries as defined on the policies map which meet the following criteria will be permitted:

1. The dwelling and its siting on an agricultural or forestry holding are essential for the efficient development and running of the enterprise there;
2. The need is for accommodation for a full time worker;
3. There is clear evidence that the enterprise has been planned on a sound financial basis and that there is a firm intention and ability to develop it;
4. No other housing accommodation is already available locally to meet the need;
5. The necessary accommodation cannot be provided by the conversion of a building on the holding; and
6. The necessary accommodation would be sited with any farmstead or other group of rural buildings on the holding.

Where a temporary planning permission is granted for a dwelling, the council will:

7. Limit the permission to a term of no more than 3 years;
8. Limit the occupation of the accommodation to a person solely or mainly working, or last working in the locality in agriculture or forestry, or a widow or widower of such a person and to any resident dependants;
9. Require the removal of the temporary accommodation within 3 months after the expiry of the permission; and
10. Require the restoration of the site within 12 months after the expiry of the permission in accordance with a scheme agreed with the local planning authority unless a permission is granted for a permanent dwelling there.

Proposals for a new permanent agricultural or forestry dwelling in the countryside outside defined settlement boundaries in support of existing agricultural or forestry activities on well-established units which meet the following criteria will be permitted:

11. There is a clearly established existing functional need for the dwelling;
12. The need relates to a full time worker or one who is primarily employed in agriculture and does not relate to a part time requirement;

13. The unit and the agricultural or forestry activity have been established for at least 3 years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
14. The functional need could not be fulfilled by another dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the worker(s) concerned; and
15. The new dwelling is no larger in size than is justified by the needs of the enterprise or more expensive to construct than the income of the enterprise can sustain.

The council will limit the occupation of any dwelling to a person solely or mainly working, or last working, in the locality in agriculture or forestry, or a widow of such a person, and to any resident dependents.

In addition to the above criteria, account should be taken of the Kent Farmsteads Guidance and the Kent Downs AONB Farmstead Guidance.

## Policy DM39 Live-work units

**19.16** A live-work unit is defined as “the genuine and permanent integration of living and working accommodation within a single self-contained unit, where the principal occupier both lives at and works from the property.”

**19.17** In terms of the Use Classes Order live-work is “sui generis”, in other words unique or “of its own kind”. Live-work does not therefore fall neatly into any specific class within the Use Classes Order. In practical terms it is a composite use that brings together, within a single unit, residential (use class C3) and workspace. The workspace element would generally be expected to fall within the B1 use class, as, by definition being integral to a living space, the work use undertaken would have to be capable of being carried out in a residential area without detriment to residential amenity.

**19.18** In practical terms this usually means use class B1(a) offices, but the work element of live/work could conceivably include small scale B1(c) light industrial use. In some instances it might include uses which do not fall strictly within the B use class such as a treatment room for an alternative health practitioner, or an artists’ studio.

**19.19** The construction of new live/work buildings will be restricted to the defined urban area and the defined boundaries of the rural service centres and larger villages. New-build live/work units in the countryside would result in additional development of uses which can be located elsewhere. In the countryside permission will be restricted to appropriate proposals for the conversion and re-use of existing buildings.

**19.20** If a large extension to the building would be necessary to provide appropriate workspace and living accommodation planning permission will not be granted. The council’s policy on rural building conversions to create live-work units relates to the re-use of existing buildings, not to the extension and re-use of rural buildings.



**19.21** It is also important that a conversion creates a workspace which can accommodate a genuine business use. The workspace element of a conversion should be at least 30% of the total floorspace. While the policy refers to an ancillary residential use it is not considered that this means that the employment premises must be larger than the residential accommodation and a 30% designation will normally be acceptable provided that the resulting employment premises are sufficient to accommodate a genuine business use.

**19.22** Nevertheless, the employment premises are of primary importance in terms of a live-work conversion; it is on this basis that permission would be granted for a conversion scheme and occupation of the ancillary residential accommodation is always tied to the use of these employment premises. The calculation of floorspace in the rural building will include ground and first floor accommodation.

**19.23** For conversion and re-use applications, the council will require a full application, with detailed drawings of elevations showing the impact of the conversion on the building and its setting. Permitted development rights for subsequent alterations will normally be withdrawn.

**19.24** The occupancy of the living space on new-build or conversion schemes will be restricted to a person directly involved with the business being operated. The council will impose a condition prohibiting occupation of the living accommodation until after the works necessary for the establishment of an employment generating use have been completed. The council will also impose a condition which retains the workspace.

### Policy DM 39

#### Live-work units

1. The construction of new-build live-work units will be restricted to the defined urban area and settlement boundaries of the rural service centres and larger villages. New-build live-work units outside of the settlement boundaries as defined on the policies map will not be permitted.
2. Proposals for the conversion of rural buildings to employment generating uses with ancillary living accommodation which meet the following criteria will be permitted:
  - i. The building is of a form, bulk and general design which is in keeping with its rural surroundings;
  - ii. The building is of permanent, substantial and sound construction and is capable of conversion without major or complete reconstruction;
  - iii. Any alterations proposed as part of the conversion are in keeping with the rural character of the building in terms of detailed design, form and materials;
  - iv. There is sufficient room in the curtilage of the building to park the vehicles of those who will live there without detriment to the visual amenity of the countryside;

- v. No fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it are erected which would harm the visual amenity of the countryside;
  - vi. The proposals are well related to the existing road network with direct access off a public road, and will not require construction of a new long track to serve the building;
  - vii. The proposals will not create conditions prejudicial to highway safety;
  - viii. The building is not situated in an isolated location, relative to local services such as shops, schools and public transport;
  - ix. The domestic curtilage is minimal, unobtrusive and capable of being screened;
  - x. The building is of sufficient size to accommodate a genuine business use and that any residential accommodation will be ancillary to that use; The workspace element of the conversion should comprise at least 30% of the total floorspace; and
  - xi. The development is not situated in the farmyard of a working farm where conversion would prejudice the future operation of a farming business.
3. The council will impose a condition prohibiting occupation of the living accommodation until after the works necessary for the establishment of an employment generating use have been completed. The council will also impose a condition which retains the workspace.

## Policy DM40 New agricultural buildings and structures

**19.25** Certain agricultural and forestry developments do not require planning permission provided that the development falls within one of the categories set out in the Town and Country Planning (General Permitted Development) Order 1995 (as amended). However, most of these permitted developments need to be submitted to the council for their prior approval of siting, design and external appearance. Developments that are not covered by this Order require planning permission in the usual way. The National Planning Policy Framework lends strong support to the rural economy and seeks to promote agricultural and land based rural businesses. The maintenance of land in agricultural use generally aids the preservation of the rural character of the countryside and the rural economy.

**19.26** Whilst the council generally seeks a positive approach towards agricultural development, it is important to ensure that new development is justified and appropriately sited, in order to minimise the impact upon the openness, character and appearance of the countryside. Development will be required to comply with Policy DM34 Design principles in the countryside.

**19.27** In recent years, changing consumer demands and production techniques have seen an increase in the use of polytunnels or other similar semi-permanent structures for cultivation purposes in the countryside. Such structures can have a significant visual impact on the landscape and due to their impermeable nature can result in increased surface water run-off. There is also a concern that such development has an impact on biodiversity. These potential negative impacts

should however, be seen against the benefit that an increased growing season can have for the rural economy and the increased period where locally grown produce is available thus reducing reliance on imported produce.

### **Policy DM 40**

#### **New agricultural buildings and structures**

Proposals for new agricultural buildings or structures on land in use for agricultural trade or business which meet the following criteria will be permitted:

1. The proposal is necessary for the purposes of agriculture;
2. The proposal would not have an adverse impact on the amenity of existing residents;
3. The building or structure would be located within or adjacent to an existing group of buildings, in order to mitigate against the visual impact of development, unless it can be demonstrated that a more isolated location is essential to meet the needs of the holding. Where an isolated location is essential the site should be chosen to minimise the impact of the building or structure on the character and appearance of the countryside; and
4. In the case of polytunnel development in addition to the above, the council will expect proposals to address the following issues:
  - i. How surface water run-off will be dealt with and controlled;
  - ii. The inclusion of a rotation programme for the covering/uncovering of the structures/frames, which explores the possibility of following the seasons; and
  - iii. The inclusion of a programme for the maintenance and enhancement of existing field margins in the interests of encouraging biodiversity.

### **Policy DM41 Expansion of existing businesses in rural areas**

**19.28** There are already many industrial and business enterprises located in rural areas. Some are long established, others normally small-scale, have been granted planning permission to operate in disused rural buildings. Many of these enterprises will over time need to expand and/or diversify. While such expansion is desirable for job creation, it can radically change the nature of the enterprise and its impact on the local environment. It is therefore important to weigh carefully the advantages to the rural economy of job creation or an improved industrial/business facility against the potential for an adverse impact on the rural environment. Where significant adverse impacts would result, rural

businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy DM21 or to a site within Maidstone urban area or one of the rural service centres.

**19.29** In all cases where permission for expansion is granted, the council will require reasonable measures to be taken to ameliorate the impact, not only of the extension but also of the existing enterprise, on the local environment. Such measures, where required, will normally be considered essential for the grant of permission. Where necessary, planning agreements may be used to secure environmental improvements. Conditions will also be imposed to ensure there is adequate landscaping, parking and servicing provision.

### Policy DM 41

#### Expansion of existing businesses in rural areas

Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy DM21 or to a site within Maidstone urban area or one of the rural service centres. Where it is demonstrated that there would be no significant adverse impacts on the rural environment or amenity or that relocation cannot be achieved, the expansion of existing industrial or business enterprises which are currently located outside of the settlement boundaries as defined on the policies map will be permitted where;

1. There is no significant increase in the site area of the enterprise. Minor increases and rounding off the existing site will be acceptable;
2. There is no significant addition of new buildings. New buildings may be permitted, provided they are small in scale and provided the resultant development as a whole is appropriate in scale for the location and can be satisfactorily integrated into the local landscape;
3. The increase in floorspace would not result in unacceptable traffic levels on nearby roads or a significant increase in use of an existing substandard access;
4. The new development, together with the existing facilities, will not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance; and
5. The open storage of materials can be adequately screened from public view throughout the year.

#### Policy DM42 Holiday caravan and camp sites

**19.30** Holiday caravan and camp sites provide alternative forms of accommodation which can add to the tourist attraction of the borough. The National Planning Policy Framework recognises the importance of sustainable tourism for a prosperous rural economy. However, the provision of tourist facilities must be balanced against the need to protect the quality of the countryside for

the sake of its intrinsic character and beauty. Holiday caravan and camp sites should be located outside the borough's most sensitive landscape areas, in particular outside the Kent Downs AONB, and should not be prominent in the landscape and should be well screened.

**19.31** In order to prevent the creation of isolated residential uses in rural areas, which would conflict with the aims of sustainable development, a holiday occupancy condition will be attached to any planning permissions.

### **Policy DM 42**

#### **Holiday caravan and camp sites**

1. Proposals for sites for the stationing of holiday caravans and/or holiday tents outside of the settlement boundaries as defined on the policies map will be permitted where;
  - i. The proposal would not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance;
  - ii. The site would be unobtrusively located and well screened by existing or proposed vegetation and would be landscaped with indigenous species.
2. A holiday occupancy condition will be attached to any permission, preventing use of any unit as a permanent encampment.

### **Policy DM43 Caravan storage in the countryside**

**19.32** In many cases, it is impractical to store private caravans within the curtilage of dwellings. However, open storage of caravans can be an intrusive feature of rural landscapes. Within Maidstone Borough, the Kent Downs Area of Outstanding Natural Beauty is a highly sensitive and open landscape of national importance. In this area, the council will resist proposals for open storage of caravans, in order to preserve the quality of this valued landscape. In other locations, such development should be appropriately screened and sited, where it would not be isolated or prominent in the landscape.

### **Policy DM 43**

#### **Caravan storage in the countryside**

Proposals for the open storage of private caravans outside of the settlement boundaries as defined on the policies map which meet the following criteria will be permitted where:

1. The site lies outside the Kent Downs Area of Outstanding Natural Beauty and its setting;
2. Prior to use of the site commencing, it is comprehensively screened, where possible with indigenous species, on a year round basis. The screening may include bunds, tree and shrub planting and fencing in appropriate locations, and there will be no unacceptable impact on the landscape or environment;
3. Security arrangements would not be intrusive. In the case of lighting this will be used only where demonstrably required and will be directional so as to minimise light pollution;
4. The proposal would not result in a concentration of sites; and
5. The proposal is situated close to existing built development, including residential accommodation.

### Policy DM44 Retail units in the countryside

**19.33** The creation and expansion of rural businesses can contribute towards a prosperous rural economy. However, whilst promoting a strong rural economy, the National Planning Policy Framework also recognises the intrinsic character and beauty of the countryside, which is a valuable asset. Retail development in the countryside, if not strictly controlled, can also run counter to the objectives of sustainable development, by creating additional journeys to rural locations and potentially impacting on village shops. It is therefore necessary to restrict development to that which primarily actively supports the maintenance of land in agricultural and other appropriate land based uses, such as farm shops primarily retailing produce at, and produced upon, their holding.

**19.34** In considering such development, the council will view positively proposals where a significant proportion of produce, in terms of turnover, would originate upon the farm holding where it would be sold and, in granting planning permission, will consider the imposition of conditions to restrict the type of goods and extent of produce which does not originate upon the holding, for sustainability reasons. The council will seek to resist retail proposals in rural locations where the business case is not considered to justify such a location.

### Policy DM 44

#### Retail units in the countryside

1. Proposals involving retail sales of fresh produce at the point of production (or originating from the farm holding) outside defined settlement boundaries as defined on the policies map which meet the following criteria will be permitted:



- i. A significant proportion, based on annual turnover, of the range of goods offered for sale continues to be fresh produce grown and sold on the farm holding in question;
  - ii. The range of any additional sale goods would be restricted to agricultural produce and the offer for sale of other goods, including packaged or preserved food products, would not exceed a minimal level;
  - iii. The proposal would not demonstrably damage the viability of district centres and village shops; and
  - iv. Re-use or adapt appropriate farm buildings where they are available; new buildings will only be considered exceptionally.
2. In granting planning permission for farm shops, the council may impose conditions to restrict the amount of produce which originates outside the farm holding in which the proposed development is located and also to restrict the proportion of non food and other items to be sold, unless the proposal provides for a more sustainable alternative for the local community.

### Policy DM45 Equestrian development

**19.35** Horse riding remains a popular leisure activity in the borough. The National Planning Policy Framework advises that recreational facilities can make an important contribution to health and wellbeing of communities. Whether planning permission is needed for the use of land and buildings for horses and equestrian activities depends on whether the horses are used for agricultural, recreational or commercial purposes. The use of land for grazing (which is part of the definition of agriculture in Section 336 of the Town and Country Planning Act 1990) is widely taken to include the grazing of horses and so does not require planning permission. The need for planning permission arises when horses are kept on the land. Horses are considered to be 'kept' when their food is supplemented over and above any grazing that takes place or shelter is provided for them. This can be in the form of stables or field shelters. If these circumstances exist the land is no longer used for agricultural purposes but is used for the keeping of horses. Planning permission is necessary for this change of use.

**19.36** In order to protect the openness of the countryside, the use of existing buildings is preferred to the erection of new structures for equestrian purposes. Where this is not possible, the scale, siting and finish should be chosen to minimise visual impact and avoid prominent and isolated development. The proposed development should not be of a degree of permanence that could be adapted for other use in the future. Consideration must also be given to the security and safety of the animals being kept upon the land. For commercial proposals (10 stables or more), the council will only grant consent where the manager or owner of the animals makes adequate provision for the security of the site.

