

## Schedule of Proposed Main Modifications to the Regulation 19 Maidstone Borough Local Plan

### July 2017

The Main Modifications which are proposed to be made to the Regulation 19 version of the Maidstone Borough Local Plan (which was dated February 2016) are set out in the schedule below.

The schedule includes the proposed Main Modifications which the Local Plan Inspector, Mr Robert Mellor BSC DIPTRP DIPDBE DMS MRICS MRTPI, considers will be necessary in order for him to be able to find the Local Plan sound and legally compliant. The proposed Main Modifications are put forward without prejudice to the Inspector's final conclusions on the Plan and have been subject to public consultation.

The public consultation on the proposed Main Modifications ran from Friday 31<sup>st</sup> March until 5pm on Friday 19<sup>th</sup> May 2017.

All duly made representations on the proposed Main Modifications received by 5pm on Friday 19<sup>th</sup> May 2017 have been considered by the Inspector.

Text proposed to be deleted is shown as strikethrough and new text is shown as italic and underlined. Each Main Modification is referenced for ease and also indicates its location in the submitted plan, a reference to its origin (PC/ ref). The reasons for the modifications are set out in the Inspector's Report.

Main Modification Number	Related Policy Number	PC/ ref	Changes to the text																								
<b>MM1</b>	Policy SS1 and supporting text	PC/2; PC/3; PC/77; PC/132; Action 7.2; Action 8.5; Action point 4.10	<p>Amend 4.3; 4.8; 4.14; and Table 4.4 and Policy SS1 (1), (4), (8) and (10):</p> <p>4.3 The <del>Strategic Housing Market Assessment 2015</del> confirms the objectively assessed housing need for the borough over the plan period 2011 to 2031 <i>is confirmed</i> as <del>18,560</del> <u>17,660</u> dwellings (<del>928</del> <u>883</u> dwellings per annum<sup>1</sup>). This need is based on an analysis of national population projections with key local inputs, including net migration, household formation rates and housing vacancy rates. The council will monitor the impact of new data releases on its objectively assessed housing need and respond as appropriate. The council does not need to allocate land to meet the whole need of <del>18,560</del> <u>17,660</u> dwellings because <i>at 1 April 2016, 2860</i> homes have already been built since 2011 <del>or</del> <i>and 5,475</i> have been granted planning permission or have a resolution to grant planning permission <del>on sites that are not yet completed. A reduction of 5% has been made to the number of dwellings expected to be built on sites with planning permission in order to allow for the non-implementation of some planning permissions.</del> The local plan allocates a further <del>5,150</del> <u>8,707</u> dwellings, and identifies broad locations for housing growth that can yield around <del>2,440</del> <u>3,500</u> dwellings. Adding a windfall allowance of <u>1,650 dwellings</u> <del>114 dwellings per annum</del> from unidentified sites in the latter years of the plan period, the council will be able to meet its objectively assessed housing need of <del>18,560</del> <u>17,660</u> dwellings in full, as set out in the table below. The housing trajectory (appendix A) demonstrates in detail how this need will be met. <i>This is a 'snapshot' of the borough's housing land supply position as at 1 April 2016, which will be updated annually through the authority's monitoring report. Any shortfall in supply will be addressed through the Local Plan review, which will be adopted by April 2021.</i></p> <table border="1"> <thead> <tr> <th></th> <th>Housing land supply</th> <th><u>Dwellings (net)</u></th> <th><u>Dwellings (net)</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Objectively assessed housing need/ <i>Local Plan housing target</i></td> <td></td> <td><del>18,560</del> <u>17,660</u></td> </tr> <tr> <td>2</td> <td>Completed dwellings <del>2011 to 2015</del> <i>1 April 2011 to 31 March 2016</i></td> <td><del>2,341</del> <u>2,860</u></td> <td></td> </tr> <tr> <td>3</td> <td><i>Extant</i> planning permissions <i>as at 1 April 2016</i> (including subject to S106 <i>and a non-implementation discount</i>) <del>to 30.11.15</del></td> <td><del>2,907</del> <u>5,475</u></td> <td></td> </tr> <tr> <td>4</td> <td>Local Plan allocated sites (<i>balance of allocations not included in line 3 above</i>)</td> <td><del>8,707</del> <u>5,150</u></td> <td></td> </tr> <tr> <td>5</td> <td>Local Plan broad locations for future housing development<sup>2</sup></td> <td><del>3,500</del> <u>2,440</u></td> <td></td> </tr> </tbody> </table>		Housing land supply	<u>Dwellings (net)</u>	<u>Dwellings (net)</u>	1	Objectively assessed housing need/ <i>Local Plan housing target</i>		<del>18,560</del> <u>17,660</u>	2	Completed dwellings <del>2011 to 2015</del> <i>1 April 2011 to 31 March 2016</i>	<del>2,341</del> <u>2,860</u>		3	<i>Extant</i> planning permissions <i>as at 1 April 2016</i> (including subject to S106 <i>and a non-implementation discount</i> ) <del>to 30.11.15</del>	<del>2,907</del> <u>5,475</u>		4	Local Plan allocated sites ( <i>balance of allocations not included in line 3 above</i> )	<del>8,707</del> <u>5,150</u>		5	Local Plan broad locations for future housing development <sup>2</sup>	<del>3,500</del> <u>2,440</u>	
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<sup>1</sup> As per 'Interim Findings from the Examination of the Maidstone Borough Local Plan', 22 December 2016.

<sup>2</sup> Figures include only 500 dwellings of the 1,300 dwellings identified at the broad location of Invicta Park Barracks. The council is working with the MoD to bring forward the release date of this site.

6	Windfall sites (2022-2031) <u>contribution</u>	1,026	<u>1,650</u>
7	Total housing land supply		<u>18,481</u> <u>17,575</u>
9	<u>Housing land deficit 2011/2031</u>		<u>565</u> (85)

Table 4.1 Meeting objectively assessed housing need

4.8 Part of The office, industry and warehousing floorspace provision have been requirements can be met in part through the occupation of vacant buildings and land, redevelopment and planning permissions granted/completed since 2011-16. The amount of floorspace needed in addition to what is available from these sources is shown in Table 4.4 below as a net requirement for the remaining plan period. For industrial uses, sufficient land is already available from these sources to more than meet the amount of floorspace which is forecast to be needed. The net requirement therefore appears as a negative figure. For offices, the required floorspace will be met, in part, through development on windfall sites in addition to the specific allocations in the Plan.

	Offices (NIA)	Industry (GIA)	Warehousing (GIA)
Gross requirement sqm (2011-31)	39,830	20,290	49,911
Supply	<u>24,247</u>	<u>16,595</u>	<u>36,964</u>
Net requirement sqm (2016-31)	<u>15,583</u> <u>24,600</u>	<u>3695</u> <u>-18,610</u>	<u>12,947</u> <u>7,965</u>

Table 4.4 Net floorspace requirement for offices, industry and warehousing

4.9 In addition to establishing the quantity of additional B class employment floorspace needed, an assessment of the existing, established employment sites in the borough and their continuing role in meeting future business needs was also completed. This analysis identified that, without further action, the borough would lack a new, well serviced and well connected mixed use business park which could be particularly aimed at providing new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses. There is a gap in the borough's portfolio of employment sites to be addressed and this 'qualitative' need is distinct from the purely numerical need identified through the forecast. The outcome is that the Local Plan allocates more land than the purely numeric requirement for offices, industry and warehousing would imply to ensure that the right type as well as the right amount of land is delivered. The local plan allocates sufficient land to provide for offices, industrial and warehousing needs and medical use. With respect to offices, a restricted level of office demand and take up within the market has been demonstrated over an extended period by persistently high vacancy rates and unbuilt permissions. This trend is replicated across the South East, including in more local locations such as Kings Hill, Ashford and Ebbsfleet, and is unlikely to may not change in the short term. However, Given the considerable supply of dated and outmoded stock within the town centre there are opportunities to encourage replacement of poor quality stock and also to foster new provision through the Plan's policies in the latter years of the plan period that is likely to achieve greater space efficiencies.

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

Amend Policy SS1 Maidstone Borough Spatial Strategy:

			<p>1. Between 2011 and 2031 provision is made through the granting of planning permissions and the allocation of sites for:</p> <ul style="list-style-type: none"> <li>i. <del>18,560</del> <u>17,660</u> new dwellings;</li> <li>ii. 187 Gypsy and Traveller pitches and 11 Travelling Showpeople plots;</li> <li>iii. 39,830m<sup>2</sup> floorspace for office use;</li> <li>iv. 20,290m<sup>2</sup> floorspace for industrial use;</li> <li>v. 49,911m<sup>2</sup> floorspace for warehousing use;</li> <li>vi. 98,000m<sup>2</sup> floorspace for medical use;</li> <li>vii. 6,100m<sup>2</sup> floorspace for retail use (convenience goods); and</li> <li>viii. 23,700m<sup>2</sup> floorspace for retail use (comparison goods).</li> </ul> <p>2. New land allocations that contribute towards meeting the above provisions are identified on the policies map.</p> <p>3. An expanded Maidstone urban area will be the principal focus for development in the borough. Best use will be made of available sites within the urban area. Regeneration is prioritised within the town centre, which will continue to be the primary retail and office location in the borough. Strategic locations to the north west and south east of the urban area provide for substantial residential development and junction 7 of the M20 motorway is identified as a strategic location for additional business provision in association with a new medical campus.</p> <p>4. A prestigious business park at Junction 8 of the M20 that is well connected to the motorway network will provide for a range of job needs up to 2031. <u>The site will make a substantial contribution to the need for new office space in the borough as well as meeting the 'qualitative' need for a new, well serviced and well connected mixed use employment site suitable for offices, industry and warehousing and will thereby help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand.</u></p> <p>5. Harrietsham, Headcorn, Lenham, Marden and Staplehurst rural service centres will be the secondary focus for housing development with the emphasis on maintaining and enhancing their role and the provision of services to meet the needs of the local community. Suitably scaled employment opportunities will also be permitted.</p> <p>6. The larger villages of Boughton Monchelsea, Coxheath, Eyhorne Street (Hollingbourne), Sutton Valence and Yalding will be locations for limited housing development consistent with the scale and role of the villages.</p> <p>7. Broad locations for significant housing growth <del>likely to come forward in the later phases of the plan period</del> are identified at Invicta Park Barracks, in the town centre and at Lenham.</p> <p>8. <del>Suitably</del> <u>Small</u> scaled employment opportunities will be permitted at appropriate locations to support the rural economy <del>(in accordance with policy DM41).</del></p> <p>9. In other locations, protection will be given to the rural character of the borough avoiding coalescence between settlements, including Maidstone and surrounding villages, and Maidstone and the Medway Gap/Medway Towns conurbation.</p> <p>10. <del>The green and blue network of multi-functional open spaces, rivers and water courses, will generally be maintained and enhanced where appropriate; and the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty, and landscapes of local value will be conserved and maintained</del> <u>enhanced</u>.</p> <p>11. <del>Supporting Infrastructure schemes that will be brought forward in a timely way to provide for the needs arising from development</del> <u>will be supported. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</u></p> <p>Amend Appendix A Housing Trajectory to reflect changes to Table 4.1</p>
<b>MM2</b>	Key Diagram	PC/86	Amend the Key Diagram to show Lenham as a broad location in addition to its Rural Service Centre status, and reflect the change in the legend of the Key Diagram. Also annotate the Key Diagram to include the Broad Locations in Maidstone Town Centre and at the Invicta Barracks.

