

All Saints Conservation Area Study (Management Plan)

Proposals for the preservation and enhancement of the area



Directorate of Development Services

ADOPTED DOCUMENT (2003)

Forward

This report is one of two documents produced by the All Saints Conservation Area Working Party. The group was convened by the Director of Development Services, Trevor Gasson, in June 2000 with the task of preparing a conservation area enhancement scheme for the All Saints Conservation Area. The brief for the group was:

To prepare a conservation area enhancement scheme for the All Saints Conservation Area to guide proposals for the improvement of the area as whole, enhancement of the All Saints Church Yard, and to provide a context for possible enhancement and grant aiding of the restoration of the individual buildings and structures within the area. The scheme should take into account the current status of the Maidstone Millennium River park proposals, the potential construction of the All Saints Link Road and the possibility of the Carriage Museum being relocated to Mote Park.

The Working Party was drawn mainly from staff in Maidstone Borough Council, but also included help from English Heritage. The members of the team were:

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Deanne Cunningham	Environmental Services, MSC
Michael Kiely (chair)	Development Control Planner, MBC
Mike Parkinson	Conservation Officer, MSC
Richard Powell	Tourism Development, MSC
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The group has produced two reports: an Appraisal and a Study of the Conservation Area. The appraisal is concerned with analysing the character and appearance of the area, whereas the study develops proposals for its preservation and enhancement. It is hoped that these two documents will provide an informed framework within which to consider any future proposals for this important area and act as a catalyst to bring about some of these changes.

FRONT PICTURE: View of the conservation area taken 2001

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1 Introduction

- 1.1 Conservation Areas were first introduced under the provisions of the Civic Amenities Act of 1967 [now superseded by the Planning (Listed Buildings and Conservation Areas) Act 1990]. Section 69 of the 1990 Act requires local planning authorities to designate as conservation areas any "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".
- 1.2 Such designation brings control over the demolition of unlisted buildings and works to trees as well as some additional control over minor developments to single dwelling houses. The 1990 Act also places duties on local authorities:
 1. to review the extent of designation from time to time;
 2. to designate further areas if appropriate;
 3. to formulate proposals for the preservation and enhancement of conservation areas (with public consultation); and
 4. to pay special attention to the character and appearance of conservation areas when exercising their planning powers.
- 1.3 The relevant development plan needs to include firm conservation area policies. These need to be based on a clear definition of the special architectural or historic interest of conservation area in order to provide an effective tool for planning decisions. The relevant development plans at the time of writing this report are the Kent Structure Plan 1996 and the approved Maidstone Borough-Wide Local Plan 2000.
- 1.4 There are over 40 conservation areas in the Borough, and given that they are all of varying character, it would be unwieldy to include specific policies for individual conservation areas within the bodies of the development plans. Central Government advice in Planning Policy Guidance Note No. 15 (PPG15) urges local planning authorities to assess the special interest, character and appearance of all conservation areas in their districts in the form of written appraisals which will provide a sound basis for the more general policies included in development plans, will inform development control decisions and provide additional assistance at planning appeals. They can also act as the first step towards a subsequent Conservation Area Study which would contain specific policies and proposals for the preservation or enhancement of the area which can be treated as supplementary planning guidance to the Local Plan.
- 1.5 This document takes the analysis of the character and appearance of the area that was undertaken in the All Saints Conservation Area Appraisal, and produces an urban design analysis of the area to look in more detail at its character, functioning and potential. The range of pressures that might bring about changes are examined and an enhancement and management plan is developed. This adopts two approaches; short term proposals for the enhancement of buildings and spaces in the area; and longer term scenarios to look at what should be done if the Link Road is or is not built. A review of the Conservation Area boundary is also proposed.
- 1.6 This Study will be subject to public consultation before being adopted by Maidstone Borough Council.

2 Urban Design Analysis

- 2.1 This urban design analysis is based upon a set of "prompts to thinking" identified in the document entitled "By Design" which was published in mid 2000 by the Department of the Environment, Transport and the Regions, and the Commission for Architecture and the Built Environment. The purpose of the analysis is to study the Conservation Area beyond its visual components and into such areas as function and use.
- 2.2 The analysis is set out under six main headings: Character, Continuity and Enclosure, Quality of the Public Realm, Ease of Movement, Legibility and Adaptability. For ease of interpretation, the main elements of the analysis are illustrated by a series of maps. **References to the Maps are shown in bold Italics.**

Character

Level Changes

- 2.3 The location of the Conservation Area adjacent to the river provides context, not only in visual terms, but also in a topographical sense. The buildings are positioned above the level of the river which explains the expanses of ragstone retaining walls supporting the Palace and its gardens, the "Dungeons", the western extent of All Saints' churchyard and parts of the College. The natural contours of the river valley are more apparent up stream of horseway, where the gardens at the rear of the College and the Cutbush Almshouses slope steeply up to the backs of the buildings. **Map 1 indicates the general location and direction of level changes in the Conservation Area.**

Tree Cover

- 2.4 Trees play a vital role in providing a setting for the buildings and spaces that make up the All Saints' Conservation Area. Trees also help to screen some of the less attractive features, such as the major roads running through the area, and the backs of buildings beyond the limits of the Conservation Area.
- 2.5 Of particular importance in this regard, are the trees on the north eastern boundary of the Palace Gardens, and the eastern boundary of All Saint's church yard, which form a very effective screen between the main pedestrian routes and the heavily trafficked vehicular corridor. In contrast to these areas, the main precinct of the Archbishop's Palace where tree cover adjacent to the highway is sparse, the negative impacts of the highway are more noticeable and obtrusive. Tree screening in this area would however reduce the contrast between the Palace and the Stables. **Map 1 shows the main areas of tree cover within the Conservation Area.**
- 2.6 There is, however, a degree of conflict with the Church authorities over the protection of the existing tree cover in the Churchyard. The Church believes the tree cover is too dense, has a detrimental effect on the condition of the stonework and generally restricts views of the church building. If the trees continue to be managed properly then the two interests can exist in harmony. There is a similar management issue, in relation to the mature trees growing between the Millennium Bridge and the Amphitheatre whereby the trees are causing damage to the ragstone wall. One of the purposes of the recent tree survey has been to pinpoint a number of necessary remedial works which, if the management is appropriately phased, will tie in with work necessary to address the main concerns. **A tree survey is set out at Appendix A.**

Building Materials

- 2.7** One of the main unifying features which contributes to the character and identity of the Conservation Area is the consistency of building materials. Apart from the modern "Carriage House" office building and the extensions to the Baptists church on the corner of Knightrider Street and Mill Street, the remaining buildings are of local ragstone construction UNDER clay tiled roofs. Such consistency of materials, coupled with the maturity of the buildings and their associated tree plantings, give an identity which is quite unique and separate from the adjoining town centre. ***Map 1 indicates building materials in the Conservation Area.***

Landmarks and Views In

- 2.8** The River Medway is probably the most important feature in terms of providing a visual setting for the Conservation Area. It is from the river and it's bridges that the best views of the area can be enjoyed, and not surprisingly, it is with the river in the foreground, that most of the pictures and postcards of the Palace and All Saints' are taken. However, there is one particular element of the river that causes visual harm to views into the Conservation Area from the north and west, and that is the Kentish Lady pleasure boat which is moored in front of Palace Gate. Painted bright yellow and green, together with its mooring station and other paraphernalia, the boat creates an inappropriate and unattractive focal point in the foreground of the Conservation Area.
- 2.9** The church tower of All Saint's provides the main landmark in the Conservation Area. Not only is the tower the main focal point for views into the area from the river and it's bridges, but it also forms an effective end to the vista when viewed from Mill Street and Knightrider Street. ***Map 2 identifies the principal and secondary views into the Conservation Area, and shows the importance of the Church Tower as a landmark from both the river and the surrounding town centre streets.***

Night-time Character

- 2.10** The character, appearance and functioning of the Conservation Area has a totally different feel during the hours of darkness. Visually, this part of Maidstone's townscape changes completely from being an oasis of maturity and importance, to a dark and almost sinister backwater. The mature plantings and landscaping which by day create the perfect foil for historic buildings and screen the negative sights and sounds of traffic, have the effect of enclosing the space and discouraging pedestrian activity.
- 2.11** The night time environment of the Conservation Area can be assessed under two main headings; first is the visual environment which deals with such issues as architectural and amenity lighting, and second is the functioning of the Conservation Area after dark with particular reference to issues of security and safety. These two broad categories are not mutually exclusive in that there is a need to reconcile the conflict between aesthetics and particularly the desire to reduce the amount of street furniture, and the obvious importance that must be attached to safety and security measures.

Visual environment

- 2.12 As far as architectural and amenity lighting is concerned the conservation area is quite poorly illuminated. Only the Archbishop's Palace is lit with any kind of imagination and this is confined to the facade fronting Mill Street. The Stables and All saint's Church are illuminated but this is very basic and is again confined to the Mill Street frontages. Some lighting has been installed on the new Lockmeadow footbridge although it is not nearly as spectacular as it could be. From outside the Conservation Area, looking in from the river and from the main transportation routes, the buildings and trees are nothing more than a collection of silhouettes against the sky glow of the surrounding townscape.
- 2.13 The opportunities for architectural lighting here are almost limitless. The Conservation Area is rich in buildings, structures and natural features that would benefit greatly from imaginative lighting. In considering the different affects that can be created by using light, the objective should not be to floodlight entire facades and spaces which merely replicates daylight conditions, but more to select features and objects of particular interest which when illuminated create a very special appearance. An example of this would be the tower of All Saint's Church which if illuminated would provide a visible landmark in the night time sky and, because of the texture and relief of the ragstone, create interest from closer to. To complement the illumination of buildings within the Conservation Area, the up lighting of some of the larger trees would add to the visual scene. The illumination of trees whatever the season can create a spectacular setting and as the wind moves the leaves and branches, this creates a dynamic of its own. The design of lighting schemes and particularly the knowledge of what products are available is a specialist activity. There is no doubt that the Conservation Area should be properly lit and specialist advice must be sought to take this forward.

Functioning

- 2.14 In terms of functional lighting, this is essential in order to maintain security and safety after dark. During the night hours the Conservation Area remains open and although footfall is much less, pedestrians do however use the many thoroughfares that pass through it. Also during the winter months when darkness falls earlier, town life is very much active with workers and even school children using the footpaths and the Lockmeadow footbridge. Functional lighting is currently provided by four-meter high "Victorian" lamp columns. These lamps provide a low level of light and in some instances are not working at all. This situation must not be allowed to continue and regular checks must be carried out to ensure that what lighting is available does work properly. Whilst in general the main public areas throughout the conservation do have some form of lighting, there are instances for example the footpath from College Avenue to the recently completed amphitheatre, and the new burial ground to the rear of the Stables, which are not currently provided for.
- 2.15 Lighting is not the only concern when considering the safety and security of the area. The mature trees which by day create a welcome screen from traffic, act as an enclosure by night. Not only does this reduce dramatically the level of natural surveillance available from car users, but this screening effect also cuts out borrowed light from adjoining town centre activities. The solution to these safety and security concerns is not easy. On the one hand it is obviously desirable to retain trees for their contribution to the area, but issues of safety and security are also important. Consideration could be given to increasing light levels from the existing columns and possibly introducing low-level bollard lighting. However this in itself would compromise the character and appearance of the Conservation Area by adding further street furniture. Additional CCTV cameras could be introduced but again this would add to the level of clutter and because of the number and maturity of trees would be of limited value.

- 2.16 There are measures which can be implemented, namely ensuring that all street lighting is working properly and investigating the possibility of increasing light levels from these existing sources. Also there are pockets of darkness (mentioned above) where clearly it would be desirable to introduce lighting. However beyond these measures it is primarily the lack of natural surveillance from adjoining uses and not necessarily the lack of lighting which creates the feeling of unease.
- 2.17 This section concludes by recognising that night time safety and security concerns do exist within the Conservation Area. Clearly there are many exciting opportunities to illuminate buildings and features for their visual contribution after dark, but functionally it is difficult to see how further illumination could be provided for pedestrians without compromising the whole daytime character of the area. It is also vital to recognise that without natural surveillance from adjoining twenty-four hour uses, many parts of the conservation are extremely isolated after dark and no amount of lighting would allay concerns over security and safety.

Continuity and Enclosure

Arrangement of Spaces

- 2.18 The arrangement of space within the Conservation Area is very different to the traditional street pattern usually found in a town centre location. The Conservation Area is divided into a series of linked courtyards, which follow very closely the historical layout of the area. Indeed, many of the historic boundaries remain. These boundaries, coupled with their associated mature tree plantings, serve to reinforce the sense of enclosure, and provide a definite separation of space. **Map 3 shows how the space is divided into a series of courtyards surrounding the major buildings and groups of buildings.** A network of pathways running generally north/south links these courtyards. Along the western boundary of the Conservation Area, adjacent to the river, a continuous pathway provides links to the various spaces throughout the Conservation Area. This pathway is identified as a separate space in its own right. **The main spaces shown on Map 3 are as follows:**

1. The Archbishop's Palace Courtyard and Palace Gardens
2. All Saints Churchyard
3. The College Courtyard
4. The Cutbush Almshouses Courtyard
5. The Southern Gateway and Garden
6. The Riverside
7. The New Burial Ground behind the Stables

- 2.19 **Map 3 also identifies the various links between the spaces, together with primary and secondary entrances into the Conservation Area.**

Surfaces

- 2.20 **Map 4 shows the range and distribution of surface treatments throughout the Conservation Area.** From this map the large areas of grass and plantings are immediately apparent. Apart from the forecourt to the College, much of the surface treatment between Mill Street/College Road and the River Medway, is either grassed or planted. Added to the significant tree cover in this location, and the softness of the river corridor itself, the extent of grass and plantings add significantly to character and charm of the area.