### Policy DM 45

#### Equestrian development

Proposals for domestic or commercial stables or associated equestrian development which meet the following criteria will be permitted:

1. The conversion of existing buildings would be used in preference to new built development;
2. New stables and associated buildings would be grouped with existing buildings on the site wherever possible, and are not of a degree of permanence that could be adapted for other use in the future;
3. The cumulative impact of the proposed equestrian development has been shown to be considered, and where appropriate this has been mitigated;
4. All new development is of a design which is sympathetic to its surroundings in terms of scale, materials, colour and details;
5. Proposals will include lighting only where it can be proven to be necessary;
6. The proposal is accompanied by an integral landscaping scheme including boundary treatments which reflect the landscape character of the area;
7. The proposal contains an appropriately sited and designed area for the reception of soiled bedding materials and provision for foul and surface water drainage;
8. Adequate provision is made for the safety and comfort of horses in terms of size of accommodation and land for grazing and exercising;
9. The site would have easy access to bridleways and/or the countryside; and
10. For proposals of 10 stables or more, adequate provision is made for the security of the site in terms of the location of the proposed development in relation to the manager or owner of the animals.

## Policy ID1 Infrastructure delivery

### Providing the infrastructure needed to support growth

**20.1** Infrastructure can be separated into three main categories; physical infrastructure (such as highways and public realm improvements), community infrastructure (such as schools, adult social services and cultural facilities) and green infrastructure (such as play spaces, natural and semi-natural open space, and sports pitches).

**20.2** The local plan shapes where new development should be located and also manages the pressure relating to speculative proposals through policy. It will provide new homes, jobs, services and thereby support social, economic and environmental objectives. The impact of development on local communities and the fabric of the existing built and natural environment is an important consideration. Managing this impact involves protecting existing infrastructure and securing the timely investment in new infrastructure.

**20.3** The council has actively engaged with the main providers of infrastructure including parish councils at the rural service centres and larger villages and has a good understanding of existing infrastructure in the borough and its associated constraints to further development. The product of this engagement process is the Infrastructure Delivery Plan, which sets out the type, location and phasing of the infrastructure required to support the overall strategy for development in the local plan. It also details those who have responsibility for delivering the infrastructure, potential funding sources and estimated delivery timescales.

**20.4** Where new development creates a need for new or improved site specific infrastructure, provision of such infrastructure or contributions will be sought from developers (through S.106 legal agreements) to make the development acceptable in planning terms. The key requirements of dedicated planning agreements are that they must be:

- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the proposed development.

**20.5** Site specific infrastructure requirements arise when there is a direct link between development and supporting infrastructure that is required to make the development happen. It will often be provided within the development site boundary or may need to be provided adjacent to the site or in another off-site location. In some instances, perhaps due to site constraints or other considerations, it will be most appropriate to seek financial contributions through section 106 legal agreements in lieu of on/off site provision.

**20.6** In Maidstone Borough, some forms of infrastructure provision have historically not kept pace with development. This has been a contributory factor to some issues such as a congested road network, a shortage of affordable housing, deficiencies in open space provision and poor access to key community facilities in certain areas. There is concern that future growth will intensify this problem unless a co-ordinated effort is made to ensure that essential infrastructure accompanies new development at all times.

**20.7** Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:

**Infrastructure priorities for residential development:**

1. Affordable housing
2. Transport
3. Open space
4. Public realm
5. Health
6. Education
7. Social services
8. Utilities
9. Libraries
10. Emergency services
11. Flood defences

**Infrastructure priorities for business and retail development**

1. Transport
2. Public realm
3. Open space
4. Education
5. Utilities
6. Flood defences

**20.8** There is a trend towards greater home working which allows for a reduced impact on transport infrastructure. In order to facilitate this option, developers of new sites will be encouraged to install optic cables (or the latest technology infrastructure) to serve new occupants.

**Community Infrastructure Levy (CIL)**

**20.9** It is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. The Infrastructure Delivery Plan provides the evidence that the council has an understanding of the infrastructure required to support delivery of the local plan, and how/when/where infrastructure will be provided. Funding for the infrastructure schemes listed in the Infrastructure Delivery Plan is expected to comprise a number of components:

- Existing resources (i.e. current/outstanding Section 106 Contributions)
- New Homes Bonus
- Mainstream public funding (e.g. Local Growth Fund, Local Sustainable Transport Fund)
- Future site specific provision (Including Section 106 contributions)
- Community Infrastructure Levy

**20.10** The finance from the first four funding sources listed above will not be sufficient to fund the total amount of infrastructure provision that is being sought. The Community Infrastructure Levy is intended to reduce the funding gap that exists once existing resources (to the extent that they are known) have been

taken into account. If a funding shortfall remains once the CIL charging levy is determined there will be a need to prioritise key infrastructure projects to ensure that the overall strategy within the local plan can be delivered. The list of key infrastructure projects considered necessary to support the local plan (identified through consultation with infrastructure providers) is included in the Infrastructure Delivery Plan, which accompanies this document. Transport based schemes form the majority of the delivery plan, which reflects a need to address an historic underspend on transport infrastructure in Maidstone Borough. Financing transport based schemes through CIL is considered a council priority.

**20.11** The local plan focuses development at the Maidstone urban area, the rural service centres and larger villages. Infrastructure is needed at a strategic level to support this growth. Strategic elements of the infrastructure required will be provided for by the Community Infrastructure Levy. This could include but is not limited to:

- Environmental improvements to Maidstone town centre;
- Improvements needed to transport infrastructure particularly in Maidstone urban area;
- Additional education and community facilities or expansion to existing facilities; and
- Strategic open space requirements.

**20.12** New development will add incrementally to the need for strategic infrastructure. The Community Infrastructure Levy allows local authorities to raise funds from developers undertaking new development within the council's area. This is a fair, transparent and accountable levy which will be payable by the majority of new housing developments. The levy gives developers a clear understanding of what financial contribution will be expected towards the delivery of infrastructure. Some types of development are automatically exempt from the charge and the council can determine whether to charge the levy for other forms of development.

**20.13** As the council moves towards developing its Community Infrastructure Levy it will need to make decisions about which types of development it wishes to place the charge on. Proceeds from the levy will be applied to identified projects within the Infrastructure Delivery Plan, with contributions being pooled and generally applied on an off-site basis.

**20.14** The council will produce a Charging Schedule setting out the levy rate(s). Viability testing will be undertaken to ensure a levy is set that strikes an appropriate balance between the desirability of funding infrastructure from the levy and the potential impacts of the levy on the viability of development across the borough. Once the levy is set, it will be applied to all development that meets the qualifying criteria.

**20.15** Section 106 Agreements will continue to be used for site specific infrastructure on development sites, such as local provision of open space, habitat protection, flood mitigation, access roads and sustainable transport infrastructure.

**20.16** Exceptionally, where developers face genuinely abnormal costs or for any other reason consider that paying the normal contribution towards infrastructure costs would seriously threaten the viability of a development, the council will be prepared to consider requests for a reduction subject to an "open book" approach being adopted.

**20.17** Provision of affordable and local needs housing is dealt with in detail in policies DM13 and DM14 respectively.

### Policy ID 1

#### Infrastructure Delivery

1. Where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme. In certain circumstances where proven necessary, the council may require that infrastructure is delivered ahead of the development being occupied.
2. Detailed specifications of the site specific contributions required are included in the site allocation policies. Development proposals should seek to make provision for all the land required to accommodate any additional infrastructure arising from that development. Dedicated Planning Agreements (S.106 of the Town and Country Planning Act, 1990) will be used to provide the range of site specific facilities which will normally be provided on site but may where appropriate be provided in an off site location or via an in-lieu financial contribution. In some cases, separate agreements with utility providers may be required.
3. Where developers consider that providing or contributing towards the infrastructure requirement would have serious implications for the viability of a development, the council will require an "open book" approach and, where necessary, will operate the policy flexibly.
4. Where there are competing demands for contributions towards the delivery of infrastructure, secured through section 106 legal agreements, the council will prioritise these demands in the manner listed below:  
Infrastructure priorities for residential development:
  - i. Affordable housing
  - ii. Transport
  - iii. Open space
  - iv. Public realm
  - v. Health
  - vi. Education
  - vii. Social services
  - viii. Utilities
  - ix. Libraries



- x. Emergency Services
- xi. Flood defences

Infrastructure priorities for business and retail development:

- xii. Transport
- xiii. Public realm
- xiv. Open space
- xv. Education
- xvi. Utilities
- xvii. Flood defences

This list serves as a guide to the council's prioritisation process, although it is recognised that each site and development proposal will bring with it its own issues that could mean an alternate prioritisation is used.

5. The Community Infrastructure Levy will be used to secure contributions to help fund the strategic infrastructure needed to support the sustainable growth proposed in Maidstone Borough set out in the Infrastructure Delivery Plan. Once the levy is set, it will be applied to all development that meets the qualifying criteria. A framework for decision making on the allocation of CIL receipts will be developed alongside the CIL Charging Schedule.

### Monitoring

**21.1** Local plan policies are set out to deliver sustainable growth to meet identified needs for housing and employment and associated infrastructure, and to conserve and enhance the borough's built and natural heritage. The plan aspires to improve Maidstone's standing in terms of retail and economic development performance whilst also promoting increased use of the borough's cultural and heritage assets and its green spaces.

**21.2** An effective and robust monitoring framework is essential to ensure that the plan not only facilitates the delivery of the amount and type of development that is required, and in the right place and at the right time, but also protects and enhances those aspects of the historic and natural environment that contribute to the form and character of the borough. In developing the local plan allocations and policies, the council has been aware of the risks to delivery and has sought to mitigate these through: a dispersed development strategy which allows a range of landowners and developers the opportunity to contribute to development in the borough; the promotion of sites which are known to be available; and understanding viability and operating a positive and flexible approach where it can be demonstrated that viability would hamper delivery.

**21.3** The results of monitoring will enable the council to understand the progress being made towards the local plan objectives and targets and how the local plan is contributing to the delivery of the corporate objectives set out in the Maidstone Borough Council Strategic Plan 2015-2020.

**21.4** Paragraph 47 of the National Planning Policy Framework sets out the Government's desire to "boost significantly the supply of housing" and hence there must be a strong focus on housing delivery in the monitoring framework. The council will monitor delivery of its 20 year housing trajectory and its 5 year supply position as well as its supply of pitches to meet its need for Gypsy and Traveller accommodation.

**21.5** Given its aspirations for growth, the council will also monitor the delivery of employment opportunities by measuring the net additional floorspace created either by new construction or change of use.

**21.6** Key supporting infrastructure requirements are set out in the Infrastructure Delivery Plan which also indicates potential funding sources for each project. It will be vital to robustly monitor delivery of identified schemes in order to support housing and economic development growth during the plan period.

**21.7** The council is also keen to protect and enhance the historic and natural environment and the state of the environment will form part of the monitoring targets.

**21.8** The following sections illustrate the monitoring framework for both the local plan policies and the Infrastructure Delivery Plan. The results of the monitoring will be set out in monitoring reports which will be updated annually and published on the council's website.

## Local plan performance targets

### Housing completions and distribution

**21.9** A number of elements are contained within plan policies that contribute to housing delivery. The local plan sets targets for the number of new homes that are required to meet objectively assessed housing needs in the period 2011-31 with the identified settlements in the hierarchy all making a contribution to the overall housing target. Provision of sufficient housing underpins the social dimension of sustainable development as identified in the National Planning Policy Framework.

**21.10** The Housing Information Audit, completed annually, updates the housing land supply position, and informs progress against the housing trajectory set out in the plan and the five-year supply position. The housing delivery indicators will be monitored through the annual monitoring reports. Consideration of appeal decisions and planning consents granted will also aid monitoring of certain indicators.

#### Key Monitoring Indicator 1

**Performance indicator:** Actual housing development completed compared with the housing trajectory.

**Related policies:** SS1; H1; H1(1) – H1(68); H2; H2(1) – H2(3); RMX1; RMX1(1) – RMX1(4); DM9; DM10; DM35; DM38; DM39

#### Targets:

Number of dwellings			
2011-2016	2017-2021	2022-2026	2027-2031
4,640	4,640	4,640	4,640

**Retain a 5 year supply of housing land throughout the plan period.**

### Affordable housing

**21.11** The Strategic Housing Market Assessment identifies the borough's affordable housing need, as well as its objectively assessed need for market housing. Affordability is a major issue in the south-east of England, and the plan will need to deliver a significant quantum of affordable housing during its lifetime, recognising, too, the need for varying tenures to meet specific needs.

**21.12** Delivery of affordable housing will be measured through the annual Housing Information Audit, and will be reported in the annually produced monitoring reports.

### Key Monitoring Indicator 2

**Performance indicators:** Affordable housing development completed as a percentage of total dwellings completed; and affordable housing development permitted as a percentage of total dwellings permitted.

**Related policies:** DM13; DM14

**Target:**

Number of affordable homes as a percentage of all dwellings completed and permitted	
Maidstone urban area	30%
Policy H1(11) Springfield, Royal Engineers Road	20%
Countryside, rural service centres and larger villages	40%

### Nursing and residential care homes

**21.13** The Strategic Housing Market Assessment also sets out an objectively assessed need for the provision of care home accommodation (C2 use class) for the plan period. With a recognised growth in the population of those over the age of 75, it is important for the plan to monitor the provision of such housing.

### Key Monitoring Indicator 3

**Performance indicator:** Actual new nursing and residential care home accommodation completed as set out in the Strategic Housing Market Assessment.

**Related policies:** DM15

**Target:**

Nursing and residential care home bedspaces			
2011-2016	2017-2021	2022-2026	2027-2031
245	245	245	245

## Gypsies and Travellers and Travelling Showpeople

**21.14** The plan sets out target figures for the provision of pitches for Gypsies and Travellers as well as for Travelling Showpeople. These targets will be monitored.

### Key Monitoring Indicator 4

**Performance indicator:** Actual Gypsies and Traveller pitches and Travelling Showpeople plots provided compared with the need identified in the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment.

**Related policies:** DM16; GT1; GT1(1) - GT1(16)

#### Targets:

Gypsy and Traveller pitches			
2011-2016	2017-2021	2022-2026	2027-2031
105	25	27	30

Travelling Showpeople plots			
2011-2016	2017-2021	2022-2026	2027-2031
7	1	1	2

## Housing density

**21.15** The Local Plan seeks to make effective use of land in order to achieve housing targets and it is important that this is monitored.

### Key Monitoring Indicator 5

**Performance indicator:** Actual densities achieved on allocated and windfall sites compared with the densities set out in the local plan.

**Related policies:** DM12; H1(1) – H1(68); H2; H2(1) – H2(3); RMX1; RMX1(1) – RMX1(4)

#### Target:

**Delivery of allocated sites at the indicative density in the site policy and windfall sites at densities set within Policy DM12.**

## Quality design

**21.16** The local plan seeks to achieve high quality design for all types of development which is appropriate to the local context and it is important that progress in achieving such requirements of the local plan are being met.

### Key Monitoring Indicator 6

**Performance indicator:** Delivery of site allocations in accordance with specified policy criteria for design.

**Related policies:** DM1; DM34; H1(1) – H1(68); H2; H2(1) – H2(3); RMX1; RMX1(1) – RMX1(4)

**Target:**

**Delivery of site allocations in accordance with specified policy criteria for design.**

## Economic development delivery

**21.17** To balance the growth in housing it will be imperative to ensure sufficient growth in both employment opportunities, through the provision of floorspace to accommodate both expansion of existing and new businesses, and an adequate supply of comparison and convenience retail provision. Making sufficient land available for employment uses forms the economic role in the three dimensions of sustainability identified in the National Planning Policy Framework.