<p><b>MM3</b></p>	<p>Introduction paragraph 1.17 and Policy SS1 supporting text</p>	<p>PC/118</p>	<p>Amend paragraph 1.17 and move to paragraph 4.1 to state:</p> <p><del>1.17</del> The policies within the Maidstone Borough Local Plan comprise:</p> <p><i>4.1 To deliver the Spatial Vision and Spatial Objectives outlined in chapter 3 of the Local Plan a number of strategic policies have been identified. The strategic policies are contained within this chapter and set out the overall approach towards providing new homes, jobs, infrastructure and community facilities over the plan period to 2031. These policies form the basis of this Local Plan’s policy framework, as well as providing the core principles that planning applications and Neighbourhood Plans are expected to generally conform with. The Strategic policies set out:</i></p> <ul style="list-style-type: none"> <li>• The borough wide spatial strategy which sets development targets; and explains the factors that influence the distribution of development;</li> <li>• Spatial policies that focus on Maidstone urban area, Maidstone town centre, rural services centres, larger villages and the countryside;</li> <li>• <i>A settlement strategy for the direction and distribution of development across the Borough, amplified by a series of area based strategies for Maidstone urban area, the rural service centres, larger villages and the countryside;</i></li> <li>• Specific site allocation policies that set criteria for development sites: housing (including future broad locations for growth), Gypsy and Traveller pitches, employment, retail and mixed use;</li> <li>• Development management policies that apply across the borough, within Maidstone urban area, Maidstone town centre, rural service centres, larger villages and in the countryside which focus on delivering the spatial strategy and set criteria against which planning applications for development will be determined; and</li> <li>• <i>Requirements for open space, broad locations, employment and gypsy and traveller allocations;</i></li> <li>• <i>Strategic policies for housing mix, affordable housing, economic development, retention of employment sites and sustainable transport; and</i></li> <li>• <del>An</del> <i>A strategic</i> infrastructure delivery policy which explains how infrastructure required to support new development will be delivered.</li> </ul> <p><i>4.2 The strategic policies in this chapter are underpinned by strategic site allocation policies (set out in chapter 5) which detail specific site based criteria for new development ( housing, employment, Gypsy &amp; Traveller, retail &amp; mixed use and employment) against which planning applications for these sites will be determined.</i></p> <p><i>4.3 Chapter 6 sets out the development management policies to be used by the council in helping to determine individual planning applications.</i></p> <p><i>4.4 Chapter 7 sets out the monitoring and review for the Local Plan to ensure that the plan is delivering the amount and type of development that is required by the strategic policies.</i></p> <p><b>Housing and economic development targets</b></p> <p><del>4.15</del> One of the principal aims of the local plan is to set out clearly the council’s proposals for the spatial distribution of development throughout the borough based on the vision and objectives of the plan. This section determines the housing and economic development targets for the plan period (2011 to 2031) and describes the council's approach to the distribution of development. The justification for this approach has been derived from.....</p>
<p><b>MM4</b></p>	<p>Policy SP1, SP2, SP3 and SP6, SP7, SP9, SP10, SP13, SP15 and</p>	<p>PC/5  PC/4</p>	<p>Additional criterion at SP1(3)(v)(e) to read: <i>“Improvements to health infrastructure including extensions and/or improvements at Brewer Street Surgery, Bower Mount Medical Centre, The Vine Medical Centre, New Grove Green Medical Centre, Bearsted Medical Practice and Boughton Lane Surgery”</i></p> <p>Additional criterion at SP2(3)(iv) to read: <i>“Improvements to health infrastructure including extensions and/or improvements at Barming Medical Practice, Blackthorn Medical Centre, Aylesford Medical Centre and Allington Park or Allington Clinic”</i></p>

	supporting text	PC/6 and PC/7  PC/10 PC/11, PC/13, PC/15, PC/16, PC/18	<p>Additional criterion at SP3(3) (v) to read: "<u>Improvements to health infrastructure including extensions and/or improvements at The Mote Medical Practice, Orchard Medical Centre, Wallis Avenue Surgery and Grove Park Surgery</u>"</p> <p>Amend criterion SP3(3)(ii) to read: "New <del>two form entry</del> primary schools on sites H1(5) and H1(10) <u>and expansion of an existing primary school within south east Maidstone.</u></p> <p>Additional criterion at SP6(3)(iv) to read: "<u>Improvements to health infrastructure including extension and/or improvements at Glebe Medical Centre.</u>"</p> <p>Additional criterion at SP7(4)(v) to read: "<u>Improvements to health infrastructure including extension and/or improvements at Headcorn Surgery.</u>"</p> <p>Additional criterion at SP9(4)(iv) to read: "<u>Improvements to health infrastructure including extension and/or improvements at Marden Medical Centre.</u>"</p> <p>Additional criterion at SP10(4)(iv) to read: "<u>Improvements to health infrastructure including extension and/or improvements at Staplehurst Medical Centre.</u>"</p> <p>Additional criterion at SP13(3)(iii) to read: "<u>Improvements to health infrastructure including extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery.</u>"</p> <p>Additional criterion at SP15(3) to read: "<u>Key infrastructure requirements for Sutton Valence include: (i) Improvements to health infrastructure including extension and/or improvements at Sutton Valence Surgery and Cobtree Medical Practice.</u>"</p>
<b>MM5</b>	Policy SP1(3)(i)		Approximately <del>1,859</del> <u>1,846</u> new dwellings will be delivered on <del>24</del> <u>23</u> sites in accordance with policies H1(11) <u>to H1(28), and H1(30) to H1(32),</u> and policies RMX1(2) to RMX1(3)
<b>MM6</b>	Policy SP3(3)(i)		Amend para 3 (i) to state:  Highway and transport infrastructure improvements including: junction improvements, <del>a new roundabout and capacity improvements on the A274 Sutton Road incorporating bus prioritisation measures,</del> <u>the installation of an extended bus lane in Sutton Road,</u> together with improved pedestrian and cycle access...
<b>MM7</b>	Policy SP7 supporting text	Action 7.2	<p>Paragraph 5.50 and Policy SP7, add additional <del>criterion</del> <u>text</u> regarding sewerage network capacity</p> <p><u>Headcorn is surrounded on three sides by the functional floodplain of the River Beult and its tributaries and additional capacity will be required in the sewer network and may be required at the wastewater treatment works in the period to 2031.</u></p> <p>Additional criterion at SP7(4)(iv) to read: "<u>Additional capacity will be required in the sewer network and at the wastewater treatment works if required in the period to 2031.</u>"</p>
<b>MM8</b>	Policy SP8 and supporting text	PC/12 and PC/85	<p>Amend para 5.52 as follows: 5.52 It is recognised that the location of Lenham within the setting of the Kent Downs Area of Outstanding Natural Beauty makes this an area sensitive to change. The benefits of selecting this most sustainable of all the rural service centres is considered on balance to outweigh the potential negative impacts on the landscape. The precise scale and location of future development will depend on further studies to assess the impact of development on the environment and to identify the mitigation measures necessary for any proposals to proceed. <del>The precise scale will also depend on the progress being made towards meeting the housing target as the local plan comes forward for review.</del> Recognising the need to avoid <u>large scale development in the Kent Downs Area of Outstanding Natural Beauty and</u> coalescence with the village of neighbouring Harrietsham, land at Lenham is available <del>to the east and west of the village that has potential to deliver in the region of 1,500</del> <u>1,000</u> dwellings.</p> <p>Additional criterion at SP8(4)(iii) to read: "<u>Improvements to health infrastructure including extension and/or improvements at The Len</u></p>

			<p><u>Valley Practice.</u>"</p> <p>Amendments to Policy SP8:</p> <p>(1) In addition to ...approximately <del>165</del> <u>155</u> new dwellings ...</p> <p>(6) Lenham is also identified as a broad location for growth for the delivery of approximately <del>1,500</del> <u>1000</u> dwellings <u>post April 2021 in the latter period of the plan</u>, in accordance with policy H2(3). Master planning of the area will be essential to achieve a high quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure. <u>Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan or through the Local Plan review to be adopted by April 2021. Housing sites should avoid significant adverse impact on the setting of the AONB and coalescence with neighbouring Harrietsham.</u></p>
<b>MM9</b>	Policy SP12		<p>(1) In addition ... approximately <del>193</del> <u>118</u> new dwellings will be delivered on <del>six</del> <u>five</u> allocated sites (policies H1(52) <u>and H1(54) to H1(57)</u>)</p> <p>(3)(ii) A minimum of <del>1.79</del> <u>0.30</u> hectares of publicly accessible open space will be provided.</p>
<b>MM10</b>	Policy SP16	PC/19	<p>Amend Policy SP16(1) as follows:</p> <p>In addition ... approximately <del>265</del> <u>65</u> new dwellings will be delivered on <del>two</del> <u>one</u> allocated sites <u>site</u> (policies <u>policy</u> H1(67) <u>and RMX1(4)</u>).</p> <p>Combine Policy SP16 criteria 2 <del>and 3</del>, as per other SP policies and include health infrastructure criterion so that the policy reads as below:</p> <p>Amend Policy SP6(2) as follows:</p> <p><u>Key infrastructure requirements for Yalding include:</u></p> <p>(i) Improvements to highway and <u>transportation</u> infrastructure will be made in accordance with individual site criteria set out in policies <u>policy</u> H1(67) <u>and RMX1 (4)</u>. Key schemes include <u>junction improvements, a variety of measures to improve sustainable transport infrastructure, and improvements to pedestrian access.</u></p> <p>(ii) <u>Improvements to health infrastructure including extension and/or improvements at Yalding GP Practice.</u></p> <p>(iii) <del>A minimum of 4.4 hectares of publically accessible open space will be provided."</del></p>
<b>MM11</b>	Policy SP17 and supporting text	PC/128; Action 11.6	<p>Amend SP17 as follows</p> <p><b>Policy SP17 The Countryside</b></p> <p><b>The countryside</b></p> <p><b>Kent Downs Area of Outstanding Natural Beauty and its setting</b></p> <p>5.77 A large part of the northern part of the borough lies within the Kent Downs Area of Outstanding Natural Beauty (AONB). This is a visually prominent landscape that contributes significantly to the borough's high quality of life. It is an important amenity and recreation resource for both Maidstone residents and visitors and forms an attractive backdrop to settlements along the base of the Kent Downs scarp. It also contains a wide range of natural habitats and biodiversity. Designation as an AONB confers the highest level of landscape protection and one which the council has a statutory duty to <u>conserve and enhance</u> <u>have regard to the purposes of the designation including the great weight affording in national policy to its conservation and enhancement [1].</u> Within the AONB, the Management Plan provides a framework for <del>objectives to conserve and enhance</del> <u>conserving and enhancing</u> the natural beauty of the area. The council has adopted the Management Plan and will support its implementation. Open countryside to the immediate south of the AONB forms a large extent of the setting for this designation. In Maidstone this is a sensitive landscape that is coming under threat from inappropriate development and is viewed as a resource that requires conservation and enhancement where this supports the purposes of the AONB.</p> <p>5.78 The council will ensure proposals conserve and enhance the natural beauty, distinctive character, biodiversity and setting of the AONB, taking into account the economic and social well-being of the area. Rural diversification and land-based businesses in the Kent</p>

Downs AONB will only be acceptable where they help improve the special character of the AONB and are in accordance with the Kent Downs AONB Management Plan, supporting guidance and position statements. Economic development within the AONB should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, farmsteads or within groups of buildings in sustainable locations.