- 2.21 In the vicinity of All Saints Church particularly, but also in some areas around the Archbishops Palace, much of the stone flags and cobble surfacing remains. The textures and randomness of these original surfaces add greatly to the character of the Conservation Area. Also worthy of note is the use of the bonded gravel surface in front of the Palace and throughout the Palace Gardens. This surface provides a very appropriate foreground to the historic buildings. Also the soft textures of the grass and plantings provide a calm setting.
- 2.22 Most of the riverside path has a red or black tarmac finish. Although not entirely appropriate, the scale of the pathway is so overwhelmed by the surrounding buildings, trees and the river, that its surface treatment does not impact significantly on the overall scene. Having said this, if the path were to be resurfaced using the bonded gravel mentioned earlier, this would be a welcome improvement.
- 2.23 The other area that would benefit from a more appropriate surface treatment, is the car park in front of the College. Currently the car park has an uneven black tarmac surface which, as a foreground to the historic College complex, is completely inappropriate. Once again a bonded gravel surface would be much softer in appearance, and more appropriate in this historic context. A full landscaping scheme would be required to soften the area to provide a suitable setting.

Quality of the Public Realm

Highway Intrusion

- 2.24 ***Map 5 shows the extent to which the main vehicular traffic routes running through and adjacent to the Conservation area, impact upon the quality of the environment.*** As well as the usual highway intrusions of carriageways, associated street furniture and signage, noise, pollution and fumes, and of course the vehicles themselves, Mill Street, which completely severs the Stables from the remaining Archbishop's Palace complex, is by far the single most detracting feature in the ConserveNation Area. As mentioned earlier, the benefits of landscaping and tree planting have, to a certain extent, succeeded in mitigating the negative highway impacts. However, it is difficult to see how additional tree planting could be incorporated without further destroying the spatial links between the Palace and the Stables.

Views Out and Within of the Conservation Area

- 2.25 As well as providing an attractive visual setting for the ConserveNation Area from the outside looking in, the river Medway also forms an important foreground to views looking out of the Conservation Area. In particular, the river provides a soft foreground and acts as a barrier to the change of scale of the large imposing County Court buildings and the new Lockmeadow leisure complex on the west bank. More generally, the river contributes to the overall sense of place by providing a context within which all views out of the western side of the Conservation Area are framed. The character of the river along the relatively short stretch where it adjoins the Conservation Area is quite changeable. At the north western end, the river is almost canalised which together with the pedestrian subway, raised walkways, standard highway guard railing and concrete surfacing, creates an engineered and municipal appearance. In contrast, the stretch of river upstream of the Lockmeadow footbridge has a soft almost rural character created by the mature trees and natural riverbanks with the sounds of geese and ducks. This change in character is not abrupt and indeed the area roughly from the Palace Gate to the Lockmeadow footbridge acts as a transitional zone, where hard urban character gives way gradually to a soft Arcadian setting. ***Map 6 shows the importance of the river as a foreground to views out of the Conservation Area.***

- 2.26 Other views of particular importance within the Conservation Area include the buildings and tree plantings, which surround the Archbishop's Palace Courtyard (excluding of course the negative highway impact imposed by Mill Street). At this location the full extent of the Archbishop's Palace complex can be appreciated.
- 2.27** Also of significance is the view at Horseway, where the tower of All Saints on the one side is balanced by the tower over the College gatehouse on the other side, creating a dramatic vista down to the river. This is the last of the slipway river approaches left in the town. *Map 6 identifies these important views.*
- 2.28** Negative views out of the Conservation Area can be classified into two general areas, firstly the harmful visual impacts of highways passing through, and adjacent to the Conservation Area, and secondly, views into the back of buildings outside of the Conservation Area. Within the Conservation Area itself, car parking and the placement of refuse collection facilities are the main detracting features. *Map 6 identifies a number of specific detracting features as follows:*
1. Car parking at Lockmeadow
 2. Car parking in front of the College complex
 3. Car parking in front of the Southern Gateway
 4. Car parking, backs of buildings and general clutter in Knightrider Street
 5. Modern high rise offices and backs of buildings in Lower Stone Street
 6. The Chequers Centre and backs of buildings in Palace Avenue
 7. Car parking and storage of litter bins at the Archbishop's Palace
 8. Car parking and storage of litter bins at the Tourist Information Centre
 9. Car Parking, storage of litter bins, kiosk and general clutter associated with the Kentish Lady pleasure boat
 10. College Gate
 11. Underpass and associated railings and engineering at Bishops Way
 12. Extensions to the Baptist Church

Ease of Movement

Vehicle and Pedestrian Movement

- 2.29 A network of pedestrian routes cross the Conservation Area. The principal routes run generally north south, from Bishops Way and Mill Street through to College Road, and east west, from the new Lockmeadow footbridge to Knightrider Street. *Map 7 shows the principal and secondary pedestrian routes.* The main vehicular route running north south creates a barrier to pedestrian movement, although there are two controlled crossing points at the Mill Street/Palace Avenue and College Road/ Knightrider Street junctions. At the southern end of The Stables on the eastern side of Mill Street, there is one area of particular concern where the footway is almost non-existent, *and this is identified as an area of danger on Map 7.*
- 2.30** Generally the pedestrian routes which cross the Conservation Area are well used and provide useful and convenient through-routes. However, there are two areas where clear pedestrian desire lines have emerged: at Horseway and across the College Green to the rear of the Cutbush Almshouses. At Horseway, the most direct route from the new Lockmeadow footbridge up to Knightrider Street is across a grassed area. This desire line is clearly evident on the ground where the grass is worn and becomes muddy during the winter months. The desire line across the College Green is again across an area of grass, although this is soon to change with the forthcoming development of an amphitheatre that will form part of the Millennium River Park scheme. The amphitheatre has been designed to incorporate the desire line. *Map 7 shows these two pedestrian desire lines.*

legibility

landmarks, Gateways, Focal Points and Surfaces

- 2.31 Landmarks, gateways and focal points help people find their way about, and create a familiarity, making a place feel safe and unthreatening. The choice of pedestrian routes crossing All Saints Conservation Area, together with the landmarks, gateways and focal points, provides a sense of familiarity and understanding. In particular, the open aspect of the river Medway corridor and its associated topography has a strong influence on the sense of place. This understanding of orientation is enhanced by the central landmark of All Saints church tower providing a focal point. The consistency of building materials and the maturity of the landscaping particularly around the Archbishop's Palace and All Saints Church area, creates a sense of timeless charm. In the vicinity of the Lockmeadow footbridge, away from the traffic noise and activity, there is a pleasant tranquillity which itself, adds to the legibility of the area.
- 2.32 Although not key to the legibility of the Conservation Area, a consistency of surfaces, signs and street furniture would certainly add to the sense of recognition and understanding. Although having said this, a completely unified approach would spoil the individual charm of certain areas, for example the churchyard.
- 2.33 *The main elements that contribute to the legibility of the Conservation Area are shown on Maps 1,2,4,6 and 7.***

Adaptability

- 2.34 Apart from changes brought about by the introduction of modern road building and in particular, the intrusiveness of Mill Street, the historic buildings and layout of spaces in the Conservation Area have remained largely in tact in recent centuries. Many of the buildings have been adapted to accommodate new uses, and this has been contributory to their existing pleasing character and appearance.
- 2.35** As far as road building is concerned, changes to the scale and alignment of Mill Street in the first decade of the 20th century, coupled with the development of Bishops Way in the late 1960's, have impacted significantly on the historic fabric of the area. This is clearly an instance where the Conservation Area has not adapted well to change, a point that is borne out by the ***negative impacts identified on Maps 5, 6 and 7.***
- 2.36** Another area of physical change, which has damaged the character and appearance of the Conservation Area is the impact of car parking. This is particularly apparent at the forecourt in front of the College complex, where poor design has caused the views of the buildings to become almost secondary to the sea of car parking and parking related paraphernalia that make up the foreground. A similar situation exists in front of the College Gate, and indeed the incidence of car parking in and around the Archbishop's Palace has recently begun to rise, much to the detriment of the area. ***Map 6 shows the principal areas of concern with regard to car parking.***
- 2.37 Apart from these areas of transport related change; the Conservation Area has adapted well to new uses and activities, and this is demonstrated by the continuing recognition that the area remains one of the most important and respected parts of the town.

3 Analysis of potential impacts

Developments, Changes and Pressures

Road Proposals

- 3.1 Currently the All Saints Conservation Area is divided by excessively heavy traffic flows which pass along Mill Street (three lanes wide at this point) from the south to the Town Centre. This northbound flow is balanced by the southbound flow utilising Palace Avenue and Stone Street, the whole providing a very large gyratory system which dominates this largely residential area to the south of Maidstone Town Centre.
- 3.2 It has long been recognised that this gyratory system is highly damaging to the local environment and only partially effective in coping with the very heavy volumes of usage which occur. There have, for many years, been proposals to modify arrangements by the introduction of additional highway infrastructure. The nature of these proposals has varied over time. The Borough Council's current preferred solution is to widen Upper Stone Street to make it a two-way route, connecting to a short length of new carriageway running from Knightrider Street to Bishops Way passing to the East of the Archbishops Stables. This would have the highly desirable effect of removing through traffic from the vast majority of the All Saints Conservation Area, and allowing the environs of the ecclesiastical structures to be reunified by a new town square.
- 3.3 At the recent local plan inquiry, the inspector determined that the line of the All Saints Link Road should be protected to allow the possibility of improved highway infrastructure to be constructed. The detail of the scheme has been revisited with the intention of reducing its overall scale and impact. This has produced a modest revision to the alignment and scale of the highway, which is nevertheless following approximately the same route as previous proposals.
- 3.4 Currently, there is no funding in place to allow the construction of the All Saints Link Road and this continues to be a matter of discussion with Kent County Council through the Urban Transportation Strategy. It is prudent, however, to have regard to the ultimate construction of this new highway in planning for the future of the Conservation Area.

Carriage Museum

- 3.5 The Archbishops' Stables is a large mediaeval structure located opposite the Archbishops' Palace and divided from it by the heavily trafficked Mill Street.
- 3.6 The Archbishops' Stables currently accommodate the Tyrwhitt-Drake Museum of Carriages - the finest collection of horse-drawn carriage vehicles in public hands in the country. It is hoped to develop a purpose-built home for the carriage collection.

- 3.7 Although the Archbishops' Stables is a fine characterful ancient monument, it provides a quality environment for the carriage collection, it also has major disadvantages. Firstly, the size of the building limits the display of the collection, which simply stand around the exterior walls. There is very little opportunity for interpretative displays or for the creation of historical tableaux which would enliven the subject matter. Secondly and crucially, although the massive walls of the Archbishops' Stables create consistent environmental conditions, nevertheless these conditions are not beneficial to the long-term conservation of the carriage collection, which requires more effective environmental control mechanisms. The Stables building cannot be physically amended and is difficult to extend because of its status as an ancient monument. The structure of the Archbishops' Stables does require remedial work which will in any event require the removal of the carriages at some future stage.
- 3.8 For all these reasons it is highly desirable that the Borough Council's hopes for a new building are successful. However, this will leave the Archbishops' Stables in a vacant condition, and it is necessary to identify new uses, which will enable it to have a viable economic future.

Wedding Usage

- 3.9 The Archbishops' Palace is currently used for a variety of functions. The ground floor is occupied by the County Council's Register Office for the registration of births, deaths, and marriages. It is particularly popular as a marriage venue in view of the historic character of the Archbishops' Palace and general ambience of the location. The facility attracts more weddings than any other Register Office venue in the county. The first floor comprises the Solar Restaurant, the Great Hall which is available for functions with a capacity in excess of a hundred people, and additional smaller function rooms and offices. These facilities are operated by the Borough Council through its on-site contractors Eurest Sutcliffe Ltd. The Great Hall is particularly popular as a venue for wedding receptions and there is plainly a beneficial relationship with the Register Office in this regard. The upper floor comprises two rooms under the eaves of the roof, one of which is currently used for office accommodation, with the other currently vacant. The upper floor is served by two staircases at opposite ends of the building but access is precipitous. In addition, fenestration is limited and these considerations restrict the suitability of the upper floor rooms as office accommodation.
- 3.10 The Borough Council has recently entered into a relationship with the Business and Learning Organisation whereby private sector expertise is harnessed to mutual benefit to examine problems in the public sector. A team from BP and AMEC Engineering have appraised the operation of the Palace and brought forward suggestions to revise operational arrangements. In brief, they propose that the attractiveness of the Palace as a venue for weddings should be capitalised upon and that the first floor accommodation at the Great Hall and potentially the Solar Restaurant be also made available for wedding purposes which would allow the accommodation of significantly larger numbers of people at wedding ceremonies.
- 3.11 The Borough Council will receive reports from officers evaluating the BP/AMEC proposal and consider the future of the Palace in their light.