**21.18** Monitoring of the provision of employment floorspace will be undertaken through the Commercial Information Audit which will be completed annually and published in monitoring reports on the councils website.

### Key Monitoring Indicator 7

**Performance indicator:** Actual economic development and retail floorspace completed compared with the local plan target.

**Related policies:** SS1; SP1 – SP11; RMX1; RMX1(1) – RMX1(4); EMP1; EMP(1) – EMP(5); DM20; DM21; DM35; DM39; DM41; DM44

**Targets:**

Office (m <sup>2</sup> )			
2011-2016	2017-2021	2022-2026	2027-2031
9,957	9,957	9,957	9,957



Industry (m <sup>2</sup> )			
2011-2016	2017-2021	2022-2026	2027-2031
5,073	5,073	5,073	5,073

Warehouse (m <sup>2</sup> )			
2011-2016	2017-2021	2022-2026	2027-2031
12,478	12,478	12,478	12,478

Retail (m <sup>2</sup> )				
	2016	2021	2026	2031
Comparison (cumulative)	5,550	12,400	18,800	23,700
Convenience (cumulative)	3,700	4,400	5,250	6,100

### Provision of Recreational Open Space

**21.19** Equally important in terms of sustainability is the provision of sufficient publicly accessible recreational open space within the settlements in the hierarchy. The local plan sets delivery standards for quantity, quality and accessibility to ensure that as well as housing, future development sites also provide opportunities for promoting social interaction and inclusion in communities. Delivery will be monitored using planning application information, and will be updated in the monitoring reports annually.

### Key Monitoring Indicator 8

**Performance indicator:** Actual publicly accessible open space provided compared with the Local Plan allocations.

**Related policies:** OS1; SP1 – SP11; RMX1(1); RMX1(4); EMP1(4); DM22

**Target:**

**Delivery of quantity of open space required on allocated housing sites and as allocated in Policy OS1.**

### Transport and Air Quality

**21.20** The urban area suffers from congestion during peak travel times and is reliant on a system of old roads and a one-way system. The improvement scheme planned for the Bridge Gyratory system which should be implemented during 2016 will alleviate some of the congestion but will not solve all of the existing problems.

**21.21** An Integrated Transport Strategy supports the local plan and promotes a range of measures including highway junction capacity improvements and sustainable public transport improvements to mitigate increased journeys that will be associated with a growth in housing and employment in the identified settlements. Coupled with the promotion of modal shift toward increased walking and cycling, the council aims to proportionally reduce car-based trips.

**21.22** There are a number of identified Air Quality Management Areas (AQMA's) in the borough and the council will work to mitigate the impact of transport on these areas. The emerging Low Emissions Strategy will focus on actions to address the levels of pollutants in hot-spots across Maidstone and has given consideration to the Integrated Transport Strategy and local plan in its preparation.

#### Key Monitoring Indicator 9

**Performance indicators:** Delivery of transport air quality initiatives and changes in air quality in Air Quality Management Areas.

**Related policies:** DM24 - DM26; DM5

#### Targets:

**Delivery of transport schemes listed within the Integrated Transport Strategy and those proposals required in association with developing allocated sites.**

**100% of applications to submit a travel plan in accordance with the threshold levels set by Kent County Council's Guidance on Transport Assessments and Travel Plans.**

**100% of applications which likely to have a negative impact on air quality within or adjacent to an Air Quality Management Area to provide an Emissions Statement identifying how these emissions will be minimised and mitigated.**

**100% of applications in or affecting Air Quality Management Areas or of a sufficient scale to impact local communities incorporate mitigation measures which are locationally specific and proportionate to the likely impact.**

## Built and natural environment

**21.23** The local plan seeks to protect and enhance those aspects of the historic and natural environment that contribute to the distinctive character of the borough. It is important to monitor whether environmental assets are being retained whilst accommodating growth.

### Key Monitoring Indicator 10

**Performance indicator:** The retention of designated assets.

**Related policies:** DM1; DM3; DM16; DM30; DM34

#### Targets:

**No loss of listed buildings, historic parks and gardens, scheduled ancient monuments, ancient woodlands, veteran trees, or sites of archaeological interest.**

**No reduction in the extent of Conservation Areas due to insensitive development.**

**No housing development permitted in areas liable to flood where contrary to Environment Agency recommendations.**

## Local services and infrastructure

**21.24** The Local Plan seeks to retain district and local centres and community facilities to serve villages and local neighbourhoods and these will be further supported by new development. It will be important to monitor any decline in local provision.

**21.25** The Infrastructure Delivery Plan sets out the individual infrastructure schemes that are required to facilitate the operation of development schemes, how they will be delivered, who is responsible, the anticipated timescale, the level of importance and the associated level of risk. Successful implementation of the Infrastructure Delivery Plan is critical to the delivery of the local plan, so it is important to monitor progress with a view to taking any action to ensure successful delivery, or a satisfactory alternative, should the need arise.

### Key Monitoring Indicator 11

**Performance indicators:** The number of shops and community uses within designated District and Local Centres, and delivery of the Infrastructure Delivery Plan.

**Related policies:** DM18; DM23; IDP1

**Targets:**

**No change in the number of shops and community uses within designated District and Local Centres.**

**Delivery of each of the identified schemes within the Infrastructure Delivery Plan on schedule.**

### Review of the Local Plan

**21.26** It is important to ensure that an up-to-date planning policy framework is maintained to help meet identified need and coordinate well planned development and supporting infrastructure.

**21.27** The council is confident that the Local Plan can deliver the substantial growth required to meet objectively assessed need over the plan period. Existing planning consents and development interest and activity clearly demonstrate that substantial development will be delivered in the earlier parts of the plan period. Allocations in the local plan offer a degree of certainty to developers and a dispersed approach to site allocations allows a range of landowners and developers the opportunity to contribute to development in the borough. When considering proposals, the borough council takes a positive approach to sustainable development which reflects the NPPF. The local plan seeks a number of benefits from development but retains a flexible approach where it can be demonstrated that viability would hamper delivery.

**21.28** Progress in delivery into the longer term will depend on a number of factors, including national and international economic and environmental factors. Similarly, the need for development and the planning policy context may shift as the longer term is reached.

**21.29** The council will monitor policies in the plan annually following its adoption using this framework. Monitoring of the key local plan targets will indicate if there is a need to amend the approach in parts of the plan.

**21.30** For these reasons, the council considers it prudent to commence a review the plan, the Infrastructure Delivery Plan and its supporting evidence in a timely manner and a review of the local plan will commence in 2022.

TO FOLLOW (but, in the interim, note table 4.1 that sets out the borough's total housing land supply)

## Residential parking standards (policy DM27)

Location	Town centre	Edge of centre	Suburban	Suburban edge/ village/ rural
On-street controls	On-street controls preventing all (or all long stay) parking	On-street controls, resident's scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
Nature of guidance	Maximum (Note 1)	Maximum	Minimum (Note 6)	Minimum (Note 6)
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
Form	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 bed houses	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
Form	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 bed houses	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
Form	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ bed houses	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit



Form	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
Are garages acceptable? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
Additional visitor parking (Note 5)	Public car parks	Communal areas, 0.2 per unit	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

## Notes:

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

## Superseded policies

The following adopted local plan documents (formerly known as development plan documents – DPD) will be superseded by this local plan:

Document Title:	Date of Adoption:	Replaced by policies:
Affordable Housing DPD	2006	DM13
Open Space DPD	2006	DM22 and OS1

The following are Maidstone Borough-wide 2000 Local Plan policies which were saved in 2007. These policies will be superseded by this local plan:

Saved policy ref	Policy name:	Replaced by policies in this local plan:
ENV6	Landscaping, Surfacing and Boundary Treatment	SP17; DM1; DM3; DM16; H1; OS1
ENV7	Riverside Zone of Special Townscape Importance	DM1
ENV8	Advertising and Retail Frontage	DM19
ENV21	Strategic Transportation Corridors	DM1; DM24
ENV22	Urban Open Space	DM22
ENV23	Loss of Open Space and Recreation Facilities	DM22
ENV24	Site Specific Public Open Space Allocations	OS1 and H1
ENV25	Allotments	DM22
ENV26	Development Affecting Public Footpaths and Public Rights of Way	DM3; DM24
ENV27	New Footpath, Cycleway and Bridleway Proposals	DM24
ENV28	Development in the Countryside	SP17
ENV30	Metropolitan Green Belt	SP17
ENV31	Strategic Gap	SP17

## Appendix C . Superseded policies and documents

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Saved policy ref	Policy name:	Replaced by policies in this local plan:
ENV32	Southern Anti-Coalescence Belt	SP17
ENV33	Kent Downs Area of Outstanding Natural Beauty	SP17
ENV34	Special Landscape Areas	SP17
ENV35	Areas of Local Landscape Importance	SP17
ENV41	Ponds, Wetlands and Marshlands	DM1; DM3
ENV42	Roadside Verges	DM34
ENV43	Agricultural Buildings	DM40
ENV44	Conversion of Rural Buildings for Commercial, Industrial, Recreation and Tourism Purposes	DM35
ENV45	Conversion of Rural Buildings for Residential Purposes	DM35
ENV46	Equestrian Development	DM45
ENV49	External Lighting	DM7
H1	Housing Land Allocations	H1
H3	North of Sutton Road, Maidstone/Otham	H1(6)
H8	Langley Park Farm West, Boughton Monchelsea/Langley	H1(5)
H9	Beaconsfield Road/Eccleston Road/Wharf Road, Tovil	Former allocation completed
H10	Hart Street, Lockmeadow, Maidstone	Former allocation predominantly completed; H1(17)
H11	Hook Lane, Harrietsham	Former allocation completed
H12	East of Hermitage Lane, Maidstone	H1(2)
H13	Bridge Nursery, Maidstone	H1(1)
H14	Hayle Place, Tovil	Former allocation completed

Saved policy ref	Policy name:	Replaced by policies in this local plan:
H15	West of Royal Engineers' Road, Maidstone	Former allocation partially completed; H1(11)
H16	Oliver Road, Staplehurst	Former allocation completed
H18	Extensions to Residential Properties	DM8; DM36
H21	Self-Contained Flats	DM8; DM35
H22	Houses in Multiple Occupation	DM8; DM35
H25	Sheltered Accommodation	DM11
H26	Nursing and Residential Care Homes	DM15; DM35
H27	Rural Settlements (Minor Development)	SS1; SP5; SP12
H28	Rural Settlements with the potential for new residential development in excess of minor development	SS1; SP5
H31	Change of Use from Agriculture to Domestic Garden	DM37
H32	Replacement Dwellings in the Countryside	DM36
H33	Extensions to Dwellings in the Countryside	DM36
H35	Temporary Accommodation for Agricultural Workers	DM38
ED1	Allocations of Employment Land	EMP1; EMP1(1); EMP1(2); EMP1(3); EMP1(4); EMP1(5);
ED2	Retention of Employment Sites	DM20; DM21
ED5	St. Michael's Close, near Aylesford	DM21
ED7	Lockmeadow	Former allocation completed
ED8	Maidstone East Railway Station	RMX1(2)
ED9	Storage and Distribution Uses	EMP1; EMP1(1); EMP1(2); EMP1(3); EMP1(4); EMP1(5);

Saved policy ref	Policy name:	Replaced by policies in this local plan:
ED11	Zeneca Works, Yalding	RMX1(4)
ED12	Detling Airfield Industrial Estate	DM21
ED13	Brake Bros, Rose Lane, Lenham Heath	No equivalent policy
ED14	Lenham Storage, Ham Lane, Lenham	DM21
ED15	Marley Works, Lenham	DM21
ED16	Open Storage of Private Caravans	DM43
ED17	Serviced and Self-Catering Tourist Accommodation	DM20; DM35; SP17
ED18	Town Centre Hotel Sites	DM17
ED19	Loss of Tourist Accommodation	No equivalent policy
ED20	Holiday Caravan and Camping Sites	DM42
ED21	Conference or Exhibition Centre	DM17
ED25	Mooring Facilities	DM30
T1	Integrated Transport Strategy	DM24
T2	Public Transport Preference Measures	DM25
T3	Public Transport for Major Developments	DM24; DM25
T7	Safeguarding Railway Lines	No equivalent policy
T13	Parking Standards	DM1; DM27
T15	Non-Residential Parking in the Town Centre	SP4; DM27
T17	Park and Ride	DM26
T18	Highways Construction, Widening and Junction Improvements	DM24
T19	Boat Yards	DM30

Saved policy ref	Policy name:	Replaced by policies in this local plan:
T20	Headcorn Airfield	DM1; DM34
T21	Accessibility of New Developments	DM24
T23	Need for Highway/Public Transport Improvements	DM24; ID1
R1	New Retail Development	SS1; SP1; SP5; SP2; SP3; SP4; SP5; SP12
R2	Major Retail Proposals Exceeding 500m <sup>2</sup>	SS1; SP1; SP5; RMX1(1); RMX1(2); RMX1(3)
R3	Maidstone Town Centre	SP4
R4	Fremelin Centre	DM31
R6	Maidstone East Railway Station	RMX1(2)
R7	Core Shopping Area in the Town Centre	DM31; DM32
R8	Secondary Shopping Areas in the Town Centre	DM32
R9	Tertiary Town Centre Areas	DM32
R10	Local Centres	DM18
R11	Local Convenience Shops, Post Offices & Pharmacies	DM18
R12	Retail Proposals Outside Defined Built-Up Areas	DM44
R16	Amusement Arcades	DM32
R17	Takeaways, Restaurants, Cafés, Bars and Pubs	DM31; DM32
R18	Car Showrooms	No equivalent policy
R19	Living Over the Shop	DM9
CF1	Seeking New Community Facilities	DM23; ID1
CF2	Re-Using Public Land and Community Facilities	DM23



Saved policy ref	Policy name:	Replaced by policies in this local plan:
CF3	Loss of Community Facilities	DM18; DM23
CF6	Medical Service Provision on Allocated Housing Sites	ID1
CF8	Primary Schools	ID1
CF9	Dual Use of School Facilities	DM23
CF12	Community Halls	ID1
CF14	Nightclubs, Sports, Leisure and Entertainment Uses	DM33
CF16	Off-Site Sewers	ID1

## Superseded Supplementary Documents

The following adopted supplementary planning documents (SPD) will be superseded by this local plan:

Document Title:	Date of Adoption:	Replaced by:
Sustainable Construction SPD	2006	Policies DM1; DM2

### Saved Supplementary Planning Documents and Planning Policy Advice Notes

Maidstone has adopted supplementary planning documents (SPD) and planning policy advice notes. These documents provide supplementary guidance to local and national planning policies. The following SPDs and advice notes will be saved alongside this local plan:

- London Road Character Area Assessment SPD (2008)
- Loose Road Character Area Assessment SPD (2008)
- Residential Extensions SPD (2009)
- Kent Design Guide 2005 (2009)
- Kent Downs AONB Management Plan 2014-2019 (Second Revision) (2014)
- Domestic and Medium Scale Solar PV Arrays (up to 50KW) and Solar Thermal (2014)
- Large Scale (>50KW) Solar PV Arrays (2014)
- Kent vehicle parking standards 2006 (approved 2015)
- Kent & Medway Structure Plan 2006: SPG4 Vehicle Parking Standards (approved 2015)
- Kent Design Guide Review: Interim Guidance Note 3-Residential Parking 2008 (approved 2015).