5.79 New development in the AONB *should demonstrate that it meets the requirements of national policy*. ~~needs to respect the vernacular architecture, settlement character and the natural beauty of the local landscape.~~ This will require high quality designs as set out in policy DM34. To help developers produce designs of a suitably high quality, the council will continue to encourage the use of the Kent Downs AONB Unit's design guidance and publications.

5.80 The above considerations apply equally to the setting of the Kent Downs AONB. The Kent Downs AONB Management Plan 2014-2019 states that the setting of the Kent Downs AONB is 'broadly speaking the land outside the designated area which is visible from the AONB and from which the AONB can be seen, but may be wider when affected by intrusive features beyond that.' It makes it clear that it is not formally defined or indicated on a map.

5.81 The foreground of the AONB and the wider setting is taken to include the land which sits at and beyond the foot of the scarp slope of the North Downs and the wider views thereof. It is countryside sensitive to change, with a range of diverse habitats and landscape features, but through which major transport corridors pass. ~~Conservation and enhancement of~~ *Having due regard to this area the purposes of the designation is also* part of the council's statutory duty *under the Countryside and Rights of Way Act 2000*, and is covered under the guidance set out in national policy (National Planning Policy Framework and National Planning Practice Guidance) *directs that great weight should be given to conserving landscape and scenic beauty in the AONB*. However, ~~proposals which would affect the setting of the AONB are not subject to the same level of constraint as those which would affect the AONB itself. The duty is relevant to proposals outside the boundary of the AONB which may have an impact on the statutory purposes of the AONB. The weight to be afforded to potential impact on the setting will depend on the significance of the impact.~~ Matters such as the size of proposals, their distance, incompatibility with their surroundings, movement, reflectivity and colour are likely to affect impact. The Kent Downs AONB Management Plan advises that 'where the qualities of the AONB which were instrumental in reasons for its designation are affected, then the impacts should be given considerable weight in decisions. This particularly applies to views to and from the scarp of the North Downs.' It is considered therefore that it is not necessary to formally define the setting of the Kent Downs AONB and that the impact of development can be appropriately assessed through the criteria of the policy.

**Metropolitan Green Belt**

*5.83 Green Belts afford protection to the countryside from inappropriate development, and policies for their protection are set out in the National Planning Policy Framework. A small area (5.3km<sup>2</sup>) on the western edge of the borough is included within the Metropolitan Green Belt. The designation extends up to the borough boundary, contiguous with the Green Belt boundary in Tonbridge and Malling Borough Council's administrative area; and lies between Teston and Wateringbury and west of the River Medway, which includes the settlements of Nettlestead and Nettlestead Green. The Council has undertaken a review of its Green Belt boundary (Maidstone Borough Council Metropolitan Green Belt Review, January 2016), which concluded there were no exceptional circumstances for revising the Green Belt boundaries within the borough.*

**Landscapes of local value**

5.88 The Low Weald covers a significant proportion of the countryside in the rural southern half of the borough. The Low Weald is recognised as having distinctive landscape features: the field patterns, many of medieval character, hedgerows, stands of trees, ponds and streams and buildings of character should be protected, maintained *conserved* and enhanced where appropriate.

**Policy SP17 The Countryside**

The countryside is defined as all those parts of the plan area outside the settlement boundaries of the Maidstone urban area, rural service centres and larger villages defined on the policies map.

1. ~~Provided~~ *Development proposals in the countryside will not be permitted unless they accord with other policies in this plan and do they will not result in harm to the character and appearance of an the area.* ~~the following types of development will be permitted in the countryside:~~

			<p>i. Small scale economic development, including development related to tourism and open air recreation, through:</p> <p>a. The re-use or extension of existing buildings;</p> <p>b. The expansion of existing businesses; or</p> <p>c. Farm diversification schemes; <del>or</del></p> <p>ii. Small scale residential development necessary to:</p> <p>a. Meet a proven essential need for a rural worker to live permanently at or near their place of work;</p> <p>b. Meet a proven need for Gypsy and Traveller accommodation; or</p> <p>c. Meet local housing needs; and</p> <p>iii. Development demonstrated to be necessary for agriculture or forestry.</p> <p>2. Where proposals meet criterion 1, development in the countryside will be permitted if:</p> <p>i. The type, siting, materials and design, mass and scale of development and the level of activity maintains, or where possible, enhances local distinctiveness including landscape features; and</p> <p>ii. Impacts on the appearance and character of the landscape can be appropriately mitigated. Suitability and required mitigation will be assessed through the submission of Landscape and Visual Impact Assessments to support development proposals in appropriate circumstances.</p> <p>3. The loss of local shops and community facilities which serve villages will be resisted. In all cases, another beneficial community use should be sought before permission is granted for the removal of these facilities;</p> <p>2. <del>Agricultural</del> Proposals will be supported which facilitate the efficient use of the borough's significant agricultural land and soil resource provided any adverse impacts on the appearance and character of the landscape can be appropriately mitigated;</p> <p>4. The distinctive character of the Kent Downs Area of Outstanding Natural Beauty and its setting, the setting of the High Weald Area of Outstanding Natural Beauty and the extent and openness of the Metropolitan Green Belt will be rigorously conserved, maintained and enhanced where appropriate;</p> <p><u>3. Great weight should be given to the conservation and enhancement of the Kent Downs Area of Outstanding Natural Beauty ;</u></p> <p><u>4 Proposals should not have a significant adverse impact on the settings of the Kent Downs Area of Outstanding Natural Beauty or the High Weald Area of Outstanding Natural Beauty;</u></p> <p><u>5 The extent and openness of the Metropolitan Green Belt will be rigorously protected; Green Belt is shown on the Policies Map and development there will be managed in accordance with national policy for the Green Belt;</u></p> <p>6. The <u>distinctive landscape character of the Greensand Ridge, Medway Valley, Len Valley, Loose Valley, and Low Weald</u> as defined on the policies map, will be conserved, maintained and enhanced where appropriate as landscapes of local value;</p> <p>7. Development in the countryside will retain the setting of and separation of individual settlements; and</p> <p>9. Natural and historic assets, including characteristic landscape features, wildlife and water resources, will be protected from damage with any unavoidable impacts mitigated.</p> <p>Account should be taken of the Kent Downs Area of Outstanding Natural Beauty Management Plan and the Maidstone Borough Landscape Character Guidelines supplementary planning document.</p> <p><a href="#">[1] s85 Countryside and Rights of Way Act 2000</a></p>
<b>MM12</b>	SP18 - New Strategic Policy for the Historic Environment	PC/130	<p>Addition of a new policy as follows:</p> <p><b><u>Policy SP 18 – the Historic Environment</u></b></p> <p><u>Maidstone borough has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. Brewing, paper making and shipping along the Medway have been notable industrial influences on the borough’s heritage. The borough’s varied geology has been the source of locally distinctive building materials, namely Kentish ragstone, Wealden clay for brick and tile making and oak from the Wealden forests used in the construction of timber-framed buildings and weather boarding.</u></p>

			<p><u>The diversity of heritage assets is recognised through designations made at the national level by Historic England such as listed buildings, scheduled ancient monuments and registered parks and gardens and also those identified more locally such as conservation areas, the parks and gardens included in the Kent Gardens Compendium and locally listed buildings. The term 'heritage asset' is defined in the Framework and, in addition to these 'designated' assets, encompasses features of more localised significance, so called 'non-designated' heritage assets.</u></p> <p><u>Collectively these heritage assets contribute to the strong sense of place which exists across the borough. This historic inheritance also has wider economic, social and cultural benefits. The Archbishop's Palace and Leeds Castle are two particularly high profile examples which help to drive tourism in the borough. Mote Park is an historic park which both local residents and visitors value highly as a popular recreational resource. Historic features such as buildings, traditional field enclosures and monuments are also integral to the borough's high quality landscape, particularly enjoyed by users of the borough's extensive public rights of way network.</u></p> <p><u>This rich historical resource is, however, vulnerable to damage and loss. This importance is signified by the fact that heritage assets are inherently irreplaceable; once lost they are gone forever. Through the delivery of its Local Plan, and its wider activities, the Council will act to conserve and enhance the borough's heritage assets.</u></p> <p><b><u>Policy SP 18 – the Historic Environment</u></b>  <u>To ensure their continued contribution to the quality of life in Maidstone borough, the characteristics, distinctiveness, diversity and quality of heritage assets will be protected and, where possible, enhanced. This will be achieved by the Council encouraging and supporting measures that secure the sensitive restoration, reuse, enjoyment, conservation and/or enhancement of heritage assets, in particular designated assets identified as being at risk, to include;</u></p> <ul style="list-style-type: none"> <li><u>o collaboration with developers, landowners, parish councils, groups preparing neighbourhood plans and heritage bodies on specific heritage initiatives including bids for funding;</u></li> <li><u>o through the development management process, securing the sensitive management and design of development which impacts on heritage assets and their settings;</u></li> <li><u>o through the incorporation of positive heritage policies in neighbourhood plans which are based on analysis of locally important and distinctive heritage; and</u></li> <li><u>o ensuring relevant heritage considerations are a key aspect of site masterplans prepared in support of development allocations and broad locations identified in the Local Plan.</u></li> </ul>
<b>MM13</b>	SP23 – New Strategic Policy	PC/118; Action 2.3	<p>New strategic policy by merging Policy DM24 criteria 1 and 2 with Policy DM25 criterion 1 to read:</p> <p><b><u>Policy SP23</u></b>  <b><u>Sustainable transport</u></b></p> <p>1. Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will <u>manage any negotiations and agreements regarding schemes for mitigating the impact of development where appropriate on the local and Strategic Road Network and</u> facilitate the delivery of transport improvements to support the growth proposed by the local plan. An Integrated Transport Strategy prepared by the Council and its partners <u>adopted in September 2016 will have</u> <u>has</u> the aim of facilitating economic prosperity and improving accessibility <u>and modal shift</u> across the borough and to Maidstone town centre, in order to promote the town as a regionally important transport hub.</p> <p>2. In doing so, the council and its partners will:</p> <ul style="list-style-type: none"> <li>i. Ensure the transport system supports the growth projected by Maidstone's Local Plan and facilitates economic prosperity;</li> <li>ii. <u>Manage Deliver modal shift through managing</u> demand on the transport network through enhanced public transport and the continued Park and Ride services and walking and cycling improvements;</li> <li>iii. Improve highway network capacity and function at key locations and junctions across the borough;</li> <li>iv. Manage parking provision in the town centre and the wider borough to ensure it is fair and proportionate and supports demand management;</li> <li>v. Improve transport choice across the borough and seek to influence travel behaviour;</li> <li>vi. Protect and enhance public rights of way;</li> <li>vii. <del>Develop</del> <u>Deliver</u> strategic and public transport links to and from Maidstone, including increased bus service frequency along the</li> </ul>