Tourism Development

- 3.12 The All Saints Conservation Area is recognised as a principal attraction for tourists to Maidstone. The collection of medieval buildings in conjunction with the riverside location and the Carriage Museum represents a unique asset for heritage tourism. In brief, principal components of this asset are as follows:
1. The Archbishops' Palace
 2. The Tyrwhitt Drake Museum of Carriages operating in the Archbishops' Stables

3. The Town Centre Tourist Information Centre operating in the Archbishops' Palace Gatehouse.
 4. All Saints' Church
 5. The College of Priests
 6. The Master's House
 7. The riverside landing stage and riverbus operation
 8. The new Heritage Millennium Amphitheatre
 9. The new Millennium Lockmeadow Bridge connecting to the Lockmeadow Leisure Complex and market on the opposite bank of the River Medway.
- 3.13 These features provide a significant tourism attraction but its potential would be very substantially increased if it were possible to achieve removal of the main road which currently bisects the conservation area, and to provide a pedestrian-friendly environment.
- 3.14 In addition, although the medieval buildings are inherently attractive in their own right, the public can only gain admittance to a limited number (i.e. Archbishops' Palace, Tyrwhitt Drake Museum of Carriages, All Saints Church). The future of the Archbishops' Palace is under review as set out above, and the future of the Carriage Museum is also under discussion in light of the need to achieve better conditions for the conservation and display of this nationally-important collection.
- 3.15 In view of all these considerations, the Borough Council has identified the need for a holistic appraisal of the future of the area as a tourism attraction and will put forward further proposals for consideration.

College Green

- 3.16 College Green is an area of public open space which is located behind the Cutbush and Coral Alms Houses which front College Road. The Green lies between the rear of the Alms Houses and the Masters House, and the bank of the River Medway.
- 3.17 A footpath runs from the direction of the Archbishops Palace and All Saints Church along the riverbank into College Green, and then crosses the amphitheatre away from the river to give access to residential areas to the south.
- 3.18 As part of the Maidstone River Park project, the natural gradients and contours of the land were enhanced to create a series of terraces and a small performing area, to form an amphitheatre in which performances can be undertaken with the river as a backdrop.

Master's House

- 3.19 The Master's House is part of the mediaeval College of Priests situated on the south side of All Saints Church. To the front of the Master's House lies the College Road car park, whilst at the rear is College Green and the river.
- 3.20 The Master's House was until recently, occupied by the Kent Music School which has relocated to new accommodation, and the premises are therefore currently vacant.
- 3.21 The Master's House is in the ownership of Maidstone Borough Council and consideration is being given to appropriate new uses. Proposals for its operation as Borough Council offices have been rejected and discussions are currently being held on a new use. These discussions are as yet unresolved.

River Park

- 3.22 The Maidstone Millennium River Park project is an extensive scheme to upgrade the riverside facilities at a variety of locations along the River Medway in Maidstone. Within the All Saints' Conservation Area, three distinctive improvements have been implemented under the scheme:
1. The *Lockmeadow Millennium Bridge* has been constructed. This is an award-winning pedestrian bridge provided in conjunction with the redevelopment of the Lockmeadow site as a leisure operation to consolidate the connections between this new leisure location and historic tourist attraction of All Saints and the rest of the town centre.
 2. The *River Landing Stage* located immediately adjoining Maidstone bridge has been environmentally and operationally enhanced to present a more attractive appearance and to promote the use of the location as the boarding place for river trips on the river boat which is placed there.
 3. The *Maidstone Millennium Amphitheatre* - an area of green space immediately adjoining the river within the conservation area - has been remodelled utilising the natural fall of the land to create a series of terraces and to create an amphitheatre which provides a new performance venue for open-air and musical and theatrical displays.
- 3.23 The amphitheatre provides five viewing levels overlooking a performance level with the river as a backdrop beyond which lies the park area within the Lockmeadow Complex. These physical works in conjunction with extensive landscaping, provide a very attractive new venue for artistic activity, both formal and informal.

Planning Policy Context

- 3.24 The planning system regulates the development and use of land in the public interest. In England and Wales the framework for planning is based upon the plan-led system which is given statutory force by section 54A of the Town and Country Planning Act 1990. Where an adopted or approved plan contains relevant policies, section 54A requires that an application for planning permission or planning appeal shall be determined in accordance with the plan, unless material considerations indicate otherwise. This provides a framework for rational and consistent decision making. It also provides a system, which enables the whole community to be fully involved in the shaping of planning policies, through public participation processes.
- 3.25 In Maidstone Borough the development plan comprises the Kent Structure Plan adopted in 1996, and the Maidstone Borough-Wide Local Plan adopted in December 2000. The County Structure Plan sets out strategic policies, which provide a framework for district or borough local plans. The Maidstone Borough-Wide Local Plan provides detailed policies and proposals for the planning of the area.
- 3.26 Local planning authorities are required, in formulating the policies in their development plans, to have regard to any regional and strategic planning guidance and to current national policies. Since 1988 the Government has been issuing national guidance in the form of Planning Policy Guidance Notes (PPG's).

- 3.27 The planning policy issues affecting All Saints Conservation Area are contained in a matrix organised by subject, attached to this study at Appendix B. The matrix sets out relevant Government advice contained in PPGs, and policies from the development plan i.e. the Kent Structure Plan and the Maidstone Borough-Wide Local Plan. The matrix also includes relevant Supplementary Planning Guidance produced by the Council. (For reference, a summary of all the planning issues relevant to this study and arranged by document source, can be found at the end of the policy matrix at Appendix C).

4 Review of Conservation Area Boundary

- 4.1 In the course of producing the Appraisal and Study of the All Saints Conservation Area it has become apparent that in various places the boundary could be re-drawn with advantage.
- 4.2 On the eastern side of the Conservation Area the present boundary was drawn at the time of designation to follow the edge of the proposed new highway forming the extension of Bishops' Way towards the southern end of the town. Whilst the reasons for doing this can be appreciated, it is now considered that this is not an appropriate way of forming the boundary to the Conservation Area as it fails to respond to the issue of special architectural or historic interest and pre-supposes the construction of the road. In practical terms it produces a boundary which it is extremely difficult to locate on the ground as it follows no physical features and cuts across ownership parcels.
- 4.3 It is therefore now suggested that the boundary should be re-drawn to this side of the Conservation Area to follow identifiable features on the ground. Given the uncertainty regarding the road proposals in any case there seems little justification for leaving the boundary as it is.
- 4.4 The other location where a boundary change is considered appropriate is to the western side of the Conservation Area. Throughout the Appraisal and Study the importance of the River Medway to the character of the Conservation Area has been a recurring theme. The architectural and townscape importance of both the Victorian road bridge to the north and the modern pedestrian bridge to the south has also been identified.
- 4.5 The suggestion, therefore, is that the boundary of the Conservation Area be extended to include the towpath and adjacent landscaping on the opposite side of the Medway and also incorporate the two bridges which frame the views up and down the river. This would have the further advantage of giving the bridges statutory protection against demolition without prior consent.
- 4.6 The suggested new boundary is shown on Plan 8.

5 Enhancement and Management Plan

- 5.1 This section adopts two approaches: opportunities for enhancement and scenario planning. The first sets out matters that can, and should, be carried out in the short term. They are generally small scale, low cost changes. The second deals with longer term plans. Because of the uncertainty of major highway proposals in the area, two alternative scenarios are explored: with and without the All Saints Link Road. .

Opportunities for Enhancement ., Buildings

- 5.2 The objective of this section is to describe and analyse the use and function of the buildings within the Conservation Area and to set out their requirements for a sustainable future and any development opportunities.

Archbishops Palace

- 5.3 The building is the centrepiece of the area. It should be the focal point of the Palace courtyard. The ground floor is leased to Kent County Council on a 10 year lease (from November 95) and it houses the Maidstone Register Office. The first floor is occupied by Maidstone Borough Council and used for functions, and a cafe. The catering is contracted out.
- 5.4 The wedding parties bring life to the courtyard and the wedding cars, although part of the scene, create parking and traffic management problems. The Register Office currently have a traffic steward on duty on Saturdays. The issue must be considered in any long term plans.
- 5.5 The function aspect of the catering is successful but the day to day usage is not as successful as the location would suggest.
- 5.6 The function facility and the Register Office registration functions require access and parking for disabled persons. Any long term plans for the area must consider traffic management and signage as part of and proposals.
- 5.7 The gardens around the Palace are currently being brought into use as part of the Maidstone Rose Trail. This is part of the River Park project and is sponsored by the Riverside Rotary Club of Maidstone. The refurbishment of the undercroft building could enable it to form part of an exhibition associated with the Rose Trail or River Park. A major problem with refurbishment of the Undercroft is the access to the site. This is through the Physic Garden or from the Undercliffe path.

Archbishops Stables

- 5.8 The building is occupied by Maidstone Borough Council and houses the Tyrwhitt-Drake Museum of Carriages. It is considered to provide an in-adequate environment for storing the carriages and only minor environmental improvements can be carried out. The building does not meet the display requirements of a modern museum nor does it provide the visitor services needed to promote and interpret the carriages to the full.

- 5.9 The Stables building is in a state of collapse. Temporary supports were inserted in 1985 and the porch brickwork was supported in 1998. No major works can be carried out with the carriages insitu so it is proposed to refurbish the building to suite a new use after the carriages are moved to a new museum. Ball-park budget estimates have been prepared. These suggest that a full refurbishment would cost in the region of £1,000,000 plus any new facilities. No instruction has been given and the refurbishment has not been committed in any programme. This is because the time tabling of the refurbishment is dependent upon the re-housing of the carriages.

The Museum of Carriages

- 5.10 It has been part of the Council's strategy for the area since 1985 to re-house the Museum of Carriages in a new building where it can achieve its full potential as the Tyrwhitt-Drake Museum of Carriages. A scheme is being progressed, with an extension to the Stables as one of a number of options. However no definite programme is currently available.

Archbishops Palace Gatehouse

- 5.11 The building houses the Maidstone Borough Council, Tourist Information Centre. Part of this study is to suggest new uses for the stables within the context of considering the complex as a whole. The Long Term Strategy Plan in 1986 suggested moving the TIC into the refurbished Stable building and to use the Gatehouse as a Heritage and Craft Shop serving the re-formed Palace Courtyard.

The Archbishops Palace Undercroft

- 5.12 The building is in an advanced state of decay and collapse. One vault has fallen and has been lost. Tie rods were inserted in the 1930's to hold the roof, but the eastern vault is also propped to stop it falling. The roof trusses show signs of decay, which is to be expected in an unoccupied building. The building is boarded up but needs constant inspection to check for vandalism. The building is not a comfortable refuge for vagrants but is in a vulnerable location. Also the items from the Palace refurbishment stored in the building do have a value.
- 5.13 The building is on the English Heritage 'Buildings at risk Register'. A Listed Building application was approved on 2 May 1991 and renewed in September 1998 for refurbishment. The estimated cost of repairs is in the region of £500,000 to £650,000 dependant upon the level of facilities required.
- 5.14 A major problem with finding a new use of the building is the access to the site through the Physic Gardens. The gardens to the east and south of the building are currently being brought into use as part of the Maidstone Rose Trail. This is part of the River Park project and is sponsored by the Riverside Rotary Club of Maidstone. The proposals have considered the access requirements of the future use of the building. If the finances became available it could form part of an exhibition associated with the Rose Trail or River Park and provide a circular walk through the gardens.

The College Complex

- 5.15 All the buildings have been tenanted to a variety of organisations.

The College Gateway

- 5.16 The West Side and the Upper Hall is occupied by the Trustees of Douglas Lodge 1725 of Freemasons for a term of 99 years as from August 1933. The occupancy by Douglas Lodge is likely to continue. There would be considerable access problems to be overcome in finding a new use.
- 5.17 The East Side rooms on the Ground and first floors are used as a store by the TIC. They have been suggested for use by the Church's Parish Office. This is currently in the school. The Vestibule into the Parish room on the ground floor west is to be remodelled in the refurbishment and could provide toilet facilities for the offices.

The Parish Room

- 5.18 The building is a flat ceilinged hall with a 1960's suspended ceiling inserted. The current occupant is the All Saints, Parochial Church Council who are currently holding over from their lease which expired on 4 February 1980. They refer to the room as the 'College Room'.
- 5.19 One proposal is to insert a first floor in the space and open the upper floor up to the Tower. The Church would use the ground floor much as at present. The upper floor it is proposed to use as offices accessible from the Tower.

College Tower

- 5.20 Formerly occupied by the Kent Music Centre but now vacant. The layout of the building suggests a cellular office use.
- 5.21 It is in reasonable condition internally but needs some work to stonework externally, some work to the windows is programmed.

Master's House

- 5.22 Formerly occupied by the Kent Music School, but now vacant. The layout of the historic building on two floors with roof rooms restricts the options for reuse.
- 5.23 An ongoing programme of monitoring is being carried out on a crack in the south wall. This is indicative of structural problems in the south end of the building. The interior is rundown and in need of a full refurbishment programme to restore the building to its full potential.

Master's Tower

- 5.24 Occupied by the Sea Cadets Corps, on a lease which expired on 2 February 2001. A new lease is being negotiated.
- 5.25 The building was considered in 1991 to be rundown internally and the entrance range in a state of near collapse. The building was visually inspected but it was not surveyed in detail. Nothing was ever done to make it safe.