Acronym	Term	Description
-	Affordable Rented Housing	Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. (Source: NPPF glossary). In December 2015 the Government proposed changes to the National Planning Policy Framework which, if agreed, would mean that a wider range of housing types would be 'affordable housing'.
CIL	Community Infrastructure Levy	The levy will help pay for the infrastructure required to support new development. This includes development that does not require planning permission. The levy should not be used to remedy pre-existing deficiencies unless the new development makes the deficiency more severe. The levy can be charged by local authorities in England and Wales – but they do not have to. Authorities that wish to charge a levy need to develop and adopt a CIL charging schedule. Councils must spend income from the levy on infrastructure to support the development of the area but they can decide what infrastructure to spend it on and it can be different to that for which it was originally set. Authorities should set out on their Web site what they will use CIL for ( Reg 123 list).
	Community Strategy	The Community Strategy is produced by a partnership of the local public, private, voluntary and community sector with the aim of improving the social, environmental and economic well being of their areas. The Maidstone Borough Local Plan is the strategic, spatial representation of the Community Strategy 2009 - 2020 Your community, our priority, refreshed in 2013.

Acronym	Term	Description
-	Core Strategy	The Core Strategy is a Development Plan Document. Maidstone Borough's draft Core Strategy has evolved into the Maidstone Borough Local Plan.
DCLG	Department for Communities and Local Government	The Department of Communities and Local Government is the central Government department responsible for housing, local government, planning and building, public safety and emergencies, community and society.
-	Development Plan	The Development Plan includes adopted local plans and neighbourhood plans. Decisions on planning applications should follow the Development Plan unless other relevant planning factors indicate otherwise.
DPD	Development Plan Document	A DPD is a spatial planning document that is subject to independent examination and, once adopted, becomes part of the Development Plan. Under new regulations, DPDs are known as local plans.
EA	Environment Agency	The Environment Agency is the leading public body for protecting and improving the environment in England and Wales, with particular responsibilities for river, flooding and pollution. ( <a href="http://www.environment-agency.gov.uk">www.environment-agency.gov.uk</a> )
GBI	Green and Blue Infrastructure	The term is used in Maidstone borough to refer collectively to the active planning, creation, management and protection of multifunctional green spaces and water bodies (the blue element) in built and urban environments. The term includes but is not limited to parks and gardens, natural and semi natural open spaces, green corridors, outdoor sports facilities, allotments and river corridors. The primary functions of GBI are to conserve and enhance biodiversity, create a sense of space and place, and support healthy living by increasing outdoor recreational opportunities for people.

Acronym	Term	Description
-	Gypsies and Travellers	Planning policy for traveller sites (DCLG, August 2015) defines Gypsies and Travellers as "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."
HRA	Habitat Regulations Assessment	HRA tests the impacts of a proposal on nature conservation sites of European importance – Special Areas of Conservation and Special Protection Areas – and is also a requirement under EU legislation for certain plans and projects.
	Highways England	Highways England is the public body responsible for the operation, maintenance and improvement of the country's motorways and trunk roads.
HE	Historic England	Historic England is the government's expert advisor on the country's heritage . HE gives advice to local planning authorities, government departments, developers and owners on development proposals affecting the historic environment.
-	Intermediate Rented Housing	Housing at prices or rents above those of social rent but below market price or rents. These can include shared equity products (e.g. Home Buy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.
KCC	Kent County Council	The county planning authority, responsible for producing the Kent Minerals and Waste Local Plans. Kent County Council is also responsible for roads, schools, libraries and social services in the county.
LNR	Local Nature Reserves	Local Nature Reserves are formally designated areas. They are places with

Acronym	Term	Description
		wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it. ( <a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a> )
MBC	Maidstone Borough Council	The local planning authority responsible for producing the local plan and supplementary planning documents.
MBLP	Maidstone Borough Local Plan	The Maidstone Borough Local Plan is the key document within Maidstone's local planning policy framework that sets the framework to guide the future development of the borough. It plans for homes, jobs, shopping, leisure and the environment, as well as the associated infrastructure to support new development. It explains the 'why, what, where, when and how' development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough's natural and built assets. The plan will cover the period from 2011 to 2031.
MBWLP	Maidstone Borough-Wide Local Plan 2000	The Local Plan was adopted by the Council in 2000 and it set the policy framework for determining planning applications. The MBWLP contains planning policies for protecting the environment and proposals for allocating sites for new development in the Borough. From 28 September 2007 only some of the policies in the MBWLP continue to form part of the Development Plan: such policies are called "saved" policies. Once adopted, the Maidstone Borough Local Plan will supersede the saved MBWLP policies once adopted.
	Monitoring Report	The Monitoring Report is prepared annually and provides a framework with which to monitor and review the effectiveness of the Maidstone Borough Local Plan policies.
NPPF	National Planning Policy Framework	The NPPF was published in March 2012 and it sets out the government's



Acronym	Term	Description
		planning policies for England and how these must be applied. Local plan policies must be in conformity with the NPPF.
NPPG	National Planning Policy Guidance	The NPPG provides additional guidance on how the national policies in the National Planning Policy Framework should be interpreted and applied.
NE	Natural England	Natural England is the government's advisor for the natural environment in the country.
S106	Section 106 legal agreements	Section 106 of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally binding agreement or planning obligation with a land developer in connection with the granting of planning permission for a development. The obligation is termed a Section 106 Agreement. The purpose of such agreements is to mitigate the impacts of the development proposed provided the matters being addressed are directly related to the development being permitted, and can include sums of money.
-	Social Rented Housing	Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime, or rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.
-	Sustainability/sustainable development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This definition was created in 1987 at the World Commission on Environment and Development (the Brundtland Commission).

Acronym	Term	Description
SA	Sustainability Appraisal	The SA is a tool for appraising policies to ensure they reflect sustainable development objectives, including social, economic and environmental objectives.
SEA	Strategic Environmental Assessment	SEA is a generic term used to describe the environmental assessment of policies, plans and programmes. The European SEA Directive requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
SEDLAA	Strategic Economic Development Land Availability Assessment	The purpose of a Strategic Economic Development Land Availability Assessment is to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for employment over the plan period.
SHLAA	Strategic Housing Land Availability Assessment	The purpose of a Strategic Housing Land Availability Assessment is to establish realistic assumptions about the availability, suitable location and the likely economic viability of land to meet the identified need for housing over the plan period. (Source: NPPF)
-	Spatial planning	Spatial planning is the term used to describe bringing together and integrating policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. Examples of other policy documents relevant to the Local Plan are the Council's Housing Strategy, Community Strategy and Economic Development Strategy as well as the Integrated Transport Strategy.
SHMA	Strategic Housing Market Assessment	A Strategic Housing Market Assessment assesses the local planning authority's full objectively assessed need for new homes. This is expressed as the number of new homes needed over the time period the Local Plan covers. The SHMA also considers affordable housing needs

Acronym	Term	Description
		and the need for additional care home places. The National Planning Practice Guidance advises that local planning authorities work with neighbouring authorities where housing market areas cross administrative boundaries.
SPD	Supplementary Planning Document	An SPD provides further detail to a policy or a group of policies set out in a local plan. A SPD can provide additional detail about how a policy should be applied in practice. SPDs are a material consideration in planning decisions but are not part of the development plan.
-	Travelling Showpeople	Planning policy for traveller sites (DCLG, August 2015) defines Travelling Showpeople as "Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above."
-	Unidentified Sites or Windfall Sites	Sites which have not been specifically identified as available in the local plan process. They normally comprise previously-developed sites that have unexpectedly become available (NPPF glossary).

Table E.1 Glossary

The policies map, which is available electronically on the council's website, forms part of the Maidstone Borough Local Plan. For ease of reference, a supplementary document that contains individual location plans for allocated development sites accompanies this local plan.

## APPENDIX B – Balance of issues raised by respondents to the Maidstone Borough Local Plan 2014 consultation and officer responses

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
SS1	Spatial Strategy	14	239	23	<b>1. The objectively assessed need figure of 19,600 dwellings:</b>		
					The figure is too high. Objectors suggest various figures generally ranging from 11,000 to 15,500.	The housing requirement of 18,560 dwellings is derived from the Strategic Housing Market Assessment which has been undertaken in line with the guidance in the NPPG and using the latest ONS/CLG population and housing projections as its starting point. This work has been tested, including through the council's joint working with Ashford and Tonbridge & Malling Boroughs, and has been found to be a robust and credible assessment of future housing needs. The population and household projections take account of the need arising from London's growth. In June 2015 the Strategic Planning, Sustainability and Transport Committee specifically considered whether additional account should be taken for migration from London in the borough's objectively assessed need figure and concluded that such an approach was not merited. The housing trajectory in the Local Plan will illustrate how this number of homes will be delivered over the 20 year plan period.	No change
					The methodology behind the figure is flawed		
524					The figure results from atypical recent trends		
					Population growth cannot be projected accurately		
					This number of homes is not needed		
					This number of homes is not deliverable		
					The figure should take account of the unmet requirement resulting from the Plan for London.		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					<b>2. Scale of housing proposed in the draft Local Plan:</b>		
525					Is too high. It will adversely impact on the character of the borough, on the quality of life of existing residents, on air pollution and on wildlife habitats. It will result in the loss of greenfield land and agricultural land. Traffic impacts have not been fully assessed.	The Regulation 19 version of the Local Plan will provide for the full objectively assessed (OAN) need for 18,560 new homes. The NPPF is clear that authorities should plan positively to meet OAN. A comprehensive search for suitable sites has been undertaken through the SHLAA and this has identified a number of brownfield sites for allocation but the scale of the housing need is such that some greenfield land is also needed. Sites have been assessed comprehensively and consistently through the SHLAA to ensure that those which are the most sustainable have been allocated in the Local Plan. Where necessary, the site allocation policies include appropriate measures to help mitigate the impacts of development, for example in terms of highway impacts, landscape impacts or impacts on heritage assets.  The Regulation 19 version of the Local Plan will be accompanied by the Integrated Transport Strategy which will set out the strategy and the specific highway and transportation measures which will support the growth identified in the Local Plan.	No change
					Is too low. It does not meet the objectively assessed need. Overriding infrastructure and/or environmental constraints have not been sufficiently demonstrated.		
					Windfall developments have not been given sufficient allowance in the housing figures	The 20 year housing trajectory includes an allowance for windfall sites coming forward in the latter years of the Plan period. The proposed allowance of 114	No change



Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						<p>dwelling/annum is based on analysis of past rates and takes account of there being fewer unidentified sites in the future as an outcome of the comprehensive site search process that has been undertaken as the Plan has been prepared.</p>	
526					<p>Has been based on the availability of land rather than following a 'place-led' assessment of capacity.</p>	<p>The spatial distribution of development is in line with the NPPF which requires the Local Plan to identify key sites which are critical to the delivery of the housing strategy over the plan period, and to identify a supply of specific developable sites or broad locations for growth. In order for sites to be developable they must be available. The NPPF requires local authorities to aim positively to meet development needs. The capacity of infrastructure to serve additional development has been tested as the Plan has progressed and the accompanying Infrastructure Delivery Plan will set out in detail the infrastructure needed to support development. The Landscape Sensitivity work has also helped to identify the sites with higher or lower capacity for development.</p>	No change
					<p>Gypsy and Traveller pitch requirement is too high</p>	<p>The revised definition of Gypsies and Travellers issued on 31<sup>st</sup> August 2015 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. The 2012 Assessment identified a need for 187 pitches</p>	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						(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.	
					<b>3. Spatial distribution of housing:</b>		
527					Dispersed strategy will result in urban sprawl.	Support for the dispersed spatial strategy is welcomed.	No change
					Too much growth has been allocated to the rural areas. There should be more growth in Maidstone where the jobs are.	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 set out in the emerging Green and Blue Infrastructure Strategy. The overall provisions of the Local Plan help to avoid unplanned urban sprawl.	
					Development should be more evenly spread to include a wider range of smaller rural settlements		
					Development to the NW and SE of Maidstone will adversely impact on transport and local character.		
					More brownfield sites should be found in the town centre and in Maidstone urban area. Brownfield sites should be used before greenfield sites.	The Sustainability Appraisal has assessed a number of options for the dispersal of development and takes account of various environmental, economic, and social factors. The Local Plan's dispersed strategy provides for the majority of future growth at the borough's main settlement of Maidstone but also recognises that the other identified settlements have the potential to accommodate some, more limited growth over the 20	
					A new town should be proposed along A20 corridor.		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
528					Support for the dispersed pattern of development	<p>year plan period. This strategy has the key benefit of being inherently deliverable as it make best use of existing infrastructure and also provides some choice to the market. This is in contrast with a strategy which relies on a major urban extension or new town which requires significant new infrastructure and will therefore take longer to be delivered. The settlements suitable for new development have been identified through an assessment of facilities and services.</p> <p>The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the transport measures needed to support the growth identified in the Local Plan.</p> <p>An extensive search for brownfield sites has taken place (through the SHLAA) and all the sites found to be suitable and deliverable/developable have been identified in the Local Plan. The OAN is such that some greenfield land also needs to be developed.</p>	
					A systematic evaluation of alternative options is lacking		
					Better protection for villages adjacent to the AONB and to areas of Local Landscape Value	Policy SP5 (Reg 19 Policy SP17) is considered to afford 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	No further change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
529						<p>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 (Reg 19 DM3) Historic and Natural Environment and DM30 (Reg 19 DM34) Design Principles in the Countryside afford protection and enhancement of the countryside and should be given due consideration during the development management process.</p>	
					<b>4. Infrastructure:</b>		
					<p>Infrastructure provision is insufficient to match the scale of development. There will be adverse impacts on schools, health facilities, water supply and sewerage. Infrastructure should be provided before the new homes. There is a lack of clarity about infrastructure requirements.</p>	<p>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.</p>	No change
					<p>There is no Integrated Transport Strategy in support of the Local Plan</p>	<p>The Integrated Transport Strategy sets out the specific transport measures which will support the growth planned for in the Local Plan.</p> <p>The Integrated Transport Strategy and the</p>	

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						Infrastructure Delivery Plan will be available together with the Reg. 19 version of the Local Plan.	
					<b>5. Employment/Retail</b>		
530					There is insufficient employment land identified to match the scale of proposed housing	Following the completion of the Qualitative Employment Sites assessment (2014), the updated employment land position was set out in a report to Planning, Transport and Development Overview and Scrutiny Committee on 21 <sup>st</sup> October 2014. The sites now identified in Policies EMP1 and RMX1 of the Regulation 19 version of the Local Plan address the need for additional B class floorspace (offices, industry, warehousing) in terms of both quantity and quality over the Plan period. The sites provide opportunities at Maidstone, including at Junctions 7 and 8 of M20, and at the Rural Service Centres.  Retail needs will be met through the specific site allocations in the Local Plan and, in the longer term, the retail-led redevelopment of The Mall.	No further change.
					More employment land is needed in the Rural Service Centres		
					More employment land is needed at motorway junctions		
					The characteristics of the identified employment sites do not meet the full range of needs		
					Convenience and comparison retail needs should be met in full		
					Junction 7 is not an appropriate location for any development and/or	The spatial strategy (Policy SS1) sets out the settlement hierarchy for the distribution of development across the	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
531					for retail	Borough. The principal focus for development is Maidstone urban area, which includes the strategic location identified at Junction 7 for additional business provision in association with a new medical campus. The medical campus development has outline planning consent. Newnham Court is an existing retail destination and the Local Plan allocation policy provides for the redevelopment and modest expansion of this shopping village.	
					The economic forecasting approach is flawed and results in a higher employment land requirement than is needed.	The Qualitative Employment Sites assessment (2014) has been undertaken by independent consultants, and forms part of the robust evidence base underpinning the Local Plan. The assessment considered a number of alternative economic scenarios in order to help identify the scale of economic growth which the Plan could appropriately provide for.	No change
					<b>6. Countryside</b>		
					The countryside should be protected for its own sake	The Plan as a whole limits what development is considered appropriate for the countryside, and therefore should be read as a whole. In particular Policies SP5 (Reg 19 SP17) Countryside, DM10 (Reg 19 DM3) Historic and Natural Environment and DM30 (Reg 19 DM34) Design Principles in the Countryside afford protection and enhancement of the countryside and	No change



Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						will be applied during the development management process.	
					<b>7. Joint working:</b>		
					KCC and MBC need to have meaningful agreement on housing numbers and infrastructure requirements	KCC and MCB have had continuous dialogue through the Joint Transportation Board on matters relating to transport, and other infrastructure requirements through input sought from the County Council on the Infrastructure Delivery Plan (IDP).  The Council has undertaken a series of Duty to Cooperate meetings with neighbouring authorities to discuss cross boundary issues. The Duty to Cooperate Statement, which will be a record of these discussions and their outcomes, and the IDP will form part of the submission of the Local Plan for examination.	No change
532					There should be better co-operation with adjoining authorities to achieve a joined up approach to planning		
					Better account should be taken of neighbourhood plans	Neighbourhood Plans are required to be prepared in accordance with national and adopted local planning policy. The Regulation 19 version of the Local Plan has been amended to set out more clearly the relationship between neighbourhood plans and the Local Plan.	Amend the Regulation 19 version of the Local Plan (key influences chapter) to strengthen reference to neighbourhood planning.
SP1 (Reg	Maidstone Town Centre	11	8	7	Retail offer needs strengthening to compete with out of town	Policy SS1 sets out the amount of retail floor space to be provided over the plan period, to provide for the	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
19 SP4)					developments.	need set out in the evidence base (Town Centre Study, Town centre Assessment, and Retail Capacity Study). Specific allocations for town centre retail development are included for the Maidstone East/Sorting Office site and the former King Street car park. For the longer term, The Mall is identified for major retail redevelopment.	
533					Generalised support for the proposed redevelopment of The Mall and for leisure and cultural development in the town centre	Support welcomed.	No change
					Offices: conversion of offices to residential use should be streamlined; provision of additional good quality office stock should be encouraged, not just the retention of existing good quality stock;	Permitted development rights currently enable a change of use from office to residential. The specific site allocation at Mote Road provides for new office floorspace in the town centre and this can complement that which will be provided through the implementation of extant consents at Eclipse Park and at the Woodcut Farm site at Junction 8 of M20.	No change
					Objection to the exclusion of Springfield from the town centre boundary to facilitate high rise housing on the site. This cannot support the east station development concept due to access from Sandling Road / Stacey Street / Fairmeadow is not viable because of the levels and road pattern	The town centre boundary identifies the area covered by the Policy SP4 (Reg 19) and has resulted from a combined assessment of: <ul style="list-style-type: none"> <li>- the extent of the area which contains, and is suitable for, the main focus of town centre uses;</li> <li>- the existing character and form of development;</li> <li>- the visual, physical and functional relationship between areas; and</li> <li>- the potential for appropriate development</li> </ul>	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
534					Exclude the Maidstone east from the town centre boundary and accept that it is unlikely to be developed for a town centre use – better to encourage development in its entirety for residential including affordable housing.	<p>opportunities.</p> <p>- In the 2012 draft Core Strategy the town centre boundary extended to include Springfield as the site was seen as having potential for a business campus form of development to potentially include university uses. The demand for these uses at this scale in this location has not transpired and, in response, it is considered that there is the opportunity to deliver significant additional housing. With this proposed pattern of development, the town centre boundary is more appropriately drawn to focus on the areas of main town centre uses to the south of this site.</p> <p>Maidstone East/Sorting Office: this site is a key opportunity for additional, modern retail space, for which there is evidence of demand, in a location with very good, direct connections to the core of the town centre and sustainable transport links. In the absence of alternative suitable retail sites with these beneficial characteristics the allocation of this site for a mix of retail and residential and its inclusion within the town centre boundary continues to be appropriate.</p>	
					Additional housing in and at the edge of the town centre should be identified	Throughout the preparation of the Local Plan there has been a thorough search for brownfield sites suitable for redevelopment, including in and at the edge of the town centre. Since the Regulation 18 version of the	No further change.

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						Local Plan was published in March 2014, two further town centre sites have been included in the Plan (Wrens Cross and Dunning Hall) plus sites at Union Street, Foster Street and Tonbridge Road. The Plan also provides for additional housing to come forward within the town centre broad location.	
					Sufficient, affordable car parking needed.	Town centre parking arrangements are addressed in the Integrated Transport Strategy.	No change.
535					The policy should be more explicit about how many additional houses and how much additional office and retail floorspace the town centre will deliver	Policy SS1 sets out the total amount of floorspace to be delivered during the plan period across the Borough. The policy also sets out the settlement hierarchy for the distribution of development.	No change
					High Street/Gabriels Hill should be part of the primary shopping area	The High Street / Gabriels Hill is not considered to fall within the primary shopping area, but does fall within the secondary area. The areas have been defined based on an analysis of unit sizes, occupants, rent levels and indicative footfall. In the secondary frontage areas, retail units are generally smaller than in the primary shopping area (under 500m2) and occupied by a mix of both national and local independent retailers. The latter have an important role in adding to the diversity and distinctiveness of the shopping 'offer' in Maidstone town centre. The approach of policy DM32 (Reg 19) is to enable a broader range of uses to include professional services (A2), cafés and restaurants (A3) and pubs and wine bars (A4) which contribute to the	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						wider appeal of the town centre.	
536					Specific allocations at Baltic Wharf for mixed use development and Lockmeadow as a priority leisure quarter are sought.	An amendment to the Plan has previously been agreed to make reference to the Baltic Wharf Site and the alternative uses which could be appropriate if the extant retail/mixed use consent is not implemented. Lockmeadow falls within the town centre boundary. Policy DM29 (Reg 19 policy DM33) - leisure and community uses in the town centre would support additional leisure uses at this site but, also, does not limit new leisure uses to this site alone. Additional leisure uses throughout the town centre would contribute to its on-going vitality.	No further change
					Concerns that congestion and pollution will be worsened by development proposals. Pedestrian access is constrained.	DM16 (Reg 19 DM5) Air Quality sets out the requirements on proposals for development that have an impact on air quality.  DM4 (Reg 19 DM1) Principles of Good Design sets out in the first criterion the requirements of accessibility. In addition, the ITS sets out proposals for increasing levels of walking and cycling.	No change
					Better utilisation of the rivers, including their protection for wildlife.	Policy DM10 (Reg 19 DM3) sets out that development proposals will not be permitted where they lead to adverse impacts on natural assets. It also sets out that the Green and Blue Infrastructure should be taken into account. Policy SP1 (Reg 19 SP4) sets out the specific considerations for development by the riverside.	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
SP2	Maidstone urban area	7	12	4	Some unconditional support.	Support welcomed	No change
537					Object to developments in NW/Barming area on infrastructure grounds i.e. transport grounds and water supply/sewerage; cumulative impacts in NW area – also TMBC developments.	The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the transport measures needed to support the growth identified in the Local Plan. The Plan will also be accompanied by an Infrastructure Delivery Plan which will set out the infrastructure requirements generated by the new development.	No change
					Effect of development on North ward – traffic concerns.		
					Coalescence of developments with Leeds, Langley and Langley Heath – environmental damage not considered here – pollution. Bus lane no improvement – Wheatsheaf is a bottle neck.		
					Suggests implementation of a green belt style defensible edge to the urban area.	The Local Plan will redefine the boundary of the urban area to include the sites allocated at the urban edge. Beyond this boundary, development will be more strictly limited to that set out in Policy SP5 (Reg 19 SP17) Countryside.	No change
					Support for preference of sites at edge of urban area.	Support welcomed	No change
					Land at Orchard Spot should be included as a suitable urban extension	The SHLAA assessment of this site states that “development of this site in isolation would have a	No change



Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					site.	harmful impact on the character and appearance of this area of countryside particularly in views from the north. Loss of woodland". This site is therefore deemed unsuitable for development and is not proposed to be allocated in the Local Plan.	
					Object to loss of parking spaces in town centre.	The Integrated Transport Strategy sets out the strategic management approach to car parking in the town centre.	No change.
538					Question if enough is being done to regenerate urban area – there are more areas of deprivation that are not addressed in this policy.	Sustainable development is at the forefront of plan-making and decision-taking. The Plan includes policies to encourage regeneration, provide affordable housing, promote community facilities, and encourage employment opportunities within the Borough. More widely in the Council, the work of the Communities and Economic Development teams, amongst others, helps to support regeneration in different neighbourhoods in the town.	No change
SP3	Rural service centres	12	447	9	<b>1. General Comments:</b>		
	Plus petition (Harrietsham)		20		Unsustainable expansion of villages causing coalescence	By identifying specific sites for development, the Local Plan sets the limits to village expansion and so actually helps to secure against the coalescence of settlements. The majority of development is being focused in and at the edge of Maidstone with more limited development at the identified villages. The selection of villages is	No change
	Plus petition (Coxheath)		869		Dwellings numbers are not balanced between the rural service centres, in fact ALL villages should take a proportion of housing		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					Impact on other village as a result of growth should be given greater consideration	<p>based on an assessment of services and facilities; not all villages are judged to have sufficient local services to render significant new development sustainable.</p> <p>For other villages, the principal impact cited is from increased traffic. In response, the Integrated Transport Strategy is a strategy for the whole borough and includes specific measures for the rural areas.</p>	
639					Community concerns have not been considered; more engagement should have taken place with parish councils	The Council has undertaken its statutory duties of consultation, and also done so in accordance with the Statement of Community Involvement and Parish Charter. Details of all consultation and engagement will be set out in the Consultation Statement which forms part of the submission of the Local Plan for examination. Since the Regulation 18 version of the Plan (March 2014) a series of specific meetings have been held with parish councils to discuss local issues.	No change
					Lack of an agreed transport strategy; increased journey times as a result of additional traffic generated	The integrated Transport Strategy has been developed alongside the Local Plan and will be submitted as part of the examination.	No change
					40% affordable housing is unsustainable because of travel requirements to employment locations	Viability assessments have been undertaken as part of the evidence base underpinning the Local Plan. These demonstrate that affordable housing located in rural areas is more viable than in urban locations. This requirement will help to boost the overall supply of much needed affordable units.	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					<b>2. Harrietsham:</b>		
					Harrietsham has less services/employment than the other villages therefore should be re-classified as a larger village	<p>An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre.</p> <p>The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. It is not usually possible for infrastructure to be provided in advance of development as it is the development which helps generate the funding for the infrastructure, although the provision of the infrastructure in tandem with development will be sought where possible.</p> <p>With respect to the A20 scheme, this reference has been included in all the site allocation policies in Harrietsham.</p>	No further change
					Highway safety and capacity concerns; poor public transport links		
					Scale of proposed development is too large		
540					Lack of infrastructure; Infrastructure should be improved prior to development commencing		
					A criterion for “appropriate contributions towards a highway improvement scheme for the section of the A20 Ashford Road that passes through Harrietsham” should apply to all site allocations in Harrietsham		
					<b>3.Headcorn:</b>		
					Headcorn should not be classified as a	An assessment of population and the services and	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					rural service centre	<p>facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre.</p> <p>The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers, including Southern Water and the Environment Agency, has not identified a fundamental constraint to the development proposed at Headcorn.</p> <p>The sites at Headcorn have been identified following a comprehensive assessment of potential housing sites. The assessment has considered landscape and ecological impacts and potential agricultural land loss. Smaller sites would not demonstrably deliver sufficient new homes for the OAN for housing to be achieved.</p> <p>Viability assessments have been undertaken as part of the evidence base underpinning the Local Plan. These demonstrate that affordable housing located in rural areas is more viable than in urban locations. This requirement will help to boost the overall supply of</p>	
					Lack of infrastructure esp. sewerage; school places; Priorities conflict with those of PC		
					Sites are too large - development driven, not place driven; At odds with emerging Neighbourhood Plan;		
541					Flooding issues; a strategic approach is required; no reference made to Water Cycle Study;		
					Loss of village character; impact on local landscapes and ecology; loss of agricultural land;		
					Increased traffic; poor public transport provision;		
					Lack of local employment opportunities to support growth;		
					Proposed percentage of affordable housing unsustainable		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						much needed affordable units.	
					Proposed dwelling numbers are too high	The housing requirement is derived from the Strategic Housing Market Assessment which is a robust assessment of future housing requirements.	
					<b>4.Lenham:</b>		
					Support for Lenham as RSC	Support welcomed	No change
542					Objection to Lenham taking any additional development;	An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre.	No change
					Impact on highway capacity and safety;		
					Lack of infrastructure and services;		
					Loss of character of village; loss of green space, open space; lack of protection for built heritage;	The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers has not identified a fundamental constraint to the development proposed at Lenham. In addition to the criteria in the site allocation policies, the development management policies in the Plan help to secure the protection of heritage and ecological assets. The master planning for the proposed Lenham Broad Location will help to clarify how best	

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						development can be delivered without undue impact on the character of the area, including on the landscape and on the built form.	
					<b>5.Marden:</b>		
543					Proposed dwelling numbers are too high; phasing required- too much development too quickly; should not be classed as an RSC	<p>An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre.</p> <p>The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local Plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers, including the Environment Agency has not identified a fundamental constraint to the development proposed at Marden.</p> <p>The sites at Marden have been identified following a comprehensive assessment of potential housing sites against a range of planning criteria. This included identifying brownfield sites but these alone are not sufficient to meet the future need for housing; greenfield sites are also needed.</p>	
					Lack of infrastructure and facilities; need to manage increasing demand for parking at station and local shops / businesses.		
					Impact of traffic on neighbouring villages; increased pollution;		
					Loss of village character; loss of green fields; impact on countryside;		
					Flooding concerns - a strategic approach required		



Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					More consideration to be given to emerging Neighbourhood Plan	Neighbourhood Plans are required to be prepared in accordance with national and local planning policy. The Regulation 19 version of the Local Plan has been amended to set out more clearly the relationship between neighbourhood plans and the Local Plan	Amend the Regulation 19 version of the Local Plan (key influences chapter) to strengthen reference to neighbourhood planning.
					<b>6.Staplehurst:</b>		
544					Proposed dwelling numbers are too high and disproportionate with other villages; should not be classed as an RSC	An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a rural service centre.  The sites at Staplehurst have been identified following a comprehensive assessment of potential housing sites against a range of planning criteria including landscape impacts. This included identifying brownfield sites within the existing built up areas but these alone are not sufficient to meet the future need for housing; greenfield sites at the edge of the most sustainable settlements are also needed.	No change
					Development is allocated outside the village boundary;		
					Lack of infrastructure; increased traffic; highway capacity and safety concerns; poor public transport; increased pollution;		
					loss of character of village;		
					Impact on Low Weald landscape character area and countryside generally;		
					Flooding issues; no reference to Water Cycle Study	The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local Plan and also an Infrastructure	