			<p>radial routes into the town centre and its railway stations, particularly in the morning and evening peak travel times;</p> <p>viii. Work with landowners and public transport operators to secure the provision of a new bus interchange facility that is more accessible, user-friendly and fit for purpose;</p> <p>ix. Work with service providers to improve bus links to the rural service centres and larger villages, including route options and frequency;</p> <p>x. Improve strategic links to Maidstone across the county and to wider destinations such as London;</p> <p>xi. Ensure the transport network provides inclusive access for all users; and</p> <p>xii. Address the air quality impact of transport.</p> <p>± 3. Within the bus and hackney carriage corridors, as defined on the policies map, the council and the highway authority will develop preference measures to improve journey times and reliability and make public transport more attractive, particularly on park and ride routes and the radial routes into the town centre. Such measures will include:</p> <p>i. Bus priority measures <i>along radial routes including bus prioritisation</i> at junctions;</p> <p>ii. Prioritisation <i>of sustainable transport modes along radial routes</i> within traffic management schemes; and/or</p> <p>iii. Enhanced waiting and access facilities and information systems for passengers, including people with disabilities.</p> <p><u>The Infrastructure Delivery Plan will support the implementation of the Local Plan and outlines how and when necessary infrastructure schemes will be delivered.</u></p> <p>Insert paragraphs 17.120 to 17.151 (inclusive) as the supporting text to Policy SP23 – Sustainable transport.</p> <p>Amend paragraph 17.134 to read:  <del>The ITS will seek to retain the existing sites at Willington Street and London Road. All sites are aimed at long stay commuters into the town centre. Bus priority measures will also be provided on Park and Ride routes in tandem with the service.</del>  <u>The Council will continue to review and improve the functionality and effectiveness of Park and Ride services in Maidstone, including through the investigation of whether additional sites may be available and deliverable to contribute towards wider objectives for sustainable transport and air quality.</u></p>																		
<b>MM14</b>	Table 6.1		<p>Amend Table 6.1 to reflect amendments to housing site allocations as follows:</p> <table border="1"> <tr> <td>H1(11)</td> <td>Springfield, Royal Engineers Road and Mill Lane, Maidstone</td> <td><del>500</del> <u>692</u></td> </tr> <tr> <td><del>H1(29)</del></td> <td><del>New Line Learning, Boughton Lane, Loose</del></td> <td><del>220</del></td> </tr> <tr> <td>H1(30)</td> <td>West of Eclipse, Maidstone</td> <td><del>35</del> <u>50</u></td> </tr> <tr> <td>H1(42)</td> <td>Tanyard Farm, Old Ashford Road, Lenham</td> <td><del>155</del> <u>145</u></td> </tr> <tr> <td><del>H1(53)</del></td> <td><del>Boughton Lane, Boughton Monchelsea and Loose</del></td> <td><del>75</del></td> </tr> <tr> <td>RMX1(4)</td> <td>Former Syngenta Works, Hampstead lane, Yalding</td> <td>200</td> </tr> </table>	H1(11)	Springfield, Royal Engineers Road and Mill Lane, Maidstone	<del>500</del> <u>692</u>	<del>H1(29)</del>	<del>New Line Learning, Boughton Lane, Loose</del>	<del>220</del>	H1(30)	West of Eclipse, Maidstone	<del>35</del> <u>50</u>	H1(42)	Tanyard Farm, Old Ashford Road, Lenham	<del>155</del> <u>145</u>	<del>H1(53)</del>	<del>Boughton Lane, Boughton Monchelsea and Loose</del>	<del>75</del>	RMX1(4)	Former Syngenta Works, Hampstead lane, Yalding	200
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<b>MM15</b>	Policy H1 Housing Allocations	PC/137	<p>Insert additional criterion for sites (reference numbers reflect updated site policy numbers as set out in the revised contents page which forms part of this schedule): H1 (1), (2), (3), (4), (5), (6), (7), (8), (9), (10), (11), (17), (21), (27) (31), (34), (36), (37), (38), (40), (41), (43), (44), (45), (46), (47), (48), (49), (50), (52), (53), (54), (56), (57), (58), (59), (60), (65) and RMX1 (4):  <u>"Utility Infrastructure – A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider."</u></p>																		
<b>MM16</b>	Policy H1 Housing Allocations	PC/71	<p>Policies H1 (2), (11), (17), (21), (29), (30), (31), (32), (33), ), (45), (46), (47), ( RMX1(1), RMX1(4), EMP1 (1), EMP1(4); Insert Additional criterion to read: <u>"Minerals Safeguarding – This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan</u></p>																		

			<i>(2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding."</i>
<b>MM17</b>	Policy H1(2) East of Hermitage Lane	PC/22;	Delete Policy H1(2) criterion 14  "14. Maintenance of the open character between Allington in Maidstone Borough and the Medway Gap settlements in Tonbridge and Malling Borough."
<b>MM18</b>	Policy H1(5) Langley Park, Sutton Road, Boughton Monchelsea	PC/24;	Amend Policy H1(5) criterion 6 to read; "A separate <i>bus</i> , cycle and pedestrian access will be provided to site H1(10) South of Sutton Road subject to agreement with the Highways Authority and Borough Council."
<b>MM19</b>	Policy H1(8) West of Church Road, Otham	PC/133	Amend Policy H1 (8) as follows: <b>Policy H1 (8) – West of Church Road, Otham</b>  West of Church Road, as shown on the policies map, is allocated for development of approximately 440 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.  <b>Design and layout</b> 1. The tree line along the western boundary of the site will be enhanced, to protect the amenity and privacy of residents living in Chapman Avenue. 2. An undeveloped section of land will be retained along the western boundary of the site, to protect the amenity and privacy of residents living in Chapman Avenue. 3. <u>An undeveloped section of land will be retained along the eastern edge of the site in order to protect the setting of St Nicholas Church and maintain clear views of the Church from Church Road.</u> 4. The Church Road frontage will be built at a lower density from the remainder of the site, to maintain and reflect the existing open character of the arable fields on the eastern side of Church Road and to provide an open setting to St Nicholas Church. 5. <u>The hedge line along the east boundary of the site with Church Road shall be retained and strengthened where not required for access to the site.</u> 6. Retain non-arable land to the north and east of St Nicholas Church, to protect its setting. 7. Retain discrete section of land at the south east corner of the site to provide a 15 metres wide landscape buffer to ancient woodland (bordering site at this location), to be planted as per the recommendations of a landscape survey.  <b>Access</b> 8. Access will be taken from Church Road only.  <b>Air quality</b> 9. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.  <b>Open space</b> 10. Provision of approximately 2.88ha of <i>natural/semi-natural</i> open space <u>consisting of 1.4ha in accordance with policy OS1(18), and 1.48ha</u> within the site, together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.  <b>Community infrastructure</b> <u>11. Contributions will be provided towards the expansion of an existing primary school within south east Maidstone to mitigate the impact of the development on primary school infrastructure.</u>  <b>Highways and transportation</b> 12. Widening of Gore Court Road between the new road and White Horse Lane.

			<p><b>Strategic highways and transportation</b></p> <p>13. Bus prioritisation measures on the A274 Sutton Road from the Willington Street junction to the Wheatsheaf junction, together with bus infrastructure improvements.</p> <p>14. Improvements to capacity at the junctions of Willington Street/Wallis Avenue and Sutton Road.</p> <p>15. Package of measures to significantly relieve traffic congestion on Sutton Road and Willington Street.</p> <p>16. Improvements to capacity at the A229/A274 Wheatsheaf junction.</p> <p>17. Improvements to frequency and/or quality of bus services along A274 Sutton Road corridor.</p>
<b>MM20</b>	Policy H1(11) Springfield, Royal Engineers Road and Mill Lane, Maidstone	PC/79; PC/80; PC/135;	<p>Update Policy H1 (11) at first sentence to read: "Springfield, as shown on the policies map, is allocated for development of approximately <del>500</del> <u>692</u> dwellings at an average density of <del>around 132</del> <u>180</u> dwellings per hectare."</p> <p>Update Policy H1 (11) at (1) to read: "A high density scheme will be developed reflecting that the site is in an edge of town centre location. <u>The highest density development should be situated on the north eastern and south eastern parts of the site.</u>"</p> <p>Additional criterion to be added: <u>Flood Risk</u> <u>Residential development should only occur outside flood zone 3 unless appropriate mitigation can be provided.</u></p>
<b>MM21</b>	Policy H1(23) North Street, Barming	PC/26;	<p>Delete Policy H1(23) criterion 5</p> <p><del>"5. Provision of approximately 0.77ha of open space within the site, together with additional on/off site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22."</del></p>
<b>MM22</b>	Policy H1(29) New Line Learning, Boughton Lane, Maidstone		<p>Delete Policy H1(29).</p> <p><b><del>New Line Learning, Boughton Lane, Maidstone</del></b></p> <p><del>New Line Learning, as shown on the policies map, is allocated for development of approximately 220 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</del></p> <p><b><del>Design and layout</del></b></p> <p><del>1. The character of this development will be complementary to its semi-rural location at the edge of the urban area.</del></p> <p><del>2. The existing hedgerow and trees on the southern boundary of the site will be retained and enhanced with structural landscaping where necessary, to provide screening from the open countryside.</del></p> <p><b><del>Access</del></b></p> <p><del>3. Access will be taken from Boughton Lane only.</del></p> <p><del>4. Pedestrian and cycle access will be made to footpath KB26 on the eastern boundary of the site.</del></p> <p><del>5. Pedestrian and cycle access will be made to footpath KM98 on the southern boundary of the site.</del></p> <p><b><del>Ecology</del></b></p> <p><del>6. Provision of a 15 metres wide landscape buffer along the western boundary of the site adjacent to the designated area of ancient woodland (Five Acre Wood), to be planted as per recommendations detailed in a landscape survey.</del></p> <p><del>7. Subject to further evaluation of their value, trees subject to a (woodland) tree preservation order will be retained, as per advice from</del></p>