All Saints Church

- 5.26 The size and importance of the building imposes a substantial and expensive maintenance responsibility on the congregation and a programme of work is currently being undertaken based upon the Quinquennial Inspection carried out By John Burton of Purcell Miller Tritten & Partners in September 1997.. The Churchyard is a 'closed churchyard' as defined in the Burial and Local Government Acts. Within the confines of the Acts, Maidstone Borough Council is responsible for maintenance of the churchyard. There is an ongoing discussion between the Church Wardens and the Council regarding the trees in the Churchyard. Recently the tree screen between the Church and the Palace Gardens was thinned to redefine the space.

Maidstone Baptist Church

- 5.27 This is an attractive design of 1907 in an Arts and Crafts Gothic style. The late 20th century church hall extensions are of poor modern design in brown and red brick with flat felted roofs, not in keeping with the adjoining church. They have also been set back on a splay when the corner of the road junction was ea ed to facilitate traffic flow in the 1960's The Conservation Area and the church would benefit from a redevelopment of the extensions into the area no longer needed for the road.

All Saints CE Primary School

- 5.28 Built circa 1870 of Kentish Ragstone in a Gothic style with lancet windows. There is a long term plan to relocate the school away from the. present traffic flows. This will leave the building available for a new use.

Cutbush Almshouses

- 5.29 Cutbush Almshouses of 1905 are arranged in groups of 3 buildings on 3 sides of a Courtyard However, this is a private establishment rather than public space. These almshouses with their well-tended rose gardens form an attractive feature of the Conservation Area.

College Southern Gateway

- 5.30 The building is on the English Heritage 'Buildings at risk Register'. A scheme to repair the arch and accommodate the rose trail has been prepared and scheduled Ancient Monument approval sort. A grant application has also been made. The work has been postponed awaiting English heritage's deliberations. A structural monitoring programme is being undertaken to determine the stability of the structure though the structure has continued to deteriorate and will need re-surveying. The Gateway and adjoining garden are to be incorporated into the Rose Trail around the Conservation Area.

Opportunities for Enhancement - Spaces and Routes

- 5.31 Opportunities for enhancement of the spaces and routes within the Conservation area fall into two broad categories. First is the opportunity to manage more effectively the operational aspects of the area and to enhance its character and appearance through simple management and organisation. Issues such as the location and layout of car parking, and the arrangement of refuse storage and collection points seem to be the two most important considerations under this general heading. Second is the opportunity to consider more carefully the treatment of surfaces and furniture, which at present have little in the way of co-ordination and tend to be functional rather than adding to the overall scene. These works will involve capital expenditure but if properly specified and implemented, could have a dramatic impact on the character and appearance of the area. Opportunities for both management and organisational Improvements, and physical enhancement proposals within the Conservation Area are outlined below.

The Old Palace Courtyard

- 5.32 Beyond the boundary wall fronting Mill Street, the Old Palace courtyard is well maintained with it's mature trees, hedges, shrubs, rose beds and lawns. Most of the hard floor surface in this area is a bonded gravel treatment divided in places by rows of granite setts. In general this treatment has lasted well although there are patches where the gravel has worn thin and attention is needed to create an even layer across the courtyard. The gravel area in front of the Tourist Information Centre is particularly worn and in need of attention.
- 5.33 In terms of operational impacts the location and arrangement of car parking is of particular importance here. It is vital that car parking is carefully managed to ensure that the historic integrity of this central space is maintained. There are small car parks to the north east of the Palace and to the west of the Tourist Information Centre and these are reserved for very specific purposes i.e. for cars associated with the activities of the adjoining Register Office. These limited car parking facilities must be properly managed to ensure that the visual impacts of car parking, which are so detrimental elsewhere in the Conservation Area, do not become established within the Palace Courtyard.
- 5.34 Also of concern within the Palace Courtyard is the storage of refuse collection bins, which are located within the small car parks mentioned in the paragraph above. Whilst in the overall context of the Conservation Area these bins do not have a serious visual impact, their prominence within this central space could be more carefully considered and any opportunity to hide them away from sight would be a small but nevertheless worthwhile benefit to the area.

All Saints Churchyard

- 5.35 The charm of All Saints churchyard is derived from its established and settled appearance. This maturity of trees, pathways, walls, graves and headstones has a look and feel that only age can establish. The present maintenance regime provides a good balance between keeping the churchyard tidy and the planting under control, but importantly, not creating a manicured finish to the area. This level of maintenance should be continued.
- 5.36 In general most of the pathways within and passing through the churchyard are of a reasonable type and condition. However there is an area of Yorkstone flags adjacent to the north eastern corner of the church where the paving has become uneven and in some instances has begun to sink into the vaulted areas below. This needs to be addressed urgently by relaying the stone flags and providing sub-base reinforcements where necessary.

- 5.37 Other maintenance issues that need to be considered in this area include regular refurbishment of street furniture, boundary walls and railings.

The College Courtyard

- 5.38 There are significant opportunities to enhance this area which at present is nothing more than a sea of car parking with associated paraphernalia. Any works here should concentrate on minimising the impact of the car parking to provide a more sympathetic foreground for the College and Gate House when viewed from College Road. Because of the need to retain car parking at this location, It is difficult to create an entirely appropriate context for the range of historic buildings, although with some reorganisation and perhaps rationalisation of the car parking it is certainly possible to improve significantly on the current layout. The most important issue in considering a revised car park layout is that of tree planting to break up and soften the modern shapes and colours of the cars. Historically this area was laid out as a formal fruit orchard and this should be considered as the starting point for any redesign proposals. In essence the design should be based upon a formal geometric layout with tree planting along isles at right angles to the College frontage so that the historic buildings are seen at the end of a series of vistas when viewed from College Road. This layout could be further emphasised with the use of different surface treatments and the careful positioning of street furniture. Care is also needed to ensure that any grass strips between car parking are not used for vehicle parking and is not damaged through vehicle manoeuvring. This could be achieved by installing large Ragstone boulders or timber bollards.
- 5.39 A low stone wall defines the front curtilage of the College buildings. Within this enclosure the layout of the space is quite simple comprising mainly grass, a loose aggregate driveway and a small amount of planting. This layout provides a satisfactory setting for the building although a finer loose aggregate surface and more regular maintenance of the grass would improve its visual appearance. The grass verge between the curtilage wall and the adjoining car park is badly worn by vehicle overrun and would benefit from being protected by either timber bollards or Ragstone boulders.
- 5.40 A raised stone built planting bed separates the car park and the pavement at College Road. The coping around the top of this raised bed is in need of some attention and would benefit from being replaced altogether. The planting in this bed is an important issue as it forms the immediate foreground to the College from pedestrians and vehicle users in College Road. At present the bed is planted with roses which during the summer months provide a pleasant enough scene albeit somewhat low level. However, during the winter months this bed takes on an empty appearance which merely emphasises the visual prominence of the car parking in front of the College. The planting in this bed has the opportunity to make a significant contribution to screening at least vehicles parked closest to College Road and it is therefore considered that a revised planting scheme with a high content of evergreen shrubs be considered.

The Cutbush Almshouses' Courtyard

- 5.41 The management and maintenance of the buildings and grounds in this part of the Conservation Area is undertaken to a high standard and there are no apparent opportunities for enhancement which need to be addressed in this study.

The Southern Gateway and Garden

- 5.42 Although somewhat tucked away from the main thoroughfare of College Road, the Southern Gateway together with the remaining attached structures make an important contribution to the Conservation Area. The neglected appearance of the area immediately around the structure adds to the aged and settled character and to the overall scene. However, as with the College Courtyard, the car parking area situated to the north of the Southern Gateway provides a modern and inappropriate context. In its favour the car parking has an informal character with a loose aggregate surface and neglected boundary plantings. The car park is set down slightly below the level of College Road behind a dilapidated plastic coated chain link fence. This boundary treatment is in urgent need of attention and it suggested that black iron railings would be a suitable replacement. Also some small to medium height tree planting within the car park adjacent to the College Road boundary would assist in screening the modern colours and lines of parked vehicles.
- 5.43 The small garden located in front of the Southern Gateway provides an important foreground from College Road. The garden comprising benches around a central planted bed seems to be underused and this is probably due to its proximity to the traffic on College Road. The garden is also somewhat enclosed by a hedge on the College Road boundary and therefore security and safety concerns may well play a part in its lack of use. Although not possibly the most inviting position to sit, the garden does have an important function in providing a visual foreground and setting to the Southern Gate. Perhaps rather than being laid out as a place in which to sit for any great length of time, the garden could be redesigned as a short resting spot. To improve security and safety the boundary hedge needs to be replaced with a more open enclosure, either a low stone wall or railings, and the small entrance to the garden needs to be widened to invite users in. The layout of the space needs to provide an appropriate setting for the Southern Gateway and should include planting, surface treatments and furniture in co-ordination with the remainder of the Conservation Area.

The Riverside

- 5.44 The character and appearance of the riverside varies significantly along its length within the Conservation Area. At the bridge and in the vicinity of the subway underpass, the treatment of the pedestrian environment requires major refurbishment. At present the surface treatments and street furniture are of a completely standard highway nature which present a hard and unattractive scene. This is an entirely functional environment with little thought given to either the riverside or the Conservation Area. Because of highway and level constraints it is not possible to change the overall layout of this area of raised walkways and steps. However, there are significant opportunities to improve the appearance of the environment and to create a more sympathetic foreground to the Conservation Area. All of the existing concrete surfaces need replacing with a visually softer material and it is suggested that a bonded gravel surface would be appropriate here. The standard grey square section railings along Bishops Way frontage and the raised riverside walkway should be replaced with either something with a more historic appearance, or some form of contemporary railing such as that used on the Millennium bridge. The pebbledash treatment of the vertical surfaces in this area require softening with perhaps a brick finish and the steps leading to the underpass and from Bishops Way need replacing with something more sympathetic than the existing concrete tiles. Benches, litterbins and street lighting should be co-ordinated to match those being installed as part of the Millennium River Park scheme elsewhere in the Conservation Area. The planting within the brick contained bed separating Bishops Way and the raised riverside walk is now looking somewhat old and untidy and should be replaced with new planting to assist in the screening of vehicles and the visual intrusion generally of Bishops Way.

- 5.45 Further along the riverside where the raised walkway drops down to the area in front of the boathouse, some works are being undertaken as part of the Millennium River Park proposals. Within this area more needs to be made of the boathouse and Kiosk with perhaps the addition of a second storey to enable access to be gained from Bishops Way. The landing station area is currently in the process of being upgraded. The tarmac in this area is to be resurfaced with a bonded gravel which will match that of the pathways within the Palace Gardens.
- 5.46 The riverside walk between the boat house and the Millennium Bridge is also the subject of improvement works as part of the River Park scheme. The pathway is to be treated with a bonded gravel surface and the existing railings are to be refurbished. Benches, litterbins and lighting columns should also be of a style and colour that match those elsewhere along the riverside and within the Conservation Area.
- 5.47 The Horseway that runs down from Knightrider Street to the riverside walk is currently laid to grass. In this area the layout of footpaths do not correspond with pedestrian desire lines and the consequence is that there are areas of worn grass which in the wintertime become unusable. To remedy this situation the whole of the Horseway should be hard surfaced using cobbles with perhaps small unit paving to delineate the natural pedestrian desire lines. At the top of the slope vehicles are restricted from entering the Horseway by means of a gate. This gate is completely inappropriate in design terms and should be replaced with a gate more fitting with the character and appearance of the Conservation area. Also in this area there are some railings which protect a high level walkway adjacent to the flank wall of the College. In design terms these railings are acceptable although they would benefit from refurbishment and repainting in black. Any street furniture in this area should be of a style and colour that matches furniture elsewhere in the Conservation Area.

The Palace Gardens

- 5.48 The area adjacent to the arched entrance to the Palace Gardens is often used for storage of refuse both in a large metal bin and in black dustbin liners. This refuse which originates from the Kentish Lady pleasure boat makes a very poor impression at the entrance to the Palace Gardens and requires immediate attention. Car parking also occurs in this area creating further visual harm and again requires more careful management.
- 5.49 The surface treatment in the area immediately beyond the entrance Arch from the riverside into the Palace Gardens also requires immediate attention. In this location tree roots have broken the concrete paving which has now become very uneven and although not directly in the main thoroughfare, the surface is now hazardous to walk on.
- 5.50 Other physical improvements required in the Palace Gardens area include replacing worn out and broken litter bins and benches, and replacing any street lighting columns which do not conform to the standard "Victorian" type used more or less throughout the whole Conservation Area.
- 5.51 As far as landscaping is concerned, the Palace Gardens has mature and established plantings which are well maintained. In fact the shrub planting along side the river Len, as it skirts the northern boundary of the gardens, has matured in places to such a point that it now conceals a little too much of the water course. The sight and sound of the river Len running through the Palace Gardens is an important feature and consideration should be given to enhancing its presence. Clearly some planting is essential to provide a natural feel to the river but reducing some of the mature shrub plantings would certainly enhance its visual and aural contribution. To further emphasise the presence of the river, it is suggested that a shallow "hump" be created at the point on the pathway where it crosses the river just inside the gateway to the gardens. This would give the impression of crossing a small bridge over the river and would draw attention to the course of the river as it joins the Medway.