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers, including the Environment Agency has not identified a fundamental constraint to the development proposed at Staplehurst.	
SP4	Larger Villages	12	381	8	<b>1. Boughton Monchelsea</b>		
545	Plus petition (Boughton Monchelsea)		197		Delete Boughton Monchelsea as a larger village or housing numbers are too high	An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a Larger Village. Whilst a Larger Village has fewer services and facilities than a Rural Services Centre, these are considered to be at a sufficient level to support limited, planned sustainable development.  The sites at Boughton Monchelsea have been identified following a comprehensive assessment of potential housing sites against a range of planning criteria including landscape impacts and the prospect of coalescence. This included identifying brownfield sites within the existing built up areas but these alone are not sufficient to meet the future need for housing; greenfield sites at the edge of the most sustainable settlements are also needed.	No change
					Impact on local roads, increased traffic congestion, and impact on highway and pedestrian safety		
					Inadequate bus service and poor transport links to the town centre		
					Lack of infrastructure and facilities , including parking, dentist, doctors, shops, school and post office		
					Loss of landscape, impact on the countryside, and coalescence with surrounding villages		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
						The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local Plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers has not identified a fundamental constraint to the development proposed at Boughton Monchelsea.	
546					Some support for Boughton Monchelsea as a larger village	Support welcomed	No change
					<b>2. Coxheath</b>		
					Delete Coxheath as a larger village or housing numbers are too high	Based on the assessment of services and facilities, it is considered that Coxheath fulfils the role of a Rural Service Centre and the Regulation 19 version of the Local plan is proposed to be amended to classify the village as a Rural Service Centre.  The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding	Designate Coxheath in the Reg 19 draft Plan as a Rural Service Centre
					Proposed development does not constitute "limited" development - needs to be quantified		
					Impact on quality of life, village character and coalescence with surrounding villages		
					Impact on the highway network, increased traffic congestion, impact on air quality, and impact on highway and pedestrian safety		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					Lack of infrastructure, including sewerage and water supply, and drainage/flooding problems	sources. On-going work with the infrastructure providers, including Southern Water and the Environment Agency has not identified a fundamental constraint to the development proposed at Coxheath. By identifying specific sites for development, the Local Plan sets the limits to village expansion and so actually helps to secure against the coalescence of settlements. The sites at Coxheath have been identified following a comprehensive assessment of potential housing sites. The assessment has considered landscape and ecological impacts and potential agricultural land loss. Whilst every effort has been made to identify brownfield sites, some greenfield sites are also required for the future need for housing to be met.	
					Lack of village facilities, including medical facilities, and impact on school		
547					Loss of greenfield land and Grade 2 agricultural land, impact on wildlife and habitats		
					Reclassify Coxheath as a rural service centre	Based on the assessment of services and facilities, it is considered that Coxheath fulfils the role of a Rural Service Centre and the Regulation 19 version of the Local plan is proposed to be amended to classify the village as a Rural Service Centre.	Designate Coxheath in the Reg 19 draft Plan as a Rural Service Centre
					Some support for some growth in Coxheath with supporting infrastructure	Support welcomed	No change
					<b>3. Eythorne Street</b>		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					Support for Eythorne Street as a larger village	Support welcomed	No change
					<b>4. Sutton Valence</b>		
					Delete Sutton Valence as a larger village	An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a Larger Village. Whilst a Larger Village has fewer services and facilities than a Rural Services Centre, these are considered to be at a sufficient level to support limited, planned sustainable development.	No change.
					Lack of infrastructure and impact on highways		
548					Lack of shops and the imminent relocation of the post office, impact on school		
					Impact on pedestrian safety		
					Village adjacent to Greensand Ridge where protective policies apply	The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local Plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers has not identified a fundamental constraint to the development proposed at Sutton Valence.	
					Some support for Sutton Valence as a larger village	Support welcomed	No change
					<b>5. Yalding</b>		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					Delete Yalding as a larger village	<p>An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a Larger Village. Whilst a Larger Village has fewer services and facilities than a Rural Services Centre, these are considered to be at a sufficient level to support limited, planned sustainable development.</p> <p>The sites at Yalding have been identified following a comprehensive assessment of potential housing sites against a range of planning criteria including landscape impacts. This included identifying brownfield sites (such as Syngenta) but these alone are not sufficient to meet the future need for housing; greenfield sites at the edge of the most sustainable settlements are also needed.</p> <p>The Regulation 19 version of the Local Plan will be supported by an Integrated Transport Strategy which will set out the specific transport measures to support the growth in the Local Plan and also an Infrastructure Delivery plan which will specify the wider infrastructure requirements (including for transport) and funding sources. On-going work with the infrastructure providers including the Environment Agency has not identified a fundamental constraint to the development proposed at Yalding.</p>	
					Lack of facilities and impact on local school which has no room for expansion		
549					Increased traffic congestion and insufficient road structure, impact on highway safety, increased noise and air pollution, rail service is rural and remote, and bridges inadequate for growth		
					Impact on heritage, loss of countryside, and impact on village character		
					Increased flood risk		



Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					A new cycle route would benefit commuting to Maidstone and Tonbridge	A Cycling Strategy will be incorporated into the Integrated Transport Strategy produced to support the Local Plan.	No change
					Some support for Yalding as a larger village	Support welcomed	No change
					<b>6. General</b>		
					Some support for this tier in the settlement hierarchy	Support welcomed	No change
550					Major housing expansion at the villages is out of scale and character with existing villages and represents unsympathetic excursion into the countryside	An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining the villages that can be designated as a Larger Village. Based on this assessment, the settlements listed are not considered to have sufficient services to support their designation as a Larger Village.	No change
					Include Hunton and other villages, or create a new tier of smaller settlements to address underprovision of housing land and rural decline, and to support local facilities.		
					East Farleigh should be identified as a larger village		
					Langley should be identified as a larger village		
					Chart Sutton should be identified as a larger village		
					Laddingford should be identified as a		

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					larger village or smaller settlement		
551					Re-direct development to villages closer to the motorway	Policy SS1 sets out the Council's spatial strategy and settlement hierarchy for the distribution of development. Proximity to the motorway is not considered to be a pre-determinant of the suitability of a settlement for additional development. An assessment of population and the services and facilities available in each settlement in the borough forms part of the basis for determining which settlements are the most sustainable. This assessment takes account of accessibility by public transport.	No change
					A reduction of allocations by around 20% should be made in each of the larger villages.	The evidence does not support the arbitrary reduction suggested. The identification of the Larger Villages is based on a comprehensive assessment of services and facilities which provides the evidence to support the selection of settlements included in the Plan's settlement hierarchy.	No change
					The larger villages concept is ill considered and based on out-of-date information		
					Lack of discussion and consent with villages involved prior to publication of draft plan	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. Since the Regulation 18 consultation was completed, there has been a specific series of meetings with parish councils to discuss local issues.	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
NPPF1	Presumption in favour of sustainable development	8	5	3	Support for the policy	Support is welcomed. The Local Plan must comply with the policies of the NPPF, although Examination Inspectors no longer require a model policy for the presumption in favour of sustainable development. Policy NPPF1 is proposed to be deleted in the Reg 19 version of the Local Plan, although text references are retained.	Delete Policy NPPF1 as superfluous but retain text references to the NPPF as one of the key influences in the preparation of the Local Plan.
552					Local Plan should demonstrably comply with this policy (and Council should apply this policy consistently to housing allocations.)	<p>The Local Plan is fundamentally concerned with delivering sustainable development objectives and the policy has been applied consistently to housing allocations. All sites (allocated and rejected) were subject to site visits, and the views of infrastructure providers and other bodies (for landscape, ecology, etc.) were sought. Pro forma were used to standardise the assessment of the merits and constraints of potential development sites. The pro forma were published with the Local Plan at consultation. Each site has been subject to independent sustainability appraisal.</p> <p>The Local Plan must comply with the policies of the NPPF, although Examination Inspectors no longer require a model policy for the presumption in favour of sustainable development. Policy NPPF1 is proposed to be deleted in the Reg 19 version of the Local Plan, although text references are retained.</p>	Delete Policy NPPF1 as superfluous but retain text references to the NPPF as one of the key influences in the preparation of the Local Plan.
					Policy should include a local	A robust evidence base supports the Local Plan and the	Delete Policy NPPF1 as

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					perspective.	public has had the opportunity to shape the Plan at the local level through consultations. The Local Plan must comply with the policies of the NPPF, although Examination Inspectors no longer require a model policy for the presumption in favour of sustainable development. Policy NPPF1 is proposed to be deleted in the Reg 19 version of the Local Plan, although text references are retained.	superfluous but retain text references to the NPPF as one of the key influences in the preparation of the Local Plan.
553					The inclusion of this policy is neither appropriate nor necessary.	The Local Plan must comply with the policies of the NPPF, although Examination Inspectors no longer require a model policy for the presumption in favour of sustainable development. Policy NPPF1 is proposed to be deleted in the Reg 19 version of the Local Plan, although text references are retained.	Delete Policy NPPF1 as superfluous but retain text references to the NPPF as one of the key influences in the preparation of the Local Plan.
H2 (Reg 19 DM12)	Density of Housing Development	1	14	9	A less prescriptive approach should be adopted to enable development to respond to site specific criteria and local aspiration.	The policy sets densities for residential development for a range of geographical areas, <u>provided</u> the achievement of good design and the distinctive character of the area are not compromised. The policy therefore provides flexibility. Further, the densities of allocated sites often vary where more detailed site information is available.	No change
					Proposed densities are too high.	The policy provides for flexibility depending on site conditions and/or constraints.	No change

Policy No.	Policy title	No. in support	No. of objections	No. of observations	Key issues arising	Officer response	Officer recommendation
					Housing density should be higher.	The policy provides for flexibility depending on site conditions and/or constraints.	No change
					Development density in the rural areas should not exceed 30 dwellings per hectare.	The policy provides for flexibility depending on site conditions and/or constraints.	No change
554					Policy H2 is in need of amendment/clarification.	The policy sets densities for residential development for a range of geographical areas, <u>provided</u> the achievement of good design and the distinctive character of the area are not compromised. The densities of allocated sites often vary where more detailed site information is available. The same will be true for planning applications. There is no conflict because the policy provides flexibility.	No change
					Adequate play areas, community facilities and parking spaces need to be provided.	The policies of the Local Plan set the requirements for publicly accessible open space and parking (Reg 19 Policies DM22, DM23 and DM27).	No change

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	Introduction to the Maidstone Borough Local Plan			Technical: Updated section on evolution of the local plan, and amend plan review date to commence in 2022.
	Key influences			Technical: Expanded sections on Neighbourhood Planning and Duty to Cooperate. Update references to the evidence base.
	Presumption in favour of sustainable development	NPPF1		SPST 13.01.16: Delete policy as it is repeating national policy (Inspector's advisory visit). Ref to NPPF/NPPG remains in text.
	<b>SPATIAL STRATEGY</b>			
SS1	Spatial strategy	SS1		SPS&T 09.06.15: Agreed OAN 18,560 dwellings 2011 - 2031. Technical: Expand on explanation of settlement hierarchy for clarity. Add/ update tables showing land supply against objectively assessed needs.
	Key diagram			Technical: Move diagram to Spatial Strategy chapter and amend to reflect changes to the local plan (Low Weald LLV, strategic employment location at J8 and Coxheath as an RSC)
	<b>SPATIAL POLICIES</b>			
SP1	Maidstone urban area	SP2		Technical: Urban area sets the scene for the town centre so order policy first. Amendments to reflect format of spatial policies, cross referencing to SP2/SP3. Add text reference to new free school proposed at Invicta Grammar/ Valley Park Schools.
SP2	<b>Strategic development</b>			SPST 13.01.16: to add clarity for the reader,



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<b>New Policy No. R19</b>	<b>Policy details</b>	<b>Policy No. Cross ref R18 (2014)</b>	<b>Policy No. Cross ref R18 (2015)</b>	<b>Amendment reference: Committee references, technical or other</b>
	<b>location to north-west of urban area</b>			new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy H1 to policy SP2.
SP3	<b>Strategic development location to south-east of urban area</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy H1 to policy SP3.
SP4	Maidstone town centre	SP1		SPST 18.08.15/19.08.15: add paragraph on Baltic Wharf. Technical: Add reference to the Government's intention to make permanent temporary permitted development rights for change of use from offices to residential.
SP5	Rural service centres	SP3		SPST 13.01.16: Move text to new site policies for RSCs. Re-classify Coxheath as an RSC.
SP6	<b>Coxheath RSC</b>			SPST 13.01.16: To redefine settlement as an RSC due to level of services. To add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP5 to here.
SP7	<b>Harrietsham RSC</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP5 to here.
SP8	<b>Headcorn RSC</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP5 to here.
SP9	<b>Lenham RSC</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement,

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				with accompanying inset map. Move supporting text from policy SP5 to here.
SP10	<b>Marden RSC</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP5 to here.
SP11	<b>Staplehurst RSC</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP5 to here.
SP12	Larger villages	SP4		SPST 13.01.16: Move text to new site policies for larger villages.
SP13	<b>Boughton Monchelsea</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP12 to here.
SP14	<b>Eyhorne Street (Hollingbourne)</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP12 to here.
SP15	<b>Sutton Valence</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP12 to here.
SP16	<b>Yalding</b>			SPST 13.01.16: to add clarity for the reader, new policy collating allocations for settlement, with accompanying inset map. Move supporting text from policy SP12 to here.
SP17	Countryside	SP5		SPST 18.08.15/19.08.15 and 08.09.15; Policy & Resources 23.09.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				SPST 14.12.15: policy amendments.
	Inset map for LLVs			SPST 18.08.15/19.08.15 and 08.09.15; Policy & Resources 23.09.15: inset map amendments.
	<b>HOUSING SITE ALLOCATIONS</b>			
H1	Housing site allocations	H1		SPST 13.01.16: Move the list of sites in former policy H1 into a table in the supporting text to the policy to avoid duplication of policy reference numbers with detailed site policies, and move non-specific policy criteria from site allocation policies to policy H1. Cross reference site allocations to H1 and vice-versa. Move supporting text for strategic development locations to policies SP2 and SP3. Expand on justification for policy criteria in respect of site selection. Move supporting text for key site allocations here.
	<b>DETAILED-HOUSING SITE ALLOCATIONS (Formerly Appendix A)</b>			
	<i>North west strategic development location</i>			
H1(1)	Bridge Nursery, London Road, Maidstone	H1(1)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(2)	East of Hermitage Lane, Maidstone	H1(2)		Cabinet 02.02.15/04.02.15: no change SPST 14.12.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				Technical: amendments related to appeal decision and IDP requirements.
H1(3)	West of Hermitage Lane, Maidstone	H1(3)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(4)	Oakapple Lane, Barming	H1(4)		Cabinet 02.02.15/04.02.15: no change. 14.07.15/23.07.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>South east strategic development location</i>			
H1(5)	Langley Park, Sutton Road, Boughton Monchelsea	H1(5)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(6)	North of Sutton Road, Otham	H1(6)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(7)	North of Bicknor Wood, Gore Court Road, Otham	H1(7)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(8)	West of Church Road, Otham	H1(8)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(9)	Bicknor Farm, Sutton Road,	H1(9)		Cabinet 02.02.15/04.02.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	Otham			SPST 14.12.15: policy amendments.  Technical: amendments related to IDP requirements.
H1(10)	South of Sutton Road, Langley	H1(10)		Cabinet 02.02.15/04.02.15: policy rejection. SPST 18.08.15/19.08.15 and 08.09.15: policy reinstatement and amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>Other urban area locations</i>			
H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	H1(11)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<del>Haynes, Ashford Road, Maidstone</del>	<del>H1(12)</del>		SPST 18.08.15/19.08.15: delete policy. Site no longer available for housing development. SPST 14.12.15: deletion confirmed.
H1(12)	Land at 180-188 Union Street, Maidstone		H1(56)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
	<del>The Russell Hotel, Boxley Road, Maidstone</del>		<del>H1(55)</del>	Cabinet 02.02.15/04.02.15: new policy. Technical: counted in housing land supply as an extant permission (pre 01.04.15). Delete policy to avoid double counting.
H1(13)	Medway Street, Maidstone	H1(13)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(14)	American Golf, Tonbridge, Maidstone	H1(14)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments.
H1(15)	6 Tonbridge Road, Maidstone	H1(15)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments.