			<p>the Borough Council.</p> <p><b>Air quality</b></p> <p>8. Appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.</p> <p><b>Open space</b></p> <p>9. Replacement sports facilities will be provided, as agreed by the Borough Council, before development of this site commences.</p> <p><b>Strategic highways and transportation</b></p> <p>10. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.</p> <p>Amend Local Plan Policies Map to reflect the deletion of the allocation.</p>
<b>MM23</b>	Policy H1(30) (29) West of Eclipse	PC/136	<p>Amend H1 (30)-(29) as follows:</p> <p><b>Policy H1 (30)-(29) – West of Eclipse, Sittingbourne Road, Maidstone</b></p> <p>West of Eclipse, as shown on the policies map, is allocated for development of approximately 35-50 dwellings at an average density of 35 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p>
<b>MM24</b>	Policy H1(37) (36) Ulcombe Rd & Millbank, Headcorn	PC/31; PC/32; PC/33;	<p>Amend Policy H1(37) (36) criterion 3 to read: 'Primary access will be taken from <u>Ulcombe Road</u> either Kings Road or Mill Bank.'</p> <p>Amend Policy H1(37) (36) to add additional criterion under 'Access' to read: '<u>Emergency/pedestrian and cycle access will be taken from Kings Road.</u>'</p> <p>Amend site plan to include emergency/pedestrian and cycle access to be taken from Kings Road.</p> <p>Amend Policy H1(37) to add additional criterion under '<u>Community Infrastructure</u>' heading to read: '<u>Sufficient land shall be provided to allow expansion of Headcorn Primary School and transferred to the Local Education Authority (Kent County Council) for primary education use, the details of which will be agreed with the local education authority.</u>'</p>
<b>MM25</b>	H1(42) (41) Tanyard Farm, Old Ashford Road, Lenham		<p>Amend policy H1 (42) (41) as follows:</p> <p>Tanyard Farm, as shown on the policies map, is allocated for development of approximately 155 145 dwellings at an average density of 30 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>Amend Criterion 3 as follows:</p> <p>The development proposals shall be designed to maintain existing vistas and views of the Lenham Cross from Old Ashford Road, through the site along PROW KH433.</p> <p><u>The development proposals shall be designed so as to create a pronounced vista which would afford a clear view of the Lenham Cross from Old Ashford Rd. The axis of this vista shall be PROW KH433 and shall incorporate substantial public open space including an open drainage channel / swale.</u></p> <p>Amend Policy H1(42) (41) Criterion 5 as follows:</p> <p>The development proposals are <u>shall be</u> designed to take into account the results of a landscape and visual impact assessment <u>which should be</u> undertaken in accordance with the principles of current guidance that particularly addresses the impact of development on the</p>

		<p>character and setting of the Kent Downs AONB.</p> <p>Insert additional criterion:</p> <p><b><u>Flood risk and drainage</u></b></p> <p><u>9. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding off-site.</u></p> <p>Insert additional criterion</p> <p><b><u>Open Space</u></b></p> <p><u>10. Provision of 0.34 hectare of natural/semi-natural open space, otherwise known as the landscape vista, either side of PROW KH433, in accordance with Policy OS1 (XX) together with additional on-off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22.</u></p> <p><u>Add the above open space allocation to Policy OS1.</u></p>
<p><b>MM26</b></p>	<p>Policy H1(53) Boughton Lane, Boughton Monchelsea and Loose</p>	<p>Delete Policy H1(53)</p> <p><b><del>Boughton Lane, Boughton Monchelsea and Loose</del></b></p> <p><del>Boughton Lane, as shown on the policies map, is allocated for development of approximately 75 dwellings at an average density of 28 dwellings per hectare. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</del></p> <p><b><del>Design and Layout</del></b></p> <p><del>1. Development will be restricted to the 2.7ha located to the south of Leonard Gould Way and to the rear of 'Slade House', 'Mildean', 'Grove Cottage', 'Cherry Lodge' and 'Pendale', Pickering Street.</del></p> <p><del>2. The remaining 7.1ha of land to the east and north east of the development site will be provided as public open space (in accordance with criterion 13) or will remain undeveloped.</del></p> <p><del>3. The retention and reinforcement where necessary of existing boundary hedgerows and tree belts.</del></p> <p><del>4. The character of the development and its resultant density will reflect its role as a transition site on the edge of the urban area.</del></p> <p><del>5. Development proposals will be of a high standard of design and sustainability incorporating the use of vernacular materials.</del></p> <p><b><del>Access</del></b></p> <p><del>6. Access will be taken from Boughton Lane from the northern site boundary running southwards, to ensure the open space area is not unacceptably severed.</del></p> <p><del>7. The provision of pedestrian and cycle access to PROW KM55 on the southern boundary of the site.</del></p> <p><b><del>Heritage Impact</del></b></p> <p><del>8. The development proposals are designed to take into account a detailed Heritage and Archaeological Impact Assessment that addresses the impact of the development on the setting of the adjacent Slade House.</del></p>

			<p><b>Landscape/Ecology</b></p> <p>9. The development proposals are designed to take into account the results of a landscape and visual impact assessment undertaken in accordance with the principles of current guidance.</p> <p>10. The development proposals are designed to take into account the results of a detailed arboricultural survey, tree constraints plan and tree retention/protection plans.</p> <p>11. The development proposals are designed to take into account the result of a phase 1 habitat survey and any species-specific surveys that may as a result be recommended, together with any necessary mitigation/enhancement measures.</p> <p><b>Flood risk and drainage</b></p> <p>12. Development will be subject to the results of a detailed flood risk assessment and a sustainable surface water drainage strategy that demonstrates that surface water run-off from the site will not lead to an increased risk of flooding along the River Loose at The Quarries and downstream from The Quarries.</p> <p><b>Open space</b></p> <p>13. Provision of 1.49ha of natural/semi-natural open space in accordance with policy OS1(15) together with additional on/off-site provision and/or contributions towards off-site provision/improvements as required in accordance with policy DM22. Open space should be sited to maximise accessibility to new and existing residents.</p> <p><b>Strategic highways and transportation</b></p> <p>14. Highway improvements at Boughton Lane and at the junction of Boughton Lane and the A229 Loose Road.</p> <p>Amend Local Plan Policies Map to reflect the deletion of the allocation</p>																
<b>MM27</b> [unused]			[this MM number has not been used]																
<b>MM28</b>	Policy OS1 Strategic open space allocations	PC/134	<p>Addition of new open space allocations:</p> <table border="0"> <tr> <td><u>OS1 (18)</u></td> <td><u>West of Church Road, Otham</u></td> <td><u>1.40ha</u></td> <td><u>Natural/semi-natural open space</u></td> </tr> <tr> <td><u>OS1 (19)</u></td> <td><u>Tanyard Farm, Lenham</u></td> <td><u>0.34ha</u></td> <td><u>Natural/semi-natural open space</u></td> </tr> </table> <p>Delete the following open space allocations:</p> <table border="1"> <tr> <td>OS1(14)</td> <td>Former Syngenta Works, Hampstead Lane, Yalding</td> <td>4.40ha</td> <td>Natural/semi-natural open space</td> </tr> <tr> <td>OS1(15)</td> <td>Boughton Lane, Loose and Boughton Monchelsea</td> <td>1.49ha</td> <td>Natural/semi-natural open space</td> </tr> </table>	<u>OS1 (18)</u>	<u>West of Church Road, Otham</u>	<u>1.40ha</u>	<u>Natural/semi-natural open space</u>	<u>OS1 (19)</u>	<u>Tanyard Farm, Lenham</u>	<u>0.34ha</u>	<u>Natural/semi-natural open space</u>	OS1(14)	Former Syngenta Works, Hampstead Lane, Yalding	4.40ha	Natural/semi-natural open space	OS1(15)	Boughton Lane, Loose and Boughton Monchelsea	1.49ha	Natural/semi-natural open space
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<b>MM29</b>	Policy H2 Broad Locations	PC/78	<p>Amend Table 9.1 Broad locations for housing growth to read:</p> <table border="1"> <thead> <tr> <th>Policy Reference</th> <th>Area</th> <th>Approximate Dwellings yield</th> </tr> </thead> <tbody> <tr> <td>H2(1)</td> <td>Maidstone town centre</td> <td><u>940</u> 700</td> </tr> <tr> <td>H2(2)</td> <td>Invicta Park Barracks</td> <td>500 <u>1,300</u></td> </tr> <tr> <td>H2(3)</td> <td>Lenham</td> <td><u>1,000</u> 1,500</td> </tr> </tbody> </table> <p>Amend Policy H2 to read:</p>	Policy Reference	Area	Approximate Dwellings yield	H2(1)	Maidstone town centre	<u>940</u> 700	H2(2)	Invicta Park Barracks	500 <u>1,300</u>	H2(3)	Lenham	<u>1,000</u> 1,500				
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			The broad locations for future housing growth allocated under policies H2(1) to H2(3) have the potential to deliver up to <del>2,440</del> <u>3,500</u> homes to meet the borough's housing need <i>within the plan period</i> . <del>post 2026</del> . These locations will deliver a range of developments of varying sizes, types and densities. In addition to the specific requirements set out in the detailed policies for the broad locations, all sites should meet the following criteria.
<b>MM30</b>	Policy H2(1) Maidstone Town Centre	PC/78	<p>Amend Policy H2(1) to read:</p> <p><b>Policy H2(1)</b> <b>Maidstone town centre broad location for housing growth</b></p> <p>Maidstone town centre, as defined on the policies map, is identified as a broad location in accordance with policy H2 for approximately <u>940</u> <del>700</del> dwellings.</p> <p>1. <i>In addition to the development, redevelopment and conversion of appropriate sites, new dwellings within the town centre broad location will be delivered at:</i></p> <ul style="list-style-type: none"> <li>i. <i>The Mall, King Street, as shown on the policies map, for 400 dwellings;</i></li> <li>ii. <i>The Riverside, St Peter Street, as shown on the policies map, for 190 dwellings; and</i></li> <li>iii. <i>Through the conversion of poor quality office stock for approximately 350 dwellings.</i></li> </ul> <p>2. Development <i>proposals</i> must comply with policy SP4.</p> <p><del>The council will prepare a master plan to develop the vision for the town centre and to guide development proposals. <i>Delivery of the town centre broad location will be achieved through a masterplanning approach, working with partners to guide development and to maximise opportunities for regeneration.</i></del></p> <p>Amend Para 9.2 to read:</p> <p>9.2 It is acknowledged that there is an oversupply of poorer quality office stock in the town centre which is no longer fit for purpose. This has the effect of suppressing the town centre office market and thereby inhibiting new development which could better meet modern business needs. A route to tackle this is to rationalise the supply of the poorest stock through conversion or redevelopment to alternative uses. Over the time frame of the plan it is anticipated that the value of the lowest quality office stock, in terms of rents, will fall further making redevelopment for alternative uses increasingly viable. With a corresponding uplift in the market for town centre apartments, this trend could see the delivery of significant new housing in and around the town centre. <u>The impact of the temporary permitted development entitlements for changes of use from office accommodation to residential use have had a significant effect on the potential supply of residential units in the town centre. At 1 April 2016, a total of 665 dwellings had been consented through prior notification within the town centre during the first three years of its operation - with 85% achieved through the conversion of poor quality office stock. There is substantial further poor quality office floorspace in the town centre from which to realise further residential opportunities, yielding approximately 350 dwellings during the plan period. The Town Centre Study and recent interest from landowners also signal further potential opportunities within the town centre including at The Mall (400 dwellings) and the riverside west of the River Medway (190 dwellings) through prior notification yet to be fully assessed, although a number of prior notifications have been submitted. In view of the market shifts needed, full delivery is unlikely to be realised until the end of the plan period. The town centre broad location has the potential to deliver in the order of <u>940</u> <del>700</del> additional homes.</u></p>
<b>MM31</b>	Policy H2(2) Invicta Park Barracks	PC/38; PC/71	Amend Para 9.4 to read: "The MoD keeps its property portfolio under regular review. <u>As part of the MoD review (November 2016) Invicta Park Barracks will be released by 2027.</u> The MoD has confirmed to the council that, in the longer term, there could be some prospect that the site may be declared surplus and so become available for alternative uses. In recognition of this potential and the clear need to plan positively for it, in the event that the site does become surplus the MoD requirements (again it is advised there are no immediate plans to vacate the site), the local plan identifies Invicta Park Barracks as a broad location which is unlikely to come forward for housing growth until the end of the local plan period ( <del>post 2026</del> ). The site has the potential to deliver in the order of 1,300 new homes, <u>of which a minimum 500 dwellings will be delivered within the plan period. The council is working with the MoD to encourage an earlier delivery of the site.</u>