The New Burial Ground -

- 5.52 The extent of opportunity to undertake improvements in this area depends very much on whether or not the All Saint's Link Road is constructed. If the road does go ahead, approximately two thirds of the new burial ground will be taken. However if the road is not built there are opportunities for environmental improvements. At present, the burial ground is laid out around a formal design comprising benches and landscaping facing onto a central paved walkway. The paving is of a standard concrete type and would benefit from being replaced with a more appropriate surface. It is suggested that bonded gravel would present a visually softer alternative here. The planting within this space is somewhat inappropriate comprising rows of large and overbearing conifer trees flanking the central pathway. These conifers present a hard and almost sinister appearance and certainly do nothing to invite users into the space. A complete redesign of the hard and soft landscaping is needed to provide a more appropriate backdrop to the Stables and to screen the backs of buildings beyond in Palace Avenue and Lower Stone Street. Benches, litterbins and lighting columns must be of a style and colour which matches the street furniture in the Conservation Area.
- 5.53 If the All Saints Link Road does not go ahead, the opportunity exists to create an attractive useable public space within the burial ground. The space is enclosed, screened from the noise and intrusions of traffic on Mill Street and provided safety and security issues are fully considered, this could make a very positive contribution to the Conservation Area. An access from the public car parking behind the police station could be formed to aid the pedestrian circulation. Currently people have to use the same exit as the vehicles and are left in Mill Street without a footpath to guide them into the gardens.

5.54

Scenario 1: The 'Link Road' Option

5.55

What are the Options

5.56

What Needs to Happen

5.57

Chosen Proposals

5.58

Scenario 2: The 'no Link Road' Option

5.59

What are the Options

5.60

What Needs to Happen

5.61

Chosen Proposals

5.62

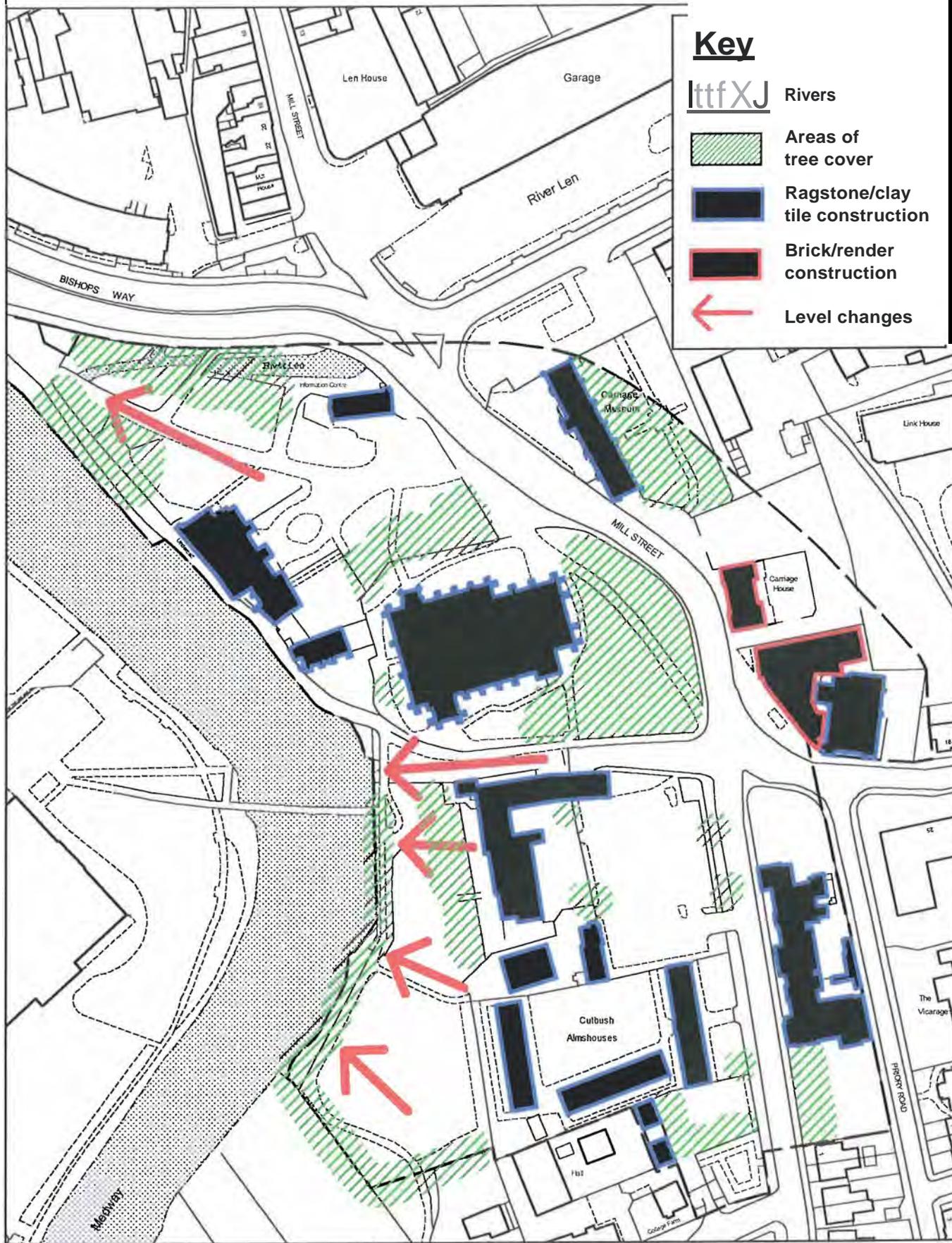
6 Conclusion

6.1

List of Plans

- Plan 1 Natural Features and Building Materials
- Plan 2 Landmarks and Views In
- Plan 3 Arrangement of Spaces
- Plan 4 Surfaces
- Plan 5 Highway Intrusion
- Plan 6 Views Out and Within The Area
- Plan 7 Movement
- Plan 8 Proposed Amended Boundary

Map Natural Features & Building Materials

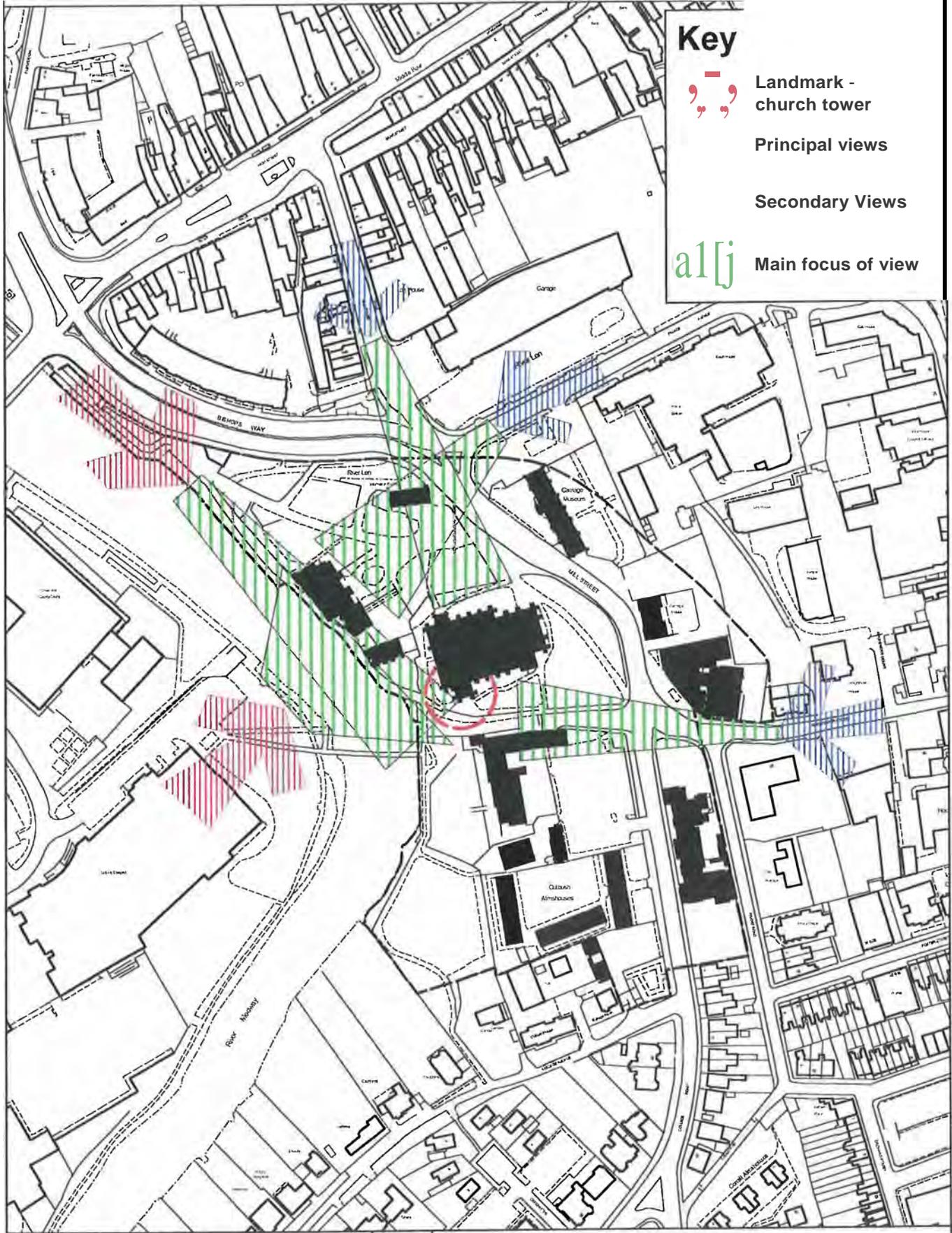


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**All Saints
Conservation Area Study**