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<b>New Policy No. R19</b>	<b>Policy details</b>	<b>Policy No. Cross ref R18 (2014)</b>	<b>Policy No. Cross ref R18 (2015)</b>	<b>Amendment reference: Committee references, technical or other</b>
H1(16)	Slencrest House, 3 Tonbridge Road, Maidstone		H1(54)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(17)	Laguna, Hart Street Maidstone	H1(16)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(18)	Dunning Hall (off Fremlin Walk), Week Street, Maidstone		H1(52)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(19)	18-21 Foster Street, Maidstone		H1(53)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(20)	Wren's Cross, Upper Stone Street, Maidstone		H1(74)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(21)	Barty Farm, Roundwell, Thurnham	H1(17)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(22)	Whitmore Street, Thurnham	H1(18)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(23)	North Street, Barming	H1(19)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.07.15/23.07.15: policy and plan amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(24)	Postley Road, Tovil	H1(20)		Cabinet 02.02.15/04.02.15 and 09.03.15: policy amendments. SPST 14.12.15: policy amendments.
H1(25)	Bridge Industrial Centre, Wharf Road, Tovil		H1(51)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.



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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
H1(26)	Tovil Working Men's Club, Tovil Hill, Maidstone		H1(58)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(27)	Kent Police HQ, Sutton Road, Maidstone	H1(21)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(28)	Kent Police training school, Sutton Road, Maidstone	H1(22)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(29)	New Line Learning, Boughton Lane, Loose	H1(23)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(30)	West of Eclipse, Maidstone	H1(24)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(31)	Bearsted Station Goods Yard, Bearsted		H1(59)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
H1(32)	Cross Keys, Bearsted		H1(61)	Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15 and 06.10.15: policy reinstatement and amendments. SPST 14.12.15: policy amendments.
	<i>Coxheath RSC</i>			
H1(33)	Linden Farm, Stockett Lane, Coxheath	H1(43)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(34)	Heathfield, Heath Road, Coxheath	H1(44)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(35)	Forstal Lane, Coxheath	H1(45)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				requirements.
H1(36)	Land north of Heath Road (Older's Field), Coxheath		H1(75)	SPST 14.07.15/23.07.15 and 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(37)	Clockhouse Farm, Heath Road, Coxheath	RMX1(4)		SPST 18.08.15/19.08.15: delete employment reference. Technical: move residential element to policy H1. Technical: amendments related to IDP requirements.
	<i>Harrietsham RSC</i>			
	<del>Tongs Meadow, West Street, Harrietsham</del>	<del>H1(25)</del>		Cabinet 09.03.15 and SPST 09.06.15: delete policy. SPST 14.12.15: deletion confirmed.
H1(38)	South of Ashford Road, Harrietsham	H1(26)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(39)	Mayfield Nursery, Ashford Road, Harrietsham	H1(27)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(40)	Church Road, Harrietsham	H1(28)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>Headcorn RSC</i>			
H1(41)	Old School Nursery, Station Road, Headcorn	H1(38)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
H1(42)	Ulcombe Road and Millbank, Headcorn	H1(39)		Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: policy reinstatement and no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(43)	Grigg Land and Lenham Road, Headcorn	H1(40)		Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: policy reinstatement and no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(44)	South of Grigg Lane, Headcorn	H1(41)		Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: policy reinstatement and no change. SPST 14.12.15: policy amendments.
H1(45)	Knaves Acre, Headcorn	H1(42)		Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: policy reinstatement and no change. SPST 14.12.15: policy amendments.
H1(46)	Land North of Lenham Road, Headcorn		H1(65)	Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15 and 06.10.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>Lenham RSC</i>			
H1(47)	Tanyard Farm, Old Ashford Road, Lenham	H1(29)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				requirements.
H1(48)	Glebe Gardens, Lenham	H1(30)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments.
	<del>Ham Lane, Lenham</del>	<del>H1(31)</del>		Cabinet 02.02.15/04.02.15 and SPST 14.07.15/23.07.15: delete policy. SPST 14.12.15: deletion confirmed.
	<i>Marden RSC</i>			
H1(49)	Howland Road, Marden	H1(32)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(50)	Stanley Farm, Plain Road, Marden	H1(33)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(51)	The Parsonage, Goudhurst Road, Marden	H1(34)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(52)	Marden Cricket and Hockey Club, Stanley Road, Marden	H1(35)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(53)	South of The Parsonage, Goudhurst Road, Marden		H1(66)	Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>Staplehurst RSC</i>			
H1(54)	Hen and Duckhurst Farm,	H1(36)		Cabinet 02.02.15/04.02.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	Marden Road, Staplehurst			SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(55)	Fishers Farm, Fishers Road, Staplehurst	H1(37)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(56)	Land to the north of Henhurst Farm, Staplehurst		H1(68)	Cabinet 02.02.15/04.02.15: policy rejection. SPST 14.07.15/23.07.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<i>Boughton Monchelsea LV (and Loose)</i>			
H1(57)	Hubbards Lane and Haste Hill Road, Boughton Monchelsea and Loose	H1(47)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
	<del>Heath Road, Boughton Monchelsea</del>	<del>H1(48)</del>		Cabinet 02.02.15/04.02.15 and SPST 09.06.15: delete policy. SPST 14.12.15: deletion confirmed.
H1(58)	Boughton Lane, Loose and Boughton Monchelsea		H1(62)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(59)	Land at Boughton Mount, Boughton Lane, Boughton Monchelsea		H1(63)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(60)	Land at junction of Church Street and Heath Road,		H1(70)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	Boughton Monchelsea			Technical: amendments related to IDP requirements.
H1(61)	Lyewood Farm, Green Lane, Boughton Monchelsea		H1(71)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(62)	Hubbards Lane, Loose		H1(76)	SPST 14.07.15/23.07.15 and 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments.
	<i>Eyhorne Street (Hollingbourne) LV</i>			
H1(63)	East of Eyhorne Street, Eyhorne Street, Hollingbourne	H1(49)		Cabinet 02.02.15/04.02.15: no change. SPST 14.12.15: policy amendments.
H1(64)	West of Eyhorne Street, Eyhorne Street, Hollingbourne	H1(50)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments.
H1(65)	Land adj. To The Windmill PH, Eyhorne Street, Hollingbourne		H1(72)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
	<i>Sutton Valence LV</i>			
H1(66)	Brandy's Bay, South Lane, Sutton Valence		H1(73)	Cabinet 02.02.15/04.02.15: new policy. SPST 14.12.15: policy amendments.
	<i>Yalding LV( and Laddingford)</i>			
H1(67)	Vicarage Road, Yalding	H1(46)		Cabinet 02.02.15/04.02.15: policy amendments. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
H1(68)	Bentletts Yard, Claygate		H1(77)	SPST 14.07.15/23.07.15 and



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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	Road, Laddingford			18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments.
	<b>OPEN SPACE ALLOCATIONS</b>			
OS1	Open space allocations		OS1	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<b>BROAD LOCATIONS FOR HOUSING GROWTH</b>			
H2	Future Broad locations for housing growth	H3		SPST 14.07.15/23.07.15: to increase town centre capacity to 700 dwellings. SPST 18.08.15/19.08.15: policy amendments. SPST 13.01.16: Move the list of sites in former policy H3 into a table in the supporting text to the policy to avoid duplication of policy reference numbers with detailed site policies, and move non-specific policy criteria from site allocation policies to policy H2. Cross reference site allocations to H2 and vice-versa. Technical: Add reference to the Government's intention to make permanent temporary permitted development rights for change of use from offices to residential.
	<b>FUTURE BROAD LOCATIONS FOR HOUSING GROWTH</b>			

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	<b>(Formerly Appendix F)</b>			
H2(1)	<b>Maidstone town centre</b>	-		SPST 13.01.16: to add clarity for the reader, new policy to complete suite of H2 policies.
H2(2)	Invicta Park Barracks, Maidstone	H3(2)		SPST 18.08.15/19.08.15: policy amendments.
H2(3)	Lenham	H3(3)		SPST 18.08.15/19.08.15: policy amendments.
	<b>GYPSY AND TRAVELLER SITE ALLOCATIONS</b>			
GT1	Gypsy and Traveller <b>site</b> allocations	GT1		SPST 18.08.15/19.08.15: policy amendments. SPST 13.01.16: Move the list of sites in former policy GT1 into a table in the supporting text to the policy to avoid duplication of policy reference numbers with detailed site policies, and move non-specific policy criteria from site allocation policies to policy GT1. Cross reference site allocations to GT1 and vice-versa.
	<b>DETAILED GYPSY AND TRAVELLER SITE ALLOCATIONS (Formerly Appendix D)</b>			
GT1(1)	The Kays, Heath Road, Boughton Monchelsea		GT1(9)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments.
GT1(2)	Greenacres (Plot 5), Church Hill, Boughton Monchelsea		GT1(10)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(3)	Chart View, Chart Hill Road, Chart Sutton		GT1(11)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(4)	Land at Blossom Lodge, Stockett Lane, Coxheath		GT1(16)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
GT1(5)	Little Boarden, Boarden lane, Headcorn	GT1(2)		SPST 18.08.15/19.08.15: policy amendments.
GT1(6)	Land rear of Granada, Lenham Road, Headcorn		GT1(15)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(7)	The Chances, Lughorse Lane, Hunton	GT1(3)		SPST 18.08.15/19.08.15: policy amendments.
GT1(8)	Kilnwood Farm, Old Ham Lane, Lenham		GT1(8)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(9)	1 Oak Lodge, Tilden Lane, Marden	GT1(1)		SPST 18.08.15/19.08.15: no change.
GT1(10)	The Paddocks, George Street, Staplehurst		GT1(13)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(11)	Bluebell Farm, George Street, Staplehurst		GT1(14)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: no change.
GT1(12)	Cherry Tree Farm, West Wood Road, Stockbury	GT1(5)		SPST 18.08.15/19.08.15: no change.
GT1(13)	Flips Hole, South Street Road, Stockbury	GT1(6)		SPST 18.08.15/19.08.15: no change.
GT1(14)	The Ash, Yelstead Road, Stockbury	GT1(7)		SPST 18.08.15/19.08.15: plan amendment.
GT1(15)	Hawthorne Farm, Pye Corner, Ulcombe	GT1(4)		SPST 18.08.15/19.08.15: no change.
GT1(16)	Neverend Lodge, Pye Corner, Ulcombe		GT1(12)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments.
	<b>RETAIL AND MIXED USE SITE ALLOCATIONS</b>			
RMX1	Retail and mixed use allocations	RMX1		SPST 18.08.15/19.08.15: policy amendments. SPST 13.01.16: Move the list of sites in former policy RMX1 into a table in the supporting text to

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				the policy to avoid duplication of policy reference numbers with detailed site policies, and move non-specific policy criteria from site allocation policies to policy RMX1. Cross reference site allocations to RMX1 and vice-versa.
	<b>DETAILED RETAIL AND MIXED USE SITE ALLOCATIONS (Formerly Appendix B)</b>			
RMX1(1)	Newnham Park, Bearsted Road, Maidstone	RMX1(1)		SPST 18.08.15/19.08.15: policy amendments. Technical: amendments related to IDP requirements.
RMX1(2)	Maidstone East and Former Royal Mail Sorting Office, Sandling Road, Maidstone	RMX1(2)		SPST 18.08.15/19.08.15: policy amendments. Technical: amendments related to IDP requirements.
RMX1(3)	King Street car park and former AMF Bowling site, Maidstone	RMX1(3)		SPST 18.08.15/19.08.15: no change. Technical: amendments related to IDP requirements.
	<del>Clockhouse Farm, Heath Road, Coxheath</del>	<del>RMX1(4)</del>		SPST 18.08.15/19.08.15: delete employment reference. Technical: move residential element to policy H1(37).
RMX1(4)	Former Syngenta works, Hampstead Lane, Yalding	RMX1(5)		SPST 18.08.15/19.08.15: no change. SPST 14.12.15: policy amendments. Technical: amendments related to IDP requirements.
	<b>EMPLOYMENT SITE ALLOCATIONS</b>			

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
EMP1	Employment allocations	EMP1		SPST 18.08.15/19.08.15: policy amendments. SPST 13.01.16: Move the list of sites in former policy EMP1 into a table in the supporting text to the policy to avoid duplication of policy reference numbers with detailed site policies, and move non-specific policy criteria from site allocation policies to policy EMP1. Cross reference site allocations to EMP1 and vice-versa.
	<b>DETAILED EMPLOYMENT SITE ALLOCATIONS (Formerly Appendix C)</b>			
EMP1(1)	Mote Road, Maidstone	EMP1(1)		SPST 18.08.15/19.08.15: policy amendments. Technical: amendments related to IDP requirements.
EMP1(2)	West of Barradale Farm, Maidstone Road, Headcorn	EMP1(4)		SPST 18.08.15/19.08.15: no change. Technical: amendments related to IDP requirements.
EMP1(3)	South of Claygate, Pattenden lane, Marden	EMP1(2)		SPST 18.08.15/19.08.15: no change.
EMP1(4)	West of Wheelbarrow Industrial Estate, Pattenden Lane, Marden	EMP1(3)		SPST 18.08.15/19.08.15: no change.
EMP1(5)	Woodcut Farm, Ashford Road, Bearsted		EMP1(5)	SPST 18.08.15/19.08.15: new policy. SPST 14.12.15: policy amendments. Technical: move supporting text from policy EMP1(5) to supporting text for EMP1. Technical: amendments related to IDP requirements.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	<del><b>PARK AND RIDE ALLOCATIONS</b></del>			
	Park and ride allocations	PKR1		SPST 08.09.15: delete policy. SPST 14.12.15: no change to deletion.
	<del><b>APPENDIX E: PARK AND RIDE ALLOCATIONS</b></del>			
	Linton Crossroads (A229/B2163)	PKR1(1)		SPST 08.09.15: delete policy. SPST 14.12.15: no change to deletion.
	Old Sittingbourne Road (A249) at M20 junction 7	PKR1(2)		SPST 08.09.15: delete policy. SPST 14.12.15: no change to deletion.
	<b>DEVELOPMENT MANAGEMENT POLICIES FOR MAIDSTONE BOROUGH</b>			
	<i>General</i>			
DM1	Principles of good design	DM4		Cabinet 14.01.15: policy amendments. Technical: minor amendments re NPPF compliance
DM2	Sustainable design	DM2		Cabinet 14.01.15: no change. Technical: delete refs to codes for sustainable homes to reflect national policy changes.
DM3	Historic and natural environment	DM10		Cabinet 14.01.15: policy amendments. Technical: update section referring to Landscapes of Local Value to reflect Committee decisions re policy SP17.
DM4	Development on brownfield land	DM1		Cabinet 14.01.15: policy amendments. SPST 14.12.15: policy amendments.
DM5	Air quality	DM16		Cabinet 14.01.15: no change.