			Amend criterion 3 of Policy H2(2) to read "Ensuring requisite community facilities, which may include neighbourhood shopping and health and education facilities, <i>in addition to a new primary school</i> , are delivered <i>where proven necessary and</i> in conjunction with housing; "
<b>MM32</b>	Policy H2(3), Lenham and supporting text	PC/39; PC/85	<p>Amend Para 9.6 as follows:</p> <p>9.6 Land adjacent to the east and west of Lenham's built form is considered suitable to accommodate additional housing in the region of <u>1,000 1500</u> dwellings in total <u>post April 2021</u> if required towards the latter end of the plan period (post 2026). The topography of this area is low lying and does not have the same landscape or infrastructure constraints as some other areas of the borough. However, it is accepted that a number of infrastructure improvements and mitigation measures (e.g. transport, highways, education, health, sporting facilities, <i>waste water treatment works improvements</i>) would be required to ensure that any future development is integrated into the existing fabric of the settlement and to ensure that Lenham remains a sustainable settlement. <i>Masterplanning of the area will be essential and housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review to be adopted by April 2021.</i></p> <p>Amend Policy H2(3) as follows:</p> <p><b>Policy H2(3)</b> <b>Lenham broad location for housing growth</b></p> <p>The rural service centre of Lenham is identified as a broad location in accordance with policies SP8 and H2 for up to approximately <u>1,000 1,500</u> dwellings <u>post April 2021</u> towards the end of the local plan period (post 2026). <i>Master planning of the area will be essential to achieve a high quality design and layout, landscape and ecological mitigation, and appropriate provision of supporting physical, social and green infrastructure. Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review. It is important that development of Lenham takes place in a manner that is well integrated with the existing communities of Lenham, so that they are seen as, and functional as, the village which they adjoin, rather than stand-alone communities. In order to ensure coordinated and planned approach, proposals for development within Lenham which come forward prior to an agreed Neighbourhood Plan and/or the Local Plan Review being adopted will be refused.</i></p> <p><del>If the council's housing land supply position requires this broad location, as illustrated on the inset plan, to come forward before the local plan is reviewed. the following criteria must be met in addition to other policies of this local plan:</del></p> <p><i>Housing site allocations and associated infrastructure requirements will be made through the Lenham Neighbourhood Plan and/or the Local Plan Review which will illustrate how environmental, social, design and economic objectives of the Local Plan will be met and to demonstrate the physical and functional integration of the site(s) within Lenham. The Neighbourhood Plan and/or Local Plan will incorporate and address the following principles:</i></p> <p><del>1. Preparation and submission of a master plan <u>for the site(s)</u> prepared in conjunction with and for approval by the which are relevant to attaining development guide development;</del></p> <p><i>1. <u>Make efficient use of land and provide a broad range or housing choice by size and tenure (including market and affordable housing) and cater for people with special housing needs;</u></i></p> <p><del>2. Submission of necessary ecological, arboricultural, and landscape and visual impact assessments with detailed mitigation schemes where appropriate;</del></p> <p><i>2. <u>Outline measures to mitigate the traffic impacts from development on the strategic and local road networks;</u></i></p> <p><del>3. Individual transport assessment for each development, to be submitted to and approved by the Borough Council in consultation with Kent County Council, as the highway authority, demonstrating how proposed mitigation measures address cumulative impacts of all the sites taken together;</del></p> <p><i>3. <u>Identify appropriate provision of, or contributions towards infrastructure improvements;</u></i></p>

			<p>4. Provision of, or contributions towards infrastructure improvements that benefit public transport users, pedestrians and cyclists in and around the village;</p> <p>4. <u>Incorporate primary school(s) and secondary school(s) if the scale of development justifies on-site, or if not, contributions to provision off-site in order to meet the needs generated by the broad location;</u></p> <p>provision of, or contributions towards, other community infrastructure (e.g. medical facilities, youth facilities) where proven necessary,</p> <p>5. <u>Ensure development is fully integrated with the surrounding village through shared community uses, and a variety of transport modes including walking, cycling and public transport;</u></p> <p>6. Provision of publicly accessible open space, including natural and semi-natural open space, as proven necessary, and/or contributions;</p> <p>6. <u>Provide, commensurate with the scale of development, a network of open spaces and green infrastructure for amenity, play, sport and recreation, including allotments, local nature reserves woodlands, green spaces and wildlife corridors. Such provision should respond positively to the wider area to ensure enhanced linkages and networks;</u></p> <p>7. Appropriate surface water and robust flood mitigation measures will be implemented where deemed necessary, subject to a flood risk assessment, incorporating sustainable urban drainage systems;</p> <p>7. <u>Incorporate appropriate landscape treatment which ensures that developments can be satisfactorily assimilated into the surrounding area;</u></p> <p>8. A feasible solution shall be identified to provide wastewater treatment capacity so that water quality objectives set by the Environment Agency are not compromised, and the necessary wastewater treatment capacity can be delivered in parallel with the development; and</p> <p>8. <u>Protect and, where possible, enhance any features of biodiversity value on site or which are off-site but might be affected by the proposed development;</u></p> <p>9. Development proposals must demonstrate that the necessary sewerage infrastructure is either available, or can be delivered in parallel with the development.</p> <p>9. <u>Incorporate an appropriate flood risk management strategy and measures for its implementation;</u></p> <p>10. <u>Ensure adequate provision is made for enhanced and comprehensive sewerage infrastructure.</u></p>
<b>MM33</b>	Policy RMX1(1) Newnham Park, Bearsted	PC/106; PC/107; Action 9.2; 9.3 PC/40; PC/41; PC/43; PC/44; PC/45; PC/102; PC/103; PC/104; PC/105;	<p>Amend Policy RMX1(1) and supporting text</p> <p>13.6 Building heights will be restricted across the whole site to two storeys. Exceptionally there are two locations within the site where modestly higher buildings may be achievable. The first of these lies towards the north of the site, immediately west of the stream and south of the KIMS phase 1 development where the site topography would enable a building of up to 4 storeys to be achieved. The second location is at the entrance to the site where buildings of up to three storeys would be acceptable. <u>Whilst the extant consent for the site (MA/13/1163) is less specific about the locations for 3/4 storey buildings, future proposals will be considered against the criteria in the policy.</u> In all cases buildings should be designed and sited to respond to the site's undulating topography and should avoid any significant site levelling in the creation of development platforms for example by the use of terracing. <u>Development will be entirely excluded from the 'grassy knoll' area shown on the policies map.</u></p> <p>13.7 The medical campus will deliver up to 100,000m2 of specialist medical facilities and associated uses, of which 25,000m2 will provide for related offices and research and development. Appropriate uses on the site will include hospital or healthcare facilities, specialist</p>

		PC/71; PC/106; PC/107; Action 9	<p>rehabilitation services, medical related research and development, central laboratory facilities, and medical training. Medical facilities to the west of the existing stream will be delivered in advance of those being provided on land to the east of the stream.</p> <p>13.8 The regeneration and revitalisation of Maidstone's town centre is a priority and the town centre will continue to be the primary retail and office location in the borough. Development will predominantly comprise replacement premises for the existing garden centre and for the shops already established on-site (equating to some 14,300m<sup>2</sup>) and a limited amount of additional floorspace at Newnham Court Shopping Village (up to 700m<sup>2</sup>) within the vicinity of the existing retail footprint, as shown on the policies map. Restrictions on the type of goods sold and the class A and D2 uses operating should ensure that the Village is complementary rather than in conflict with the vitality and viability of the town centre and should ensure that the character and appearance of the area is consistent with its sensitive location. The town centre functions successfully due to the mix of uses in close proximity to each other. Consequently, new additional non-retail floorspace (i.e. that which does not fall within use class A1) at Newnham Park, such as cafés, restaurants and public houses, together with banks and estate agents, are unlikely to be acceptable. Similarly, leisure uses such as cinemas and bowling alleys, and other uses that are likely to conflict with <i>that would undermine the vitality and viability of the town centre, are unlikely to be acceptable.</i> will not be permitted. <i>Proposals for any additional retail floorspace above 14,300sqm and leisure uses will require sequential and impact assessments at the planning application stage. Restrictions on the type of goods sold and the class A and D2 uses operating may be required in relation to additional retail floorspace above 14,300 sq m and leisure uses to further ensure that impacts on the town and other centres can be controlled. The types of goods which may need to be controlled include clothing, footwear, accessories, jewellery and watches.</i> Subject to restrictions on the type of goods sold, retail premises that have a unique and recognised "out of town" format, such as 'homeware' offers, could be acceptable on the allocated site provided conflict with town centre uses would be unlikely. The height and bulk of the retail units will need to be controlled in this sensitive landscape location and for this reason conventional retail warehouse style buildings will not be acceptable. In order to assess the impact of proposals on the town centre, a retail impact assessment will be required.</p> <p>Amend Policy RMX1(1) as follows:</p> <p><b>Policy RMX1(1)</b></p> <p>Newnham Park, as shown on the policies map, is allocated for a medical campus of up to 100,000m<sup>2</sup>, a replacement retail centre of up to <del>15,000m<sup>2</sup></del> <u>14,300sqm</u> and a nature reserve. A development brief, to be approved by the council, will detail the way in which medical facilities, retail redevelopment and the nature reserve, together with integral landscaping and supporting infrastructure, are delivered in an integrated and coordinated manner.</p> <p>Planning permission will be granted if the following criteria are met.</p> <p><b>Design and layout</b></p> <ol style="list-style-type: none"> <li>1. Phased provision of a maximum of 100,000m<sup>2</sup> of specialist medical facilities set within an enhanced landscape structure of which 25,000m<sup>2</sup> will provide for associated offices and research and development.</li> <li>2. Provision of a replacement garden centre and replacement retail premises of up to 14,300m<sup>2</sup> gross retail floorspace and additional provision of retail floorspace not exceeding 700m<sup>2</sup> gross retail floorspace which is not to be used for the sale of clothing, footwear, accessories, jewellery and watches. All replacement and additional <i>The</i> retail floorspace shall be confined to the vicinity of the existing footprint of the current retail area as shown on the policies map. New additional non-A1 floorspace will not be appropriate. The retail development should include the provision of a bus interchange and a car park management plan.</li> <li>3. Creation of a <del>parkland</del> <u>woodland</u> nature reserve of approximately 3 hectares on land to the south east of the site, as shown on the policies map, and through a legal agreement transferred to a Trust <i>secured through a legal agreement.</i></li> <li>4. Construction of buildings of high quality design in a sustainable form that reflect the site's prime location as a gateway to Maidstone.</li> <li>5. Mitigation of the impact of development on the Kent Downs Area of Outstanding Natural Beauty and its setting through:       <ol style="list-style-type: none"> <li>i. The provision of new structural and internal landscaping to be phased in advance of development <i>to accord with an approved Landscape</i></li> </ol> </li> </ol>
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<b>MM34</b>	Policy RMX1(2) Maidstone East and Royal Mail Sorting Office and paragraph 13.12	Action 8.9	<p>Amend paragraph 13.12 as follows;</p> <p>13.12 <u>Office uses will be an important component of the mix of uses on the site. The site is in a highly sustainable location adjacent to Maidstone East station which will benefit from improved services to London in 2018 and with good access to Junction 6 of M20. Housing is also seen as an important supporting use on this site. Residential development could be delivered in separate blocks either to the west of the site or possibly south of the railway line</u> Fronting Brenchley Gardens, or on upper floors above the retail development.</p> <p>Amend Policy RMX1(2) as follows;</p> <p>Maidstone East and former Royal Mail Sorting Office, as shown on the policies map, is allocated for development for up to 10,000m2 comparison and convenience retail, <u>4,000sqm of offices (B1a)</u> and approximately 210 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p>1 The provision of up to 10,000sqm of comparison and convenience shopping floorspace, <u>4,000sqm of offices (B1a)</u> and some 210 dwellings. <u>The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.</u></p>
<b>MM35</b>	Policy RMX1(3) King Street and paragraph 13.16	Action 9.10	<p>Amend paragraph 13.16 as follows;</p> <p>13.16 The King Street multi storey car park site has recently been cleared and is being used as a surface level car park for the short term. Together with the adjacent AMF Bowling site which has recently been demolished, this area offers a significant redevelopment opportunity close to the heart of the town centre to deliver a mix of ground floor retail and residential uses. This area could be brought forward in conjunction with the wider redevelopment of The Mall proposed for the longer term. This would enable a comprehensive approach to development on both sides of King Street at this gateway location to the town centre.</p>