Map 2 - Landmarks & Views In



Key



Landmark -
church tower

Principal views

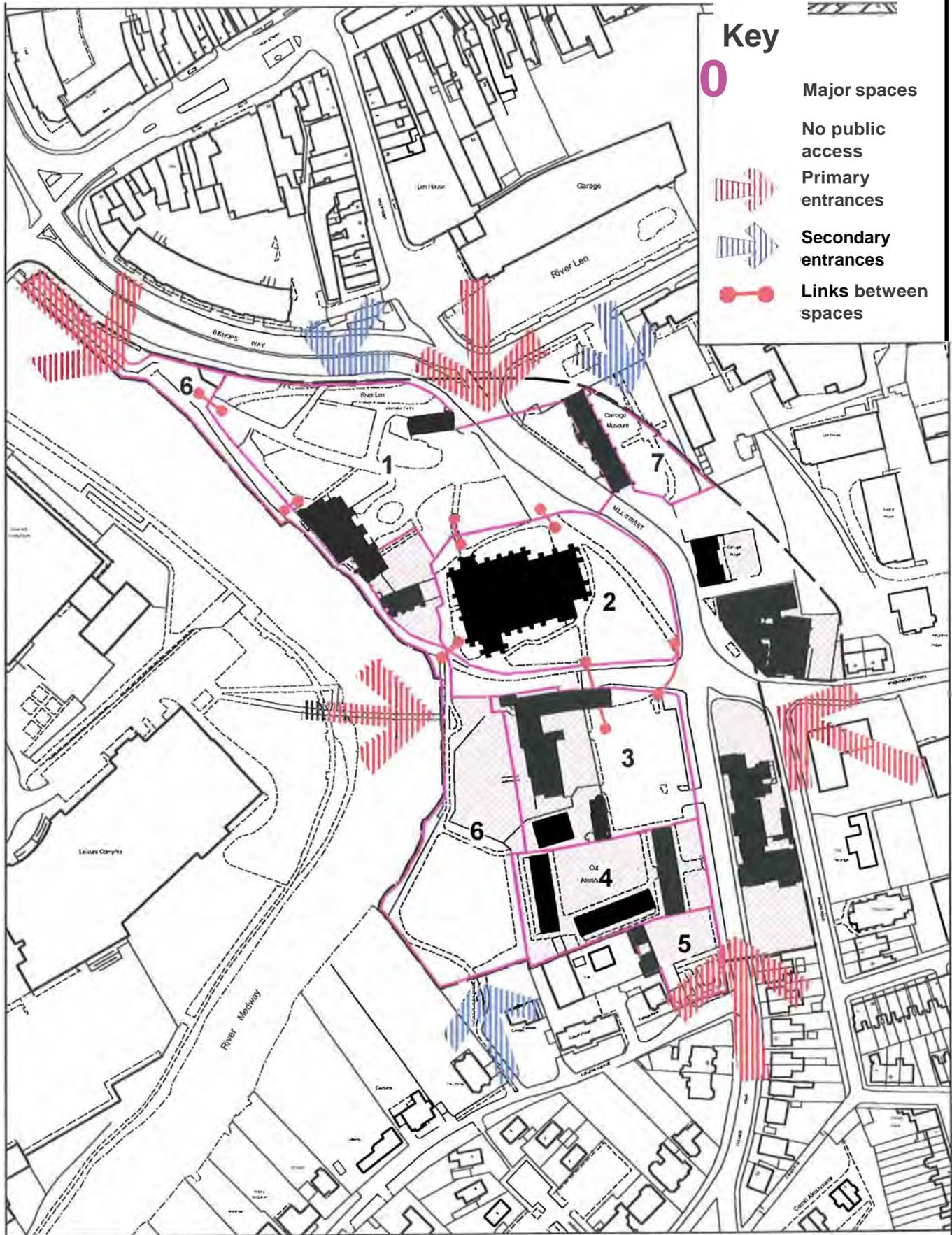
Secondary Views



Main focus of view



Map3 Arrangement of Spaces



Key

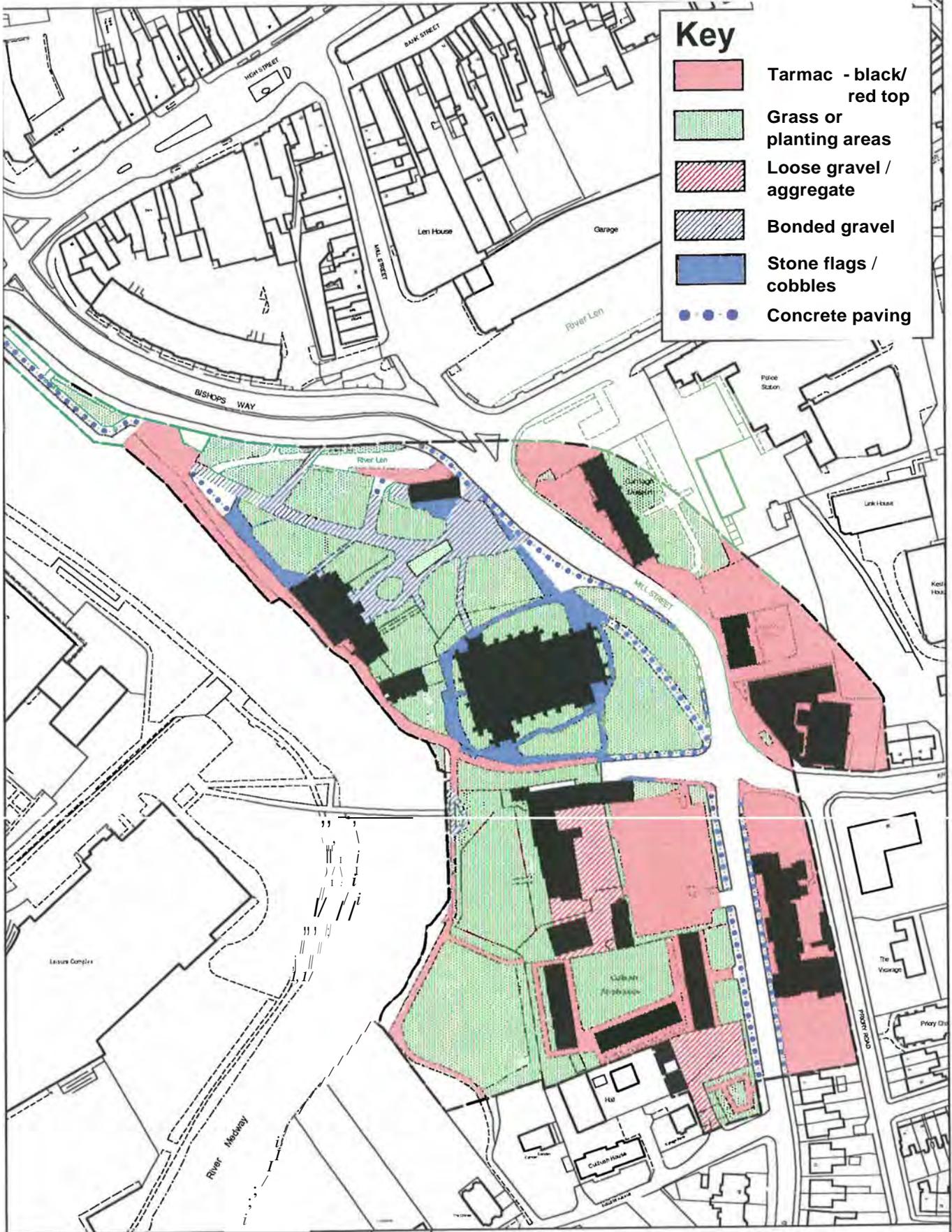
- 0 Major spaces
- No public access
- Primary entrances
- Secondary entrances
- Links between spaces

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**All Saints
Conservation Area Study**

Map 4 - Surfaces

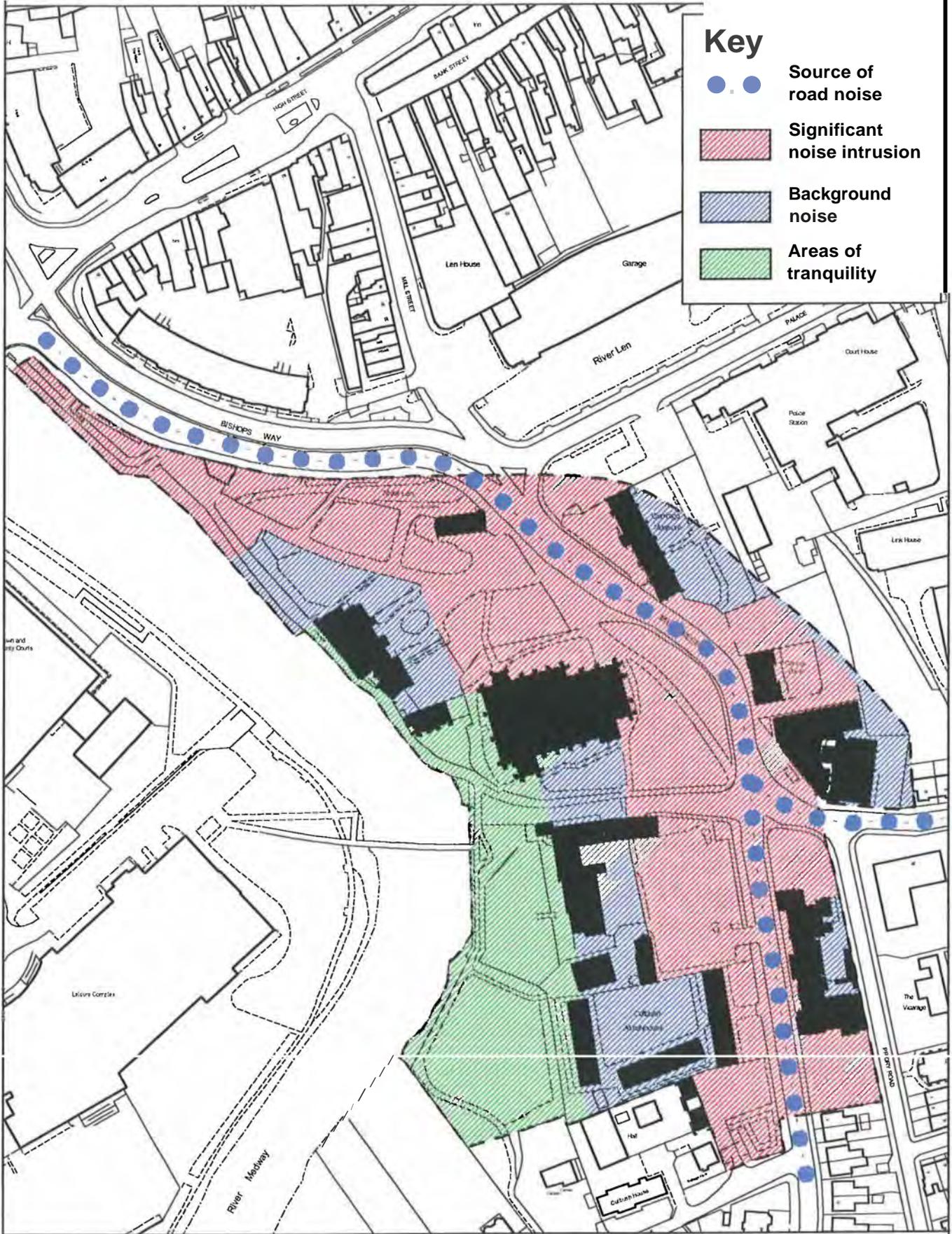


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**All Saints
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Map5 Highway Intrusion

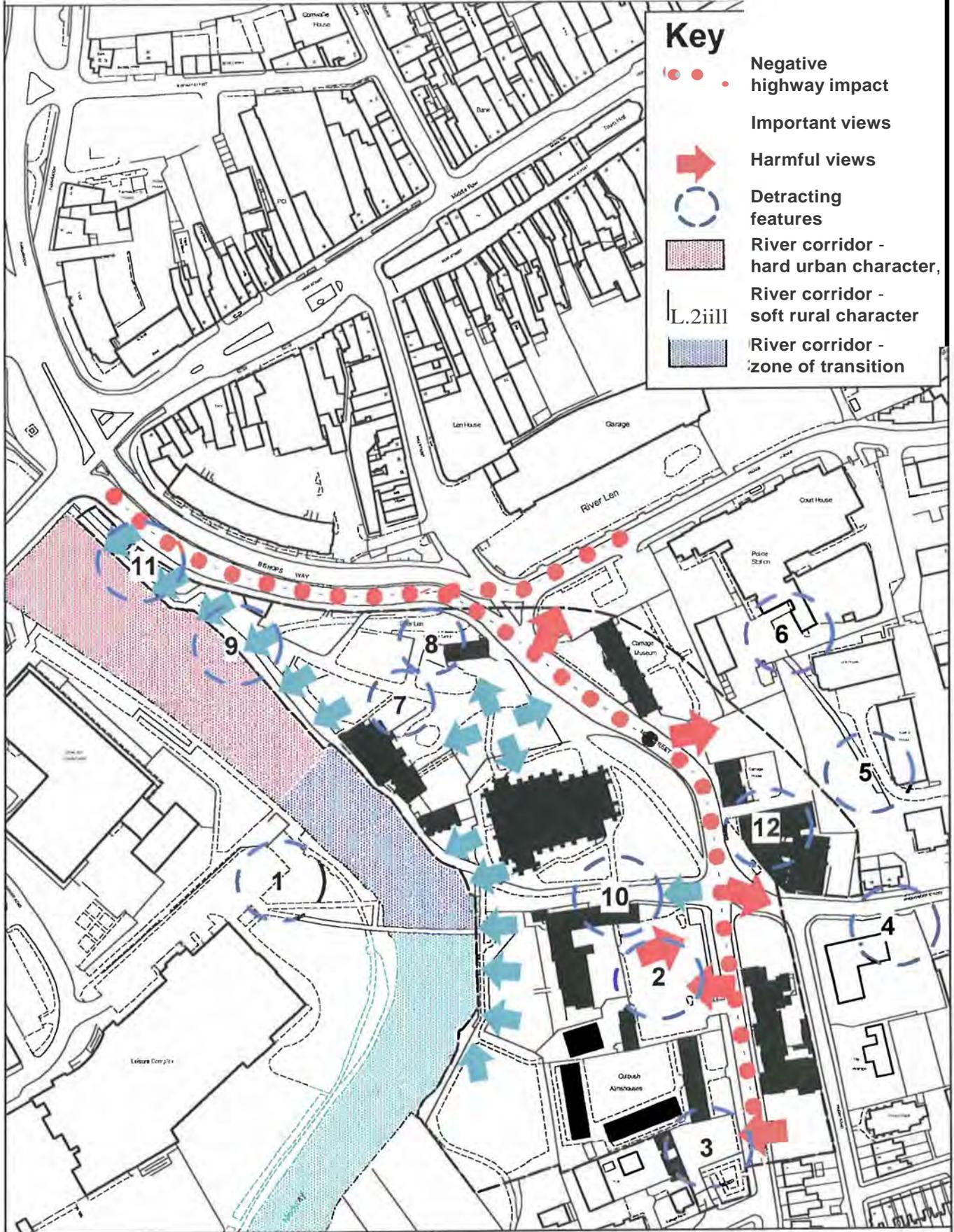


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**All Saints
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Map 6 - Views Out & Within The Area

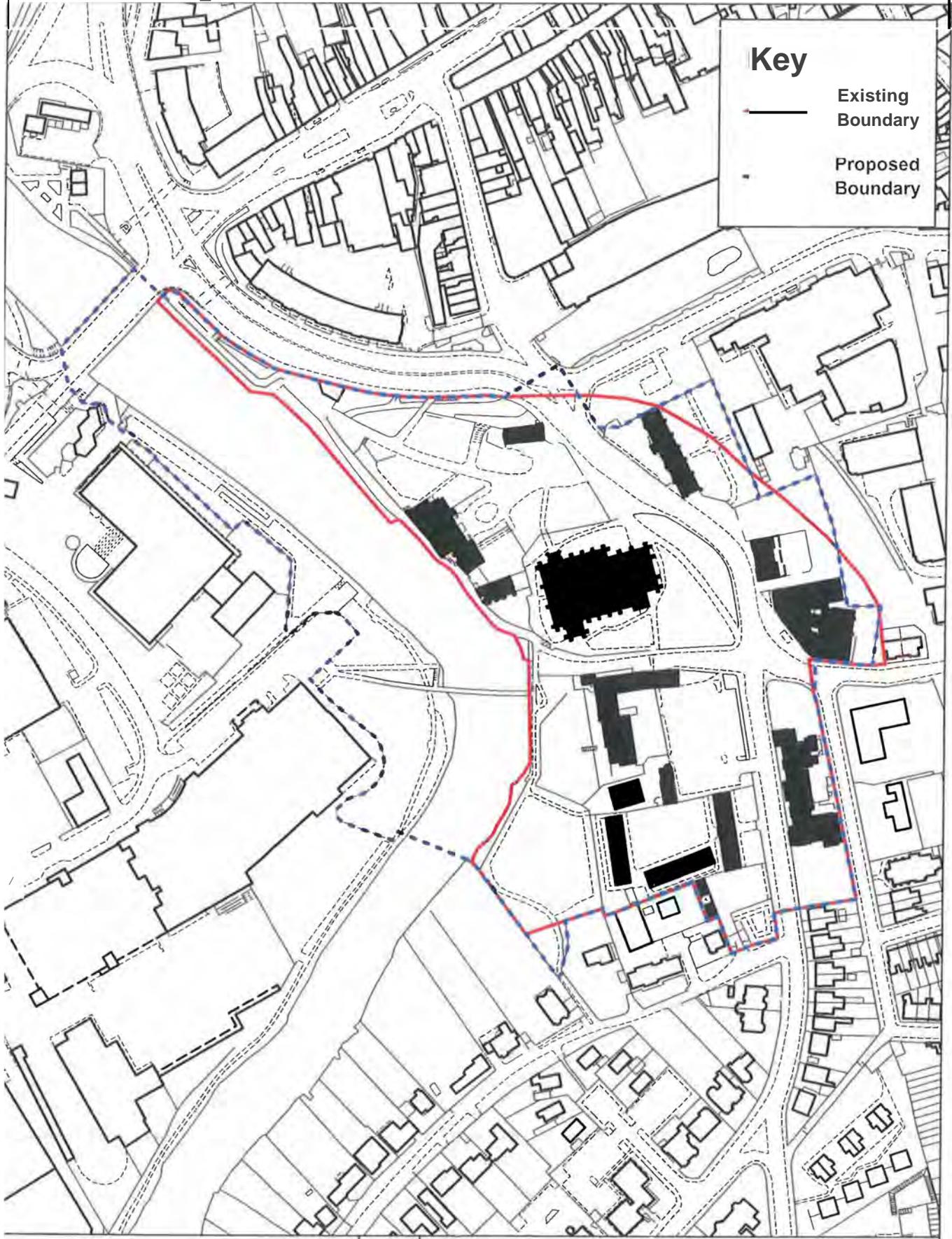


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Map8 Proposed Amended Boundary