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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
DM6	Non-conforming uses	DM9		Cabinet 14.01.15: no change.
DM7	External lighting	DM6		Cabinet 14.01.15: policy amendments. Technical: delete refs to codes for sustainable homes to reflect national policy changes.
	<i>Residential</i>			
DM8	Residential extensions, conversions and redevelopment	DM8		Cabinet 14.01.15: no change.
DM9	Residential premises above shops and businesses	DM21		Cabinet 14.01.15: no change.
DM10	Residential garden land	DM5		Cabinet 14.01.15: no change. Technical: to make clear the council is not seeking to develop garden land in the countryside, add policy prefix "Within the defined boundaries of the urban area, rural service centres and larger villages ...".
DM11	Housing mix	DM23		Cabinet 14.01.15: policy amendments. Technical: Add reference to custom build/ self-build plots in the policy and supporting text to reflect national guidance.
DM12	Housing densities	H2		Technical: policy applies to all residential development so move from former policy H2 to DM policies. Add text to explain densities for individual allocations vary where more detailed site information is available.
DM13	Affordable housing	DM24		SPST 14.07.15/23.07.15 and 18.08.15/19.08.15: policy amendments. Technical: add reference to the Government's intention to introduce Starter Homes as part of affordable housing provision.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
DM14	Local needs housing	DM25		Cabinet 14.01.15: policy amendments.
DM15	Nursing and Care Homes		DM42	Cabinet 14.01.15: new policy SPST 09.06.15: amend estimated need to 960 nursing/care homes places 2011-2031. SPST 14.12.15: policy amendments.
DM16	Gypsy, Traveller and Travelling Showpeople accommodation	DM26		Cabinet 14.01.15: policy amendments.
	<i>Retail</i>			
DM17	Town centre uses	DM19		Cabinet 14.01.15: no change.
DM18	District centres, local centres and local shops and facilities	DM20		Cabinet 14.01.15: policy amendments.
DM19	Signage and shop fronts	DM7		Cabinet 14.01.15: no change.
	<i>Employment</i>			
DM20	Economic development	DM17		Cabinet 14.01.15: policy amendments.
DM21	Retention of employment sites	DM18		Cabinet 14.01.15: policy amendments. Technical: Delete part criterion (5) – cannot restrict change of use to non-conforming uses.
	<i>Infrastructure</i>			
DM22	Open space and recreation	DM11		Cabinet 14.01.15: policy amendments. SPST 18.08.15/19.08.15: further policy amendments. SPST 14.12.15: policy amendments. SPST 13.01.16: add quality open space standards to reflect the need for standards to be set out in the policy rather than an SPD.
DM23	Community facilities	DM12		Cabinet 14.01.15: no change.
DM24	Sustainable transport	DM13		SPST 08.09.15: policy amendments. Technical: amendment to supporting text for

New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
				policy - add list of key highway improvements approved by SPST 14.12.15 for inclusion in the ITS. Add ref to securing the provision of a new bus exchange facility. Add ref to protection and enhancement of public rights of way for NPPF compliance.
DM25	Public transport	DM14		SPST 08.09.15: policy amendments.
DM26	Park and ride sites	DM15		SPST 08.09.15: policy amendments. Technical: Delete ref to specific amount of £100 KCC charge. SPST 14.12.15: policy amendments.
DM27	<b>Parking standards</b>			SPST 13.01.16: New policy to reflect the need for standards to be set out in the policy rather than an SPD.
DM28	Renewable and low carbon energy schemes	DM3		Cabinet 14.01.15: policy amendments. Technical: remove ref to wind turbines in accordance with Ministerial Statement June 2015.
DM29	Electronic communications	ID2		Cabinet 14.01.15: no change. Technical: Move policy from former ID2 as policy more appropriate in development management section.
DM30	Mooring facilities and boatyards	DM22		Cabinet 14.01.15: policy amendments.
	<b>DEVELOPMENT MANAGEMENT POLICIES FOR THE TOWN CENTRE</b>			
DM31	Primary shopping frontages	DM27		Cabinet 14.01.15: policy amendments.
DM32	Secondary shopping	DM28		Cabinet 14.01.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
	frontages			
DM33	Leisure and community uses in the town centre	DM29		Cabinet 14.01.15: policy amendments.
	<b>DEVELOPMENT MANAGEMENT POLICIES FOR THE COUNTRYSIDE</b>			
	<i>General - countryside</i>			
DM34	Design principles in the countryside	DM30		Cabinet 14.01.15: policy amendments.
DM35	Conversion of rural buildings	DM32		Cabinet 14.01.15: policy amendments.
	<i>Residential - countryside</i>			
DM36	Rebuilding and extending dwellings in the countryside	DM33		Cabinet 14.01.15: no change.
DM37	Change of use of agricultural land to domestic garden land	DM34		Cabinet 14.01.15: no change.
DM38	Accommodation for agriculture and forestry workers	DM35		Cabinet 14.01.15: policy amendments.
DM39	Live-work units	DM36		Cabinet 14.01.15: policy amendments.
	<i>Employment - countryside</i>			
DM40	New agricultural buildings and structures	DM31		Cabinet 14.01.15: policy amendments.
DM41	Expansion of existing businesses in rural areas	DM37		Cabinet 14.01.15: policy amendments.
DM42	Holiday caravan and camp sites	DM38		Cabinet 14.01.15: no change.
DM43	Caravan storage in the countryside	DM39		Cabinet 14.01.15: policy amendments.

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New Policy No. R19	Policy details	Policy No. Cross ref R18 (2014)	Policy No. Cross ref R18 (2015)	Amendment reference: Committee references, technical or other
DM44	Retail units in the countryside	DM40		Cabinet 14.01.15: policy amendments.
DM45	Equestrian development	DM41		Cabinet 14.01.15: policy amendments.
	<b>DELIVERY FRAMEWORK</b>			
ID1	Infrastructure delivery	ID1		Cabinet 14.01.15: policy amendments. Technical: updates to reflect more comprehensive nature of IDP and to clarify that the infrastructure priorities relate to importance rather than timing.
Chapter	Monitoring and Review	Appendix H		Technical: replace former monitoring table with expanded monitoring and review chapter to reflect recommendation of Planning Advisory Service Review.
	<b>APPENDICES</b>			
	<del>Maidstone Community Strategy</del>	<del>Appendix G</del>		Technical: delete appendix (Regulation 18 tool)
	<del>Delivery of spatial objectives</del>	<del>Appendix I</del>		Technical: delete appendix (Regulation 18 tool)
Appendix A	Housing Trajectory	Appendix J		Technical: Factual update of housing trajectory
Appendix B	Residential parking standards	-		SPST 13.01.16: Part of new policy DM27 to reflect the need for standards to be set out in the policy rather than an SPD.
Appendix C	Superseded policies and documents	Appendix K		Technical: Separate appendix into two lists. Expand former table to illustrate where former saved policies have been superseded by new policies.
Appendix D	Saved Supplementary Planning Documents and	Appendix K		Technical: Separate appendix into two lists – update saved Planning Policy Advice Notes.

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<b>New Policy No. R19</b>	<b>Policy details</b>	<b>Policy No. Cross ref R18 (2014)</b>	<b>Policy No. Cross ref R18 (2015)</b>	<b>Amendment reference: Committee references, technical or other</b>
	Planning Policy Advice Notes			
Appendix E	Glossary	Appendix I		Technical: Updated to reflect changes in national policy/guidance.
Appendix F	Site allocation plans			Technical: The Policies Map, which is available on the council's website, forms part of the Maidstone Borough Local Plan. For ease of reference, a supplementary document containing individual location plans for allocated sites accompanies the local plan.



## **Stage 1: Equality Impact Assessment**

<p><b>1. What are the main aims purpose and outcomes of the Policy and how do these fit with the wider aims of the organization?</b></p>
<p>The Maidstone Borough Local Plan sets out the strategy to achieve development and growth across the borough for the period 2011 to 2031. The plan includes policies to promote development and the overall spatial strategy, as well as more detailed policies to assist in the determination of planning applications. To give certainty to the public, stakeholders and developers, allocations for residential and Gypsy and Traveller accommodation as well as land for retail provision and employment have been made. These policies and allocations will assist in the delivery of the council's strategic aims and corporate objectives. Consideration has been given to the Sustainable Community Strategy, the Statement of Community Involvement and the Corporate Equality Policy.</p>
<p><b>2. How do these aims affect our duty to:</b></p> <ul style="list-style-type: none"> <li>• <b>Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the act.</b></li> <li>• <b>Advance equality of opportunity between people who share a protected characteristic and those who do not.</b></li> <li>• <b>Foster good relations between people who share a protected characteristic and those who do not.</b></li> </ul>
<p>The council's Corporate Equality Policy would be applied to ensure that there was no unlawful discrimination, harassment and victimisation, or any other conduct that is prohibited under the act.</p> <p>Policies are written, and allocations made to be inclusive, and to foster positive relationships within and between communities.</p>
<p><b>3. What aspects of the policy including how it is delivered or accessed could contribute to inequality?</b></p>
<p>The policies and allocations contained in the Local Plan aim to ensure that development occurs in such a way that its delivery contributes to equality. Policies have been developed to continue to promote access to services provided by the council and where the council is able to influence such matters to ensure that services and opportunities provided by others do not contribute to inequality.</p> <p>Delivery of the information within the Local Plan is managed through public consultation, with care given to ensuring that the information is available through multiple channels and in multiple formats to reach the widest possible audience, being mindful of those protected characteristics under the act, and of other issues concerning the needs and abilities of the public across the borough.</p>
<p><b>4. Will the policy have an impact (positive or negative) upon the lives of people, including particular communities and groups who have protected characteristics? What evidence do you have for this?</b></p>
<p>The Local Plan, its policies and allocations, will have a range of impacts on the</p>

lives of those living in, working in and visiting the borough. All of these impacts, positive and negative, have been rigorously assessed through the Sustainability Appraisals carried out on the component parts of the document, and on the Local Plan in its entirety. This Sustainability Appraisal is required to accompany the Local Plan by the Town and County Planning (Local Development)(England) Regulations 2012 that govern how the Local Plan is produced.

If the answer to the second question has identified potential impacts and you have answered yes to any of the remaining questions then you should carry out a full EQIA set out as stage 2 below.

### **Stage 2: Equality Impact Assessment**

<b>Name of Policy/Service/Function</b>
Maidstone Borough Local Plan Regulation 19 Consultation
<b>Purpose</b>
<i>What are you trying to achieve with the policy / service / function?</i>
<p>The Maidstone Borough Local Plan is the strategic planning document that sets the framework for development in the borough between 2011 and 2031. It explains the “Why, What, Where, When and How” development will be delivered through a strategy that plans for growth and regeneration whilst at the same time protects and enhances the borough’s environmental and built assets. The Local Plan:</p> <ul style="list-style-type: none"> <li>• Sets out the scale and distribution of development</li> <li>• Identifies, by site, where development will be located</li> <li>• Identifies where development will be constrained</li> <li>• Explains how the council and its partners will deliver the plan</li> </ul>
<i>Who defines and manages it?</i>
<p>The Local Plan is defined through the democratic process, via a number of stages involving both Councillors and officers. The Plan is considered by the Strategic Planning, Sustainability and Transportation Committee (including its previous iterations), and ultimately through Council. Officers in the Spatial Policy team and other senior officers from interested teams input into the work programme.</p> <p>The process is managed through a project team led by the Director of Planning and Regeneration, in collaboration with the Head of Planning and Development and the Spatial Policy Team Leader.</p>
<i>Who do you intend to benefit from it and how?</i>
<p>The Local Plan will benefit those living in, working in and visiting the borough, as well as key stakeholders and developers by giving certainty about the shape and form of development, and by providing a framework to encourage development to occur in a planned and co-ordinated manner. It will address such issues as meeting objectively assessed housing need, providing for local needs housing,</p>

provision of accommodation for the Gypsy and Traveller community, and providing for economic development growth, whilst simultaneously protecting the environmental, historic and built assets within the borough.
<i>What could prevent people from getting the most out of the policy / service / function?</i>
The Local Plan must be accessible and easy to understand through the use of Plain English and the exclusion of jargon. It will be important to make the document available to all, with electronic access available alongside traditional paper versions in public libraries and the Gateway which are easily accessed by the public.
<i>How will you get your customers involved in the analysis and how will you tell people about it?</i>
The Local Plan and associated documents will be subject to a full and thorough consultation process. The procedure for consultation is guided by the Planning Regulations and will be conducted in accordance with the Statement of Community Involvement, and having regard to the Parish Charter. A Communications Plan will be produced to assist with publicity and consultations by the Spatial Policy and Communications Teams. Responses to the consultation will be made through a web-based portal, or in writing, to ensure that all those wishing to comment can do so.
<b>Evidence</b>
<i>How will you know if the policy delivers its intended outcome / benefits?</i>
Policies within the Local Plan detail how they will be monitored once adopted. These monitoring indicators will be reported on annually in the annual Monitoring Report or any subsequent document that supersedes the Monitoring Report.
<i>How satisfied are your customers and how do you know?</i>
Customer satisfaction can be ascertained in part through the responses to the consultation. The council will endeavour to gain a comprehensive understanding of overall satisfaction although the plan will generate very emotive responses in relation to specific local issues and this will make it difficult to gain a broad-scale understanding of satisfaction with the overall plan. It is more likely that comments on individual elements of the plan will be submitted through the consultation process.
<i>What existing data do you have on the people that use the service and the wider population?</i>
Data is gathered from such sources as the Office for National Statistics. Use is also made of results from historic and emerging census data. Details of those people and organisations that have shown an interest in the process in the past are maintained in the Objective database.

<i>What other information would it be useful to have? How could you get this?</i>
At present, no further information requirements have been identified.
<i>Are you breaking down data by equality groups where relevant (such as by gender, age, disability, ethnicity, sexual orientation, marital status, religion and belief, pregnancy and maternity)?</i>
Data is broken down by equality groups as appropriate and where relevant.
<i>Are you using partners, stakeholders, and councillors to get information and feedback?</i>
Through the consultation process information and feedback is sought from a variety of partners, stakeholders and ward and parish councillors.
<b>Impact</b>
<i>Are some people benefiting more – or less – than others? If so, why might this be?</i>
It is difficult to assess the impact of the Local Plan proposals until they are fully adopted. All of the identified impacts, positive and negative, have been rigorously assessed through the Sustainability Appraisals carried out on the component parts of the document, and on the Local Plan in its entirety.
<b>Actions</b>
<i>If the evidence suggests that the policy / service / function benefits a particular group – or disadvantages another – is there a justifiable reason for this and if so, what is it?</i>
At this stage in the process this question is not applicable. Please refer to the previous answer for more information.
<i>Is it discriminatory in any way?</i>
At this stage it is not considered that any elements are discriminatory. Please refer to the 'Impact' section answer for more information.
<i>Is there a possible impact in relationships or perceptions between different parts of the community?</i>
Please refer to the 'Impact' answer for more information.
<i>What measures can you put in place to reduce disadvantages?</i>
Until the impact of policies and allocations in the Local Plan is fully understood, through implementation and monitoring, it is not possible to prescribe measures to deal with disadvantages to certain groups or individuals. Such matters will be dealt with in the latter stages of the programme and through the ongoing

monitoring work that will follow the adoption of the Local Plan.
<i>Do you need to consult further?</i>
Yes. Under the Planning Regulations and as part of the ongoing programme a Regulation 19 (Publication) consultation will be held during 2016, and if further modifications are required they too will be the subject of consultation.
<i>Have you identified any potential improvements to customer service?</i>
No potential improvements have been identified at this stage, but such issues remain under review as part of the Communication Plan.
<i>Who should you tell about the outcomes of this analysis?</i>
Should any improvements be required these will be implemented and continually reviewed. A report regarding any significant changes would be prepared for consideration by the Strategic Planning, Sustainability and Transportation Committee.
<i>Have you built the actions into your Service Plan or Policy Implementation Plan with a clear timescale?</i>
Yes. The overarching process is governed by the Local Development Scheme which is a statutory requirement. The work programme is carefully managed by the project team responsible for the delivery of the Local Plan, and is constructed to allow for analysis and detailed planning for consultation periods to ensure that matters relating to equality are fully considered.
<i>When will this assessment need to be repeated?</i>
This assessment will be reviewed and repeated at any further stage of consultation.