			<p>Amend criterion 1 of Policy RMX1(3) as follows;</p> <p>1 The provision of up to 1,400sqm of comparison and/or convenience shopping floorspace at ground floor level and up to 53 dwellings. <u>The submission of a retail impact assessment is required which demonstrates that the National Planning Policy Framework's impact test is met.</u></p>
<b>MM36</b>	Policy RMX1(4) Syngenta	Action 10.1	<p>Amend paragraph 13.17, include a new sub-section after paragraph 13.17 and amend Policy RMX1(4) to read as follows;</p> <p><u>Former Syngenta Works, Hampstead Lane, Yalding</u></p> <p>13.17 The Former Syngenta Works site near Yalding <u>is a large, flat brownfield site (19.5 ha) about one kilometre to the west of Yalding village and adjacent to Yalding Railway Station. The site was previously used for agro-chemicals production and is now vacant was decommissioned in 2002/2003.</u> The site has been cleared of buildings, apart from an office building at the site entrance, and the land has been remediated to address the contamination resulting from its previous use. <del>Securing a significant proportion of employment uses on this site alongside housing will have important sustainability benefits. Comprehensive measures to address flood risk will be required in association with development.</del> <u>Immediately to the east of the site is a canalised section of the River Medway. The whole site lies within Flood Zone 3a.</u></p> <p><u>13.xx The aim of the Sequential Test method set out in the NPPF is to steer new development to areas with the lowest probability of flooding. If, following application of the Sequential Test, it is not possible for the development to be located in areas with a lower probability of flooding, the Exception Test can be applied. Crucial to any redevelopment of this brownfield site is the identification of a comprehensive scheme of flood mitigation which addresses the identified flood risk. Subject to such a scheme being achievable, the site is potentially suitable for , employment, leisure, commuter car parking and open space uses.</u></p> <p><b>Policy RMX1(4)</b> Former Syngenta Works, as shown on the policies map, is allocated for development of approximately 8,600m<sup>2</sup> of employment floorspace and approximately 200 dwellings. In addition to the requirements of policy H1, planning permission will be granted if the following criteria are met.</p> <p><u>The Council will support the re-development of the brownfield Former Syngenta Works Site, as shown on the policies map, provided that a comprehensive scheme of flood mitigation which addresses the identified flood risk will be delivered in association with the development. A comprehensive Flood Risk Assessment which has been undertaken to a methodology agreed by the Environment Agency will be required. The FRA must identify measures to address safe site egress and access and measures to address the flood risk. Contributions may be required for measures to reduce flood risk to dwellings in Yalding.</u></p> <p><u>Subject to the findings of the FRA, potential suitable uses for the site could include , employment (B classes), leisure, commuter car parking and open space.</u> <u>Planning permission will be granted if the following criteria are met;</u></p> <p><b>Design and Layout</b></p> <ol style="list-style-type: none"> <li>1. <del>Provision of at least 8,600m<sup>2</sup> of employment floorspace located in the western part of the site closest to the railway line and the retention or re-provision of the office building fronting Hampstead Lane.</del></li> <li>2. <del>1. The height of new employment buildings should not exceed that of the existing office building.</del></li> <li>3. <del>Subject to the flood risk assessment, residential development of some 200 dwellings to be located on the eastern portion of the site.</del></li> <li>4. 1. Within the site boundary, an area of land to the south (13ha) is to be retained as a nature conservation area.</li> <li>5. 2. The significant landscape belt which lies to the south of the development area is retained, maintained and enhanced to provide a clear boundary to the developed parts of the site, to act as a buffer to the Local Wildlife site and to screen views from the attractive countryside to the south and from properties in Parsonage Farm Road.</li> <li>6. 3. The retention, maintenance and enhancement of the landscape belts along the western boundary of the site, on both sites of the railway line, and along the eastern boundary adjacent to the canalised section of the river, to screen and soften the appearance of the development.</li> </ol>

			<p><b>Access</b>  <del>7.</del> <u>4.</u> Access will be taken from Hampstead Lane only  <del>8.</del> <u>Development should secure public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing the railway.</u></p> <p><b>Ecology</b>  <del>9.</del> <u>5.</u> The site lies adjacent to the Hale Ponds and Pastures Local Wildlife site. A survey which assesses the site's ecological potential must be submitted. The <u>Development proposals must provide for the delivery of appropriate habitat creation and enhancement measures in response to the survey findings including the creation and enhancement of wildlife corridors, and, if required, mitigation measures.</u></p> <p><del>Flooding and water quality</del> <b>Site Drainage</b>  <del>10.</del> <u>6.</u> The submission of a comprehensive flood risk assessment which has been undertaken to a methodology agreed by the Environment Agency. The FRA must demonstrate measures to address egress and access, and measures to reduce local flood risk. Contributions may be requested for measures to reduce flood risk to dwellings in Yalding.  <del>11.</del> <u>7.</u> Measures are secured to ensure adequate site drainage, including through the implementation of sustainable drainage measures.</p> <p><b>Land contamination</b>  <del>12.</del> <u>8.</u> Demonstration that contamination of the site resulting from its previous use has been remediated to the satisfaction of the local authority and the Environment Agency.</p> <p><b>Open Space</b>  <del>13.</del> <u>Provision of 4.4 of natural/semi natural open space in accordance with policy OS1(14) together with additional on/off site provision and/or contributions towards off site provision/improvements as required in accordance with policy DM22 Open Space should be sites to maximise accessibility to new and existing residents.</u></p> <p><b>Highways and transportation</b>  <del>14.</del> <u>Safety improvements to the level crossing at Hampstead Lane, Yalding</u>  <del>15.</del> <u>Provision of a right turn on Hamstead Lane at its junction with Maidstone Road.</u>  <del>16.</del> <u>Submission of a comprehensive transport assessment and travel plan to set out how opportunities for sustainable transport will be maximised including, if necessary, delivery of improvements to public transport and pedestrian connections to Yalding.</u>  <del>17.</del> <u>Public rights of way improvements, including providing an alternative to the 'at grade' pedestrian footpath crossing the railway.</u>  <u>9. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network</u></p> <p><u>Insert Additional criterion to read: "Minerals Safeguarding – This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding."</u></p> <p>Delete OS1(14) Former Syngenta Works, Hampstead Lane, Yalding from Policy OS1 and the Local Plan Policies Map.</p>
<b>MM37</b>	New Policy RMX1(5) Baltic Wharf supporting text	Action 9.11	<p>Delete paragraph 5.24 from the Local Plan and include a new sub-section after paragraph 13.17 (Policy RMX1 retail and mixed use allocations) and a new policy RMX1(5) to read as follows;</p> <p><u>Powerhub Building and Baltic Wharf, St Peters Street, Maidstone</u></p> <p><u>13.xx The Powerhub building is a prominent and substantial Grade II listed building fronting the west bank of the River Medway and situated within the wider Baltic Wharf site. The site includes the more modern warehouse style buildings to the south of the listed building in which 2,596sqm of floorspace can be lawfully occupied for A1 retail use. Also forming part of the wider site is Raglan House which faces St Peters Street and the car park to the north of the railway bridge. The Baltic Wharf building, the warehouses to the south and Raglan</u></p>

House all lie within the town centre boundary whilst the car park to the north of the railway bridge is outside the boundary. For retail purposes specifically, the site is 'out of centre'.

13.xx The Powerhub building itself is currently underused and is in need of restoration and its future would be best secured by bringing it into active use. Planning permission has been granted for a large foodstore and other ancillary uses (offices, restaurant and café and assembly and leisure uses) on the site comprising the Baltic Wharf building, the warehouses to the south, Raglan House and the car park to the north of the railway bridge (MA/13/0297). Should the consented scheme not come forward, the council will consider positively alternative proposals using the criteria in Policy RMX1(5). The site is considered suitable for a variety of uses namely housing, offices, leisure uses, cafes and restaurants and, subject to impact and sequential tests being met, additional retail use.

**Policy RMX1(5)**

The Baltic Wharf site, as shown on the policies map, is suitable for a mix of uses comprising housing, offices (B1a and/or A2), leisure uses (D2), cafes and restaurants (A3) and retail (A1). Planning permission will be granted if the following criteria are met.

**Design and layout**

1. The proposal conserves and, where possible, enhances the heritage significance of the listed Powerhub building and its setting and secures the building's restoration.
2. The proposal achieves the comprehensive development of the whole site and avoids piecemeal development which would undermine the achievement of the restoration of the listed building
3. The proposal is designed to enhance the site's contribution to the townscape as seen from public vantage points, in particular from the banks of the River Medway.

**Uses**

4. For retail (A1) floorspace additional to the 2,596sqm which is lawful, submission of a sequential sites assessment and a retail impact assessment which demonstrate that the National Planning Policy Framework's sequential and impact tests are met

**Access**

5. The provision of a level riverside footpath for use by the public extending from the site's southern boundary with Scotney Gardens to connect at its boundary with Waterside Gate to the north
6. Submission of an employees' Travel Plan to be implemented in conjunction with the development.

**Flooding**

7. Submission of a Flood Risk Assessment for the development undertaken to a methodology agreed with the Environment Agency and the delivery of resultant flood mitigation measures.
8. Submission of a surface water drainage strategy for the development based on sustainable drainage principles.

**Noise**

9. Submission of a noise assessment and the delivery of resultant noise attenuation measures

**Air quality**

10. The submission of an air quality assessment and emission reductions plan and the delivery of resultant mitigation measures .