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All Saints

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Appendix A: Tree Schedule

Tree surveys carried out in the All Saints Conservation Area June/July 2001

Tree No.	Species	Height	DBH	Spread	S.M.L	Comments
T.1A.	Carpinus betulus				S	Remove
T.1.	Cedrus deodara	15m	.44	3m	M	Deadwood
T.2.	Platanus x hispanica	16m	1.4	7m	L	
T.3.	Sequoia D. Giq'm	18m	.9	4m	L	
T.4.	Metasequoia glypto	15m	.53	3m	L	
	Metasequoia glypto	15m	.44	3m	L	
	Metasequoia glypto	15m	.55	3m	L	
T.5.	Salix x sepul. "Chryso".	7m	.40	4m	L	
T.6.	Salix x sepul. "Chryso"	7m	.40	4m	L	
T.7.	Tilia x europaea	16m	.66	5m	L	
T.8.	Taxus baccata x 2	9m	.39	6m	L	Slime flux 8' + GL
T.9.	Fraxinus excels. Pend	10m	.71	4m	L	Serious decay 7' + GL urg. 50% red'n
T.10.	Sequoia dend. Giq'm	20m	1.25	4m	L	
T.11.	Acer pseudoplatanus	15m	.71	6m	L	D/wood - Ivy
T.12.	Fagus syl. Pur.	14m	1.16			Measured at maft
	Fagus syl. Pur		.61	5m	L	Graft incompatible
T.13.	Acer pseudoplatanus 1x1 1x2	15m	.46 .27/.26	5m	L	
T.14.	Marus nigra	4m	.25	5m	L	Split/inad. Support
T.15.	Acer pseudoplatanus	12m	.47	4m	L	
T.16.	Acer pseudoplatanus x 3	15m	.41x3	5m	L	Ivy/deadwood
T.17.	Fraxinus excel. Pendula	9m	.53	7m	L	Cavities/reduce
T.18.	Acer griseum	2m	.05	3m	S	
T.19.	Platanus x hispanica	6m	.15	7m	S	
T.20.	Cedrus deodara	18m	.70	14m	M	
T.21.	Serbus torminalis	5m	.23	4m	S	
T.22.	Five Carpinus betulas	4m	.10	3m	S	
T.23.	Prunus soo.	4m	.23	10m	M	
T.24.	Prunus soo.	3m	.10	5m	S	
T.25.	Carpinus betulus	5m	.12	4m	S	
T.26.	Salix x sepul. "Chryso"	2x 15m	.30	15/15m	L	
T.27.	Carpinus betulus x 2					
T.28.	Carpinus betulus x 3					
T.29.	Carpinus betulus x 1	5m	.12	4m	S	
T.30.	Carpinus betulus x 2					
T.31.	Cedrus deodara	12m	.49	9m	S	
T.32.	Chamaecyparis Lawsoniana	20m	.21	2m	M	
T.33.	Taxus baccata	15m	.66	13m	M-L	
T.34.	Prunus soo.	5m	.25	11m	M	

All Saints Conservation Area Study

Tree No.	Species	Height	DBH	Spread	S.M.L	Comments
K.1.	Common Yew	10m	.35	10m	S	Multi-stem
K.2.	Taxus bacc, "fastigiata"	3m	.10	3m	S	
K.3.	Taxus baccata	5m	.10	5m	S	
K.4.	Ilex aquifolium	6m	.050	3m	S	
K.5.	Taxus baccata "fastig"	3m	.050	3m	S	
K.6.	Taxus baccata "fastig"	3m	.050	4m	S	
K.7.	Taxus baccata "fastiq"	4m	.050	4m	S	
K.8.	Taxus baccata "fastig"	3m	.050	3m	S	
K.9.	Taxus baccata "fastiq"	3m	.050	2m	S	
K.10.	Taxus baccata "fastiq"	3m	.050	3m		
K.11.	Taxus baccata "fastig"	3m	.10	4m		
K.12.	Ilex aquifolium	9m	.15	8m	S	
K.13.	Taxus baccata	10m	.45	10m	M	
K.12A.	Ch. Lawsoniana	4m	.06	2m	S	
K.14.	Tilia cordata	16m	.40	10m	M	Deadwood
K.15.	Taxus baccata	10m	.25	7m	S	
K.16.	Robinia psuedoacacia	10m	.050	5m	S	
K.17.	Prunus laurocerasus	3m	.050	5m	S	
K.18.	Robinia pseudoacacia	10m	.075	5m	S	
K.19.	Taxus baccata	9m	.20	4m	M	
K.20.	Taxus baccata	Sm	.10	4m	M	
K.21.	Robinia pseudoacacia	10m	.60	1m	S	
K.22.	Cup. sempervirens	12m	.20	5m	M	
K.23.	Taxus baccata	9m	.10	3m	S	
K.24.	Taxus baccata	9m	.075	2m	S	
K.25.	Taxus baccata	14m	.35	12m	L	
K.26.	Taxus baccata	12m	.20	14m	L	
K.27.	Taxus baccata	12m	.30	14m	L	
K.28.	Taxus baccata	12m	.40	14m	L	
K.29.	Taxus baccata	12m	.40	12m	L	
K.30.	Taxus baccata	12m	.50	15m	L	
K.31.	Fa!).jus svl.pur	8m	.10	6m	S	
K.32.	Taxus baccata	Sm	.40	12m	L	
K.33.	Taxus baccata "Aurea"	9m	.30	12m	L	
K.34.	Taxus baccata	9m	.35	11m	L	
K.35.	Cedrus Atlantica	17m	.40	17m	M	Deadwood
K.36.	Taxus baccata	Sm	.30	10m	L	
K.37.						
K.38.	Acer pseudoplatanus	1Sm	.40	10m	L	
K.39.	Acer pseudoplatanus	21m	.50	10m	L	
K.40.	Acer pseudoplatanus	20m	.50	10m	L	
K.41.	Acer pseudoplatanus	15m	.40	8m	L	
K.42.	Tilia cordata	17m	.30	10m	L	
K.43.	Taxus baccata "fastiq"	2m	.02	1.5m	S	
K.44.	Ilex aquifolium	Sm	.19	6m	M	
K.45.	Mespilus germanica	3m	.04	1.5m	S	
K.46.	Malus spp.	4m	.03	1.5m	S	
K.47.	Crataegus monogyna	4m	.07	Sm	S	
K.4S.	Cydonia oblonga	3m	.04	2m	S	

All Saints Conservation Area Study

Tree No.	Species	Height	DBH	Spread	S.M.L	Comments
K.49.	Taxus baccata	9m	.95	9m	M-L	
K.50.	Maqnolia x soulanqiana	5m	.20	6m	L	DBH @ Sm
K.51.	Maqnolia x soulanqiana	Sm	.15	6m	L	(nearest gate)
D.1.	Tilia cordata	17m	.62	7m	L	
D.2.	Acer pseudoplatanus	17m	.55	8m	L	Cavity
D.3.	Taxus baccata	3m	.207	3m	S	
CM.1	Betula pendula	7m	.30	8m	M	
CM.2.	Betula pendula	5m	.14	Sm	S	
CM.3	Betula pendula	Sm	.29	7.5m	M	Major d/w
CM.4.	Acer pseudoplatanus	8m.	.54	4m	M	Broken limb
CM.5.	Prunus pissifera niqra	Sm	.36	6m	L	Funqus/dieback
CM.6.	Prunus pissifera nigra	Sm	.54	8m	L	
CM.7.	Cup. Laws. Multi stem	9.5m	.24	Sm	L	
CM.S.	Cup. Laws. Multi stem	9m	.30	Sm	L	
CM.9.	Cup. Laws. 3 stems	7.5m	.25	6m	L	
CM.10.	Cup. Laws. 3 stems	9m	.34	6m	L	
CM.11.	Taxus baccata	4m	.20	4.5m	S	
CM.12.	Malus spp	4.5m	.30	7m	L	Ivy covered
CM.13.	Cup. Laws. Twinstem	9m	.28	Sm	L	
CM.14.	Cup. Laws. 3 stem	9m	.33	Sm	L	
CM.15.	Cup. Laws. 2 stem	9m	.26	4m	L	
CM.16.	Cup. Laws. 4 stems	9m	.31	6m	L	
CM.17.	Prunus pissifera niqra	Sm	.36	10m	L	Root plate lifted
CM.18.	Crataegus monoavna	6m	.45	9.5m	L	
CM.19.	Prunus spp.	Sm	.32	Sm	M	
AREA: ARCHWAY/ CAR PARK ADJACENT TO ARCHBISHOP'S PALACE						
C.1.	Malus soo.	4m	.20	6m	M	
C.2.	Malus spp. Leaning	3m	.17	4m	S	Remove
C.3.	Platanus x hisoanica	15m	.73	14m	M	Interfer'q Light
C.4.	Tilia cordata	15m	.53	10m	M	
C.5.	Malus spp.	6m	.25	6m	M	
C.6.	Malus spp,					Dead
C.7.	Malus soo.	Sm	.19	6m	M	
C.S.	Malus soo.	5m	.24	6m	M	Ivy
C.9.	Malus soo.	6m	.28	7.5m	M	Ivy
C.10.	Acer pseudoplatanus	15m	1.05	16m	L	
C.11.	Ailanthus altissima	15m	.80	12m	L	
C.12.	Ilex aqu. S. Queen	Sm	.21	5m	L	Ivy
C.13.	Acer pseudoplatanus twin	14m	.34	10m	M	Against wall
C.14.	Acer pseudoplatanus	14m	.52	11m	M	Against wall
C.15.	Matus spp.				L	Dying
C.16.	Acer pseudoplatanus	10m	.21	7m	S	
C.17.	Acer pseudoplatanus Twin	10m	.40	Sm	S	
C.1S.	Crataegus monoqvna	8m	.45	11m	L	
C.19.	Matus spp.	7m	.21	4m	M	tvv: Dving
C.20.	Labunum SPD.				S	Dead
C.21.	Platanus x hispanica	19m	1.06	19m	L	o/h road

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Tree No.	Species	Height	DBH	Spread	S.M.L	Comments
C.22.	Prunus soo.	3.5m	.15	4m	S	
C.23.	Crataegus monoavna	2.5m	.03	2m	S	
C.24.	Crataegus monoavna	3m	.035	2m	S	
C.25.	Crataegus monoavna	3m	.04	2m	S	
C.26.	Prunus spp.	4m	.30	7m	M	
C.27.	Gleditzia tria. "Sunburst"	2m	.03	1m	S	
C.28.	Mesoilus germanica	2m	.14	3m	M	
C.29.	Catalpa bignonioides	5m	.38	9m	L	
C.30.	Cercis siliuastrum	9m	.20	5m	L	Split Uraent
C.31.	Laburnum soo.	4m	.12	4m	M	
C.32.	Acer (dwarf)	4m	.12	4m	M	
8.1.	Aesculus hippocastanum	17m	.86	15m	L	Leaning on wall
8.2.	Platanus x hispanica	19m	.56	17m	L	
8.3.	Aesculus hippocastanum	19m	.55	12m	L	Slime flux
8.4.	Tilia cordata	19m	.60	10m	L	
8.5.	Acer pseudoplatanus -twin	19m	.56/39	12m	L	1 leans/1uoriaht
8.6.	Tilia cordata 2 stems	19m	.32/41	10m	L	
8.7.	Acer oseudoolatanus	19m	.71	12m	L	
8.8.	Tilia cordata	19m	.58	10m	L	
8.9.	Acer camoestre	17m	.51	10m	L	
8.10.	Acer oseudoplatanus	19m	.60	9m	L	Decayed limb
8.11.	Fagus svl. Pur.	19m	.88	13m	L	Cavity/d.wood
8.12.	Aesculus hioocastanum	4m	.55	10m	L	Flux: o/h river
8.13.	Tilia cordata	19m	.53	10m	L	D/w over path
8.14.	Taxus baccata	12m	.67	5m	L	D/w: Laetioorus
B.15.	Taxus baccata 2 stems	14m	.50/58	8m	L	
8.16.	Aesculus hioocastanum	16m	.61	20m	L	
8.17.	Fraxinus excelsior	15m	.40	10m	est.L	Leaning o' river
B.18.	Fraxinus excelsior	15m	.35	10m	est.L	
8.19.	Fraxinus excelsior	19m	.50	12m	L	
8.20.	Acer pseudoplatanus	18m	.68	14m	L	Leanina
8.21.	Acer pseudoplatanus (2)	16m	.46/50	10m	L	Ivy
8.22.	Acer pseudoplatanus (G.11)(2)	16m	.39	7m	L	
B.23.	Crataegus monoqyna	7m	.31	6m	L	
8.24.	Thuia plicata + 4 stems	10m	.33	18m	M	
8.25.	Thuia olicata 2 stems	12m	.30/41	9m	M	
A.1.	Alnus glutinosa	5m	.13	4m	S	
A.2.	Alnus glutinosa	4m	.09	2m	S	
A.3-6.	Betula pendula	9m	.18	15m	M	Ivy
A.7.	Betula pendula	7m	.13	3m	M	
L.1.	Crataegus monoavna	6m	.13	3m	M	
L.2.	Prunus "Mirabelle" Group	6m	.12	7m	M	
L.3.	Corylus group	5m	.06	10m	M	
L.4.	Acer rubrum	5m	.05	1.5m	S	
L.5.	Corvulus, Syringa, Prunus G	6m	.13	15m	M	

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Tree No.	Species	Height	DBH	Spread	S.M.L	Comments
L.6.	Fraxinus excelsior	6m	.06	2m	S	
L.7.	Fraxinus excelsior	6m	.06	2m	S	
L.8.	Sambucus nigra	7m	.22	4m	L	
L.9.	Serbus intermedia	7m	.19	Sm	S	
1.10.	Corylus maxima "Pur"	4m	.05	4m	M	
L.11.	Pvrus spp.	Sm	.055	1m	S	
L.12.	Pvrus spp.	Sm	.055	1m	S	
L.13.	Pyrus spp.	Sm	.055	1m	S	
L.14.	Corylus maxima "Pur"	Sm	.06	5m	M	
L.15.	Marus Alba (5 off)	2m	.02	2m	S	
L.16.	Gleditzia tria. "Sunburst"	3m	.04	1m	S	3 live 3 dead
L.17.	Fraxinus excelsior	1Sm	.59	11m	L	lvv
L.18.	Marus nigra	10m	.32	30m	L	lvv
L.19.	Taxus baccata	10m	.27	8m	M	
L.20.	Taxus baccata	12m	.54	11m	L	
L.21.	Taxus baccata 2 stem	10m	.50	10m	L	
L.22.	Ilex aqu. multi stem	8m	.13	6m	M	
L.23.	Ilex aqu. multi stem	8m	.19	6m	M	
L.24.	Magnolia grandiflora	9m	.15	5m	L	
L.25.	Malus domestica	9m	.28	8m	L	
L.26.	Laburnum soo.	7m	.18	4m	M	
L.27.	Taxus baccata	4.5m	.12	3m	S	
L.28.	Acer pseudoplatanus twin	15m	.41	8m	M	
L.29.	Acer pseudoplatanus Group	15m	.22	8m	M	
L.30.	Acer pseudoplatanus Group	17m	.30	12m	L	
L.31.	Tilia cordata	17m	.27	10m	L	
L.32.	Cuo. lawsoniana	17m	.26	4m	L	
L.33.	Pinus sylvestris	17m	.21	4m	L	
L.34.	Tilia cordata	17m	.33	5m	L	lvv
L.35.	Cup. Lawsonia	6m	.28	2m	L	lvv
L.36.	Crataegus monoqyna	4m	.13	4m	M	lvv
L.37.	Tilia cordata	Sm	.31	4m	M	
L.38.	Ilex aquifolium	4m	.08	3m	M	
L.39.	Acer camoestre	6m	.16	Sm	S	
L.40.	Group: Cotoneaster spp. Cornus mas, Viburnums, Syringa	10m		30m	L	

Appendix B: Planning Policy Context (arranged by subject)

SUBJECT	GOVERNMENT ADVICE	KENT STRUCTURE PLAN 1996	MAIDSTONE BOROUGH-WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
Sustainability	PPG 15 - para 1.3	Policy S2	Strategic Objectives 1 and 2		<p>preserve the historic environment as an irreplaceable asset, central to our cultural heritage, and national identity.</p> <p>ensure that present day demands do not compromise the ability of future generations to enjoy and value the historic environment.</p>
Development in conservation areas	PPG 15 - part 4	Policy ENV17	Policy ENV13		<p>ensure that all development preserves or enhances the character or appearance of conservation areas.</p>
Demolition of unlisted buildings in conservation areas	PPG15 - para 4.25	Policy ENV17	Policy ENV14		<p>retain buildings which make a positive contribution to the character or appearance of the conservation area.</p> <p>Seek to ensure that any demolition is immediately followed by redevelopment to avoid ugly gap sites.</p>

SUBJECT	GOVERNMENT ADVICE	KENT STRUCTURE PLAN 1996	MAIDSTONE BOROUGH- WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
Enhancing the appearance of conseNation areas	PPG 15 - Paras 4.9 &4.10	Para 4.45	Policy ENV15	Maidstone Landscape Character Assessment and Landscape Guidance Maidstone Streetscape Manual	enhancement through the careful design and management of the physical environment. encourage local property owners to take the right actions themselves. follow a programme of environmental improvements.
Alterations and extensions to listed buildings.	PPG15 - part 3	Policy ENV19	Policy ENV9	MSC - Planning Guidance Note 2	to preseNe the architectural and historic interest of the building, its setting and any special features which contribute to the reason for its listing.
Change of use of listed buildings	PPG15 - paras 3.8 - 3.11	Policy ENV19	Policy ENV11	MSC - Planning Guidance Note 2	to ensure that a buildings character and features of special architectural or historic interest are preseNed or enhanced through change of use proposals.
Demolition of listed buildings.	PPG 15 - paras 3.16 - 3.19	Policy ENV19	Policy ENV10	MSC - Planning Guidance Note 2	to ensure that demolition of listed buildings is only allowed in exceptional circumstances, where every effort has been made to secure re-use and retention.
The setting of listed buildings.	PPG15 - paras 2.16 and 2.17.	Policy ENV19	Policy ENV12	MSC - Planning Guidance Note 2	to preserve the setting of listed buildings.

SUBJECT	GOVERNMENT ADVICE	KENT STRUCTURE PLAN 1996	MAIDSTONE BOROUGH- WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
Advertising and retail frontages	PPG15 - paras 4.31 to 4.37	Policy ENV19	Policy ENV8	MBC - Planning Guidance Note 4	preserve commercial or retail frontages of attractive traditional design ensure that new shopfronts and signage do not harm the historic environment.
Archaeological remains of national importance.	PPG 16 - Para 8	Policy ENV18	Policy ENV16		to preserve the archaeological value and interest of nationally important archaeological remains or their settings, whether scheduled or not. to secure preservation preferably "in Situ"
Remains of local archaeological importance	PPG16 - para 16	Policy ENV18	Policy ENV17		seek to avoid damage to important archaeological sites, through sympathetic design which avoids disturbance and preserves the site in situ.
Sites with archaeological potential.	PPG 16 - para 18	Policy ENV18	Policy ENV18		on sites where there is good reason to believe that archaeological remains exist, secure excavation and recording, and removal or preservation in whole or in part if justified, before development begins.

SUBJECT	GOVERNMENT ADVICE	KENT STRUCTURE PLAN 1996	MAIDSTONE BOROUGH- WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
Trees and landscaping	PPG 15 - paras 4.38 to 4.40	Policy ENV17	Policies ENV5 and ENV6	Maidstone Landscape Character Assessment and Landscape Guidance. Maidstone Town Centre Streetscape manual	to protect important trees in conservation areas require the provision of new landscaping, including surfacing and boundary treatments which, incorporate the retention of existing trees and landscape features, and provide for new planting using native or near native species.
Riverside Zone of Special Townscape Importance.	PPG1 - paras 13 to 20	Policy ENV15	Policy ENV7	Maidstone River Park proposals.	to achieve a high quality riverside environment. hide surface parking from the riverside remove or screen eyesores provide where possible a landscaped riverside walk emphasise the importance of the River Medway.
Strategic transportation corridors	PPG1 - paras 13 to 20	Policy ENV12	Policy ENV21		to enhance the environment alongside strategic transportation routes within the Borough.
Protection of urban open space.	PPG17 - paras 25 to 31	Policy ENV16	Policies ENV22 and ENV23		to protect urban open space for its visual and townscape qualities maintain informal recreation and amenity spaces within the urban area.

SUBJECT	GOVERNMENT ADVICE	KENT SIRUCTURE PLAN 1996	MAIDSTONE BOROUGH- WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
External lighting	None	None	Policy ENV49	Maidstone Town Centre Streetscape Manual.	encourage the creative use of external lighting to achieve an interesting and varied night time environment. to protect against inappropriate lighting and light pollution
Tourism	PPG21 - paras 5.17 to 5.20	PolicyTO1	Policies ED22 and ED24	Maidstone River Park proposals	to encourage Maidstone Town Centre to develop as a major tourist destination. to make provision for new tourism and recreation facilities along the Medway to recognise the importance of Maidstone's historic environment as a tourist attraction.
All saint's link road	PPG 13 general principles	PolicyT2	T18	Maidstone Urban Transportation Strategy	improve accessibility in south Maidstone achieve environmental benefits by removing traffic from the precincts of the Archbishop's Palace allow further traffic management schemes in and around the town centre revitalisation of residential area to the south of the town. improve public transport, pedestrian and cycle access.

SUBJECT	GOVERNMENT ADVICE	KENT STRUCTURE PLAN 1996	MAIDSTONE BOROUGH-WIDE LOCAL PLAN 2000	OTHER MATERIAL CONSIDERATIONS	KEY POLICY OBJECTIVES
Parking standards	PPG 13 general principles	Policy T14	Policy T13	Maidstone Urban Transportation Strategy	adopt a reduced parking requirement for locations which have good access to other means of travel than private cars be flexible in the requirements for off-street parking especially to assist in the restoration/refurbishment of historic buildings ensure parking is kept to an operational minimum seek commuted payments in lieu of on site provision where appropriate.
Loss of parking facilities	PPG13 general	Policy T14	Policy T14	Maidstone Urban Transportation Strategy	retain the number of publicly available off-street parking spaces consistent with the car parking strategy allow new parking facilities in the urban area provided that this is consistent with the overall parking strategy_

Appendix C: Planning Policy Context (arranged by document source)

Government Advice

Planning Policy Guidance Notes (PPG's)

- PPG 1 General Policy and Principles (1997)
- PPG 13 Transport (Public consultation draft 1999)
- PPG15 Planning and the Historic Environment (1994)
- PPG 16 Archaeology and Planning (1990)
- PPG 17 Sport and Recreation (1991)
- PPG21 Tourism (1992)

Kent Structure Plan (adopted) 1996

- Policy S2 Strategic Environment Policy
- Policy ENV12 Enhancement of Primary Routes
- Policy ENV15 Quality of the Built Environment
- Policy ENV16 Urban Open Space and "Town Cramming"
- Policy ENV17 Conservation Areas
- Policy ENV18 Archaeological Sites
- Policy ENV19 Buildings of Architectural or Historic Importance
- Policy TO1 Tourist Facilities
- Policy T2 Maidstone Southern Approach Road
- Policy T14 Town Centre Parking.

Maidstone Borough-Wide Local Plan (adopted) 2000

- Policy ENV5 Protection of trees
- Policy ENV6 Provision of new landscaping
- Policy ENV7 Riverside Zone of Townscape Importance
- Policy ENV8 Advertising and retail frontages
- Policy ENV9 Alterations to listed Buildings
- Policy ENV10 Demolition of Listed Buildings
- Policy ENV11 Change of use of Listed Buildings
- Policy ENV12 Setting of Listed buildings
- Policy ENV13 Development within Conservation Areas
- Policy ENV14 Demolition of unlisted buildings within Conservation areas
- Policy ENV15 Conservation Area enhancement
- Policy ENV16 Nationally important archaeological remains
- Policy ENV17 Locally important archaeological remains
- Policy ENV18 Sites with archaeological potential
- Policy ENV21 Enhancement of strategic routes
- Policy ENV22 Urban open space
- Policy ENV23 Loss of open space and recreation facilities
- Policy ENV49 External lighting
- Policy ED22 Tourist attractions
- Policy ED24 New tourist attractions and facilities
- Policy T13 Parking standards
- Policy T14 Loss of parking facilities
- Policy T18 A229 All Saints Link Road

Other Material Considerations

- Maidstone Landscape Character Assessment and Landscape Guidance (consultation draft 2000)
- Maidstone Streetscape Manual (April 2001)
- MBC Planning Guidance Note 2: Listed Buildings
- MBC Planning guidance Note 4: Shopfronts and Shop Signs
- MBC Maidstone River Park Proposals
- Maidstone Urban Transportation Strategy 1999 - 2000