**Land contamination**

11. The submission of a land contamination assessment and the delivery of resultant mitigation measures

**Highways and transportation**

12. Development will contribute, as proven necessary through a Transport Assessment, to requisite improvements to the highway network, to include the following:

i. Improvements at the junction of Buckland Hill with London Road

ii. Improvements to the capacity of the eastbound carriageway of the Bridges Gyratory in the event that the current improvement scheme does not provide sufficient capacity to meet the needs of the development

			<p><u>13. For proposals which include additional retail floorspace, measures to secure improved pedestrian, cycle and public transport links to ensure that the site is accessible and well connected to the primary shopping area.</u></p>
<b>MM38</b>	Policy EMP(1) <u>RMX1(6)</u> Mote Road Maidstone	PC/91; PC/94 and PC/92; PC/93; Action 8.2	<p>[additional supporting text] :</p> <p><u>13.a This site comprises a 0.4ha site which lies within a wider parcel of land bounded by Romney Place, Lower Stone Street and Mote Road/Wat Tyler Way. The site is currently used for surface level car parking for nearby business uses and redevelopment represents an opportunity to make better use of this site. As it is located within the town centre, it is potentially suitable for a mix of uses including offices, residential and leisure uses.</u></p> <p><u>13.b The site has the potential to contribute to the identified need for additional office floorspace (24,600sqm by 2031). This is only likely to be achieved if the scheme includes other, higher value uses, most specifically residential. The site is therefore allocated for residential-led mixed use development which will include a significant component of office floorspace.</u></p> <p><u>13.c Development of the site will need to bring townscape improvements to this part of the town centre, including by establishing an improved frontage to Wat Tyler Way. The scale, siting and design of the development will have particular regard to the setting of the Grade II listed Romney Terrace to the north of the site.</u></p> <p><u>13.d The policy does not prescribe amounts of floorspace of different uses as the overall development capacity of the site will be highly dependent on the specific scheme which comes forward. The evidence supporting the Local Plan highlights that the expected demand for office floorspace will predominantly be from small businesses who will seek to occupy small office units, often within multi-tenant managed 'workspaces'. This type of provision operates on a different financial model than a traditional single occupier office, generating different financial returns and, potentially, having different build costs. The viability assessment accompanying an application should test the impacts of different forms of development and management of the office space on the development viability to demonstrate how the provision of office floorspace has been maximised. In respect of residential capacity, Policy DM12 sets out the density range acceptable on a town centre site.</u></p> <p><b>Policy EMP1(1)-<u>RMX1(6)</u></b> <b>Mote Road, Maidstone</b></p> <p>Mote Road, as shown on the policies map, is allocated for <u>residential-led mixed use development to include a minimum of 2,000sqm of office floorspace (B1a). redevelopment of up to 8,000 sqm office floorspace (B1 use class). Leisure uses (D2) would also be appropriate as part of the mix of uses on this site.</u> Planning permission will be granted if the following criteria are met.</p> <p><b>Design and layout</b></p> <ol style="list-style-type: none"> <li>1. Where possible development should be sited to create frontage blocks to Mote Road/Wat Tyler Way and to Romney Place.</li> <li>2. The development preserves the setting of the listed properties in Romney Place.</li> <li>3. <del>Development does not exceed 9 storeys in height.</del></li> </ol> <p><b>Uses</b></p> <p><u>x. The development should deliver a minimum of 2,000sqm of office floorspace. Any scheme which includes a lesser amount of office floorspace should be accompanied by a viability assessment that considers alternative delivery and management approaches and their impact on viability. It should clearly set out the sales and build costs assumptions used and demonstrate that the amount of office floorspace is the maximum which could be provided as part of a viable development.</u></p>

			<p><b>Noise</b></p> <p>4. The submission of a noise assessment and the delivery of appropriate noise attenuation measures as part of the development.</p> <p><b>Air quality</b></p> <p>5. The submission of an air quality assessment and appropriate air quality mitigation measures to be agreed with the council will be implemented as part of the development.</p> <p><b>Land contamination</b></p> <p>6. The submission of a land contamination report and appropriate mitigation measures to be implemented prior to development commencing.</p>
<b>MM39</b>	Policy EMP1(54) Woodcut Farm, Ashford Road, Bearsted Supporting text	Action 8.5	<p>Amend supporting text to Policy EMP1(54) as follows:</p> <p>15.2 There is a unique opportunity in the borough to provide a prestigious business park at Junction 8 of the M20 that is well connected to the motorway network and that can provide for a range of job needs up to 2031. <u>The Woodcut Farm site will meet the 'qualitative' need for a new, well serviced and well connected mixed use business park in the borough which can meet the anticipated demand for new offices, small business orientated space, stand-alone industrial and manufacturing space built for specific end users and smaller scale distribution businesses.</u> This site will <u>overcome this 'qualitative' gap in the borough's existing portfolio of employment sites and will thereby help to diversify the range of sites available to new and expanding businesses in the borough to help accommodate future demand.</u> <u>The key priority for the Woodcut Farm site is the delivery of new office/research &amp; development floorspace (B1a/b). The site will provide at least 10,000sqm of B1a/b floorspace, thereby contributing significantly towards the evidenced need for 24,600sqm of this type of floorspace by the end of the Plan period.</u> Land at Woodcut Farm is allocated to provide for a mix of business uses comprising industrial, offices and distribution/logistics. High quality office development is sought, such as that required by company headquarters for example, providing complementary provision to the town centre. <u>As the viability of office development may be challenging in the shorter term, land will be safeguarded specifically for B1a/b uses, and for no other purpose, pending the viability position improving in the later part of the Plan period. This approach will help ensure that the site delivers a genuine mixed B class use business park, which is what is required, rather than a logistics park or conventional industrial estate.</u> <u>Industrial (B2) and distribution (B8) uses are nonetheless appropriate as part of the mix of uses on the site and, in addition to the office requirement, the allocation will help deliver the quantative need for the 7,965sqm additional warehousing floorspace which is needed in the borough by 2031.</u></p> <p>15.9 The flatter area of the site, to the east of the stream, is better able to accommodate larger footprint buildings up to <del>10,000sqm</del> <u>5,000sqm</u> with heights restricted to a maximum of 12m. To the west of the stream the land rises and is suited to smaller footprint buildings <u>of up to 2,500sqm and up to 8m in height.</u> The siting, scale and detailed design of development within this area must also have particular regard to the setting of Woodcut Farmhouse (Grade II listed). <u>On the highest part of the site, as shown on the policies map, to the east of the Woodcut Farm complex, building footprints will be limited to 500sqm.</u></p> <p>Policy EMP1(54) Woodcut Farm, Ashford Road, Bearsted:</p> <p>Woodcut Farm, as shown on the policies map, is allocated for development for up to 49,000m2 mixed employment floorspace (B1c; B2; B1a; <u>B1b</u>; B8). <u>The site will deliver a genuine mix of B class uses in terms of type and range. Office type uses (B1a &amp; b) will be a vital component of this mix and the site will provide at least 10,000sqm of B1a /B1b floorspace as an absolute minimum.</u> <del>In the event of a demand arising, an element of hi-tech and/or research and development (B1(b)) would be appropriate as part of the overall mix of B class uses on the site.</del> The <u>mixed use</u> employment, landscaping and infrastructure elements will be delivered in an integrated and co-ordinated manner that respect the site's visual and physical relationship with the Kent Downs AONB. Planning permission will be granted if the following criteria are met.</p> <p>Design &amp; layout</p> <p>1. The proposals create a spacious parkland setting for development through the addition of substantial internal landscaping which <u>will be</u></p>

		<p><i>sympathetic to the site's countryside context and which</i> will help to break up the visual appearance of the development <i>including parking areas</i> in particular in views from the AONB <i>including through the use of substantial tracts of planting extending into the body of the development to achieve clear visual separation between individual buildings and between parking areas</i>; buildings will cover not more than 40% of the developed site area.</p> <p>2. The development proposals will respect the topography of the site by minimising the need for site excavation.</p> <p>3. <del>Landscape buffers of at least 15m in width are established along the site's boundaries, to M20 and to Musket Lane, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Development will have a landscaped frontage to A20.</del></p> <p><i>3. Landscape buffers of at least 35m in depth are established along the site's boundary to the M20 including a new native woodland shaw, at least 15m to Musket Lane, at least 25m to the A20 including a planted bund, and at least 30m along the western boundary, which will also to help secure the setting to Woodcut Farmhouse (Grade II listed) and the amenity of residential properties at Chestnuts and White Heath. Tracts of structural landscaping will extend into development areas of at least 15m in width.</i></p> <p>4. An area of 9ha to the north and north west of Woodcut Farm is secured as an undeveloped landscape area in the form of open woodland including the addition of a landscape buffer of at least 30m along the eastern boundary. Future management of this area will be secured by means of legal agreement and maintained in perpetuity.</p> <p>5. Larger footprint buildings <i>will be</i> <del>are</del> accommodated in the field to the east of the stream up to a maximum unit size of <del>10,000sqm</del> <i>5,000sqm</i> with building ridge heights not to exceed 12m. Units should be orientated end-on to predominant views to and from the AONB.</p> <p>6. Development on the field to the west of the stream comprises smaller <i>units of up to 2,500sqm footprint</i> <del>with g.</del> Graded building heights that <i>will</i> take account of the site's topography with building ridge heights not to exceed 8m. <i>On the highest part of the site to the east of the Woodcut Farm complex at and above the 55m contour line as shown on the policies map, building footprints will be limited to 500sqm.</i> The siting, scale and detailed design of development must have regard to <i>the preservation of</i> Woodcut Farmhouse (Grade II) and its setting.</p> <p>[additional criterion]  <i>X. The development proposals are designed to limit their visual impact including through the use of curved roofs on buildings, non-reflective materials, sensitive colouring, green roofs and walls on smaller footprint buildings (500sqm and below), and sensitive lighting proposals. Buildings should include active frontage elements incorporating glazing, and address both the A20 and M20.</i></p> <p>[additional criterion]  <i>Y. To the east of the stream, land to accommodate a minimum of 7,500sqm of floorspace within Use Classes B1(a) and B1(b) will be provided. Land sufficient for at least 5,000sqm of this floorspace will be provided with vehicular access and all necessary services including drainage and electrical power supply to the boundary of the plot/s prior to the first occupation of any units falling within Use Classes B1(c), B2 or B8. The land which is provided for the minimum of 7,500sqm of B1(a) and B1(b) will be safeguarded from any other uses until April 2026 or until otherwise allocated through a Local Plan Review.</i></p> <p>[additional criterion]  <i>Z. To the west of the stream, land to accommodate a minimum of 2,500sqm of floorspace within Use Classes B1(a) and B1(b) will be provided. This land will be safeguarded from any other uses until April 2026 or until otherwise allocated through a Local Plan Review.</i></p> <p>Landscape and ecology  7. The development proposals are designed to take into account the results of a landscape and visual impact assessment (LVIA) undertaken in accordance with the principles of current guidance. The assessment will specifically address the impact of development on views to and from the Kent Downs AONB escarpment. This will include environmental enhancements of the wider landscape beyond the</p>
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			<p>allocation boundaries through financial contributions using the mechanism of a S106 agreement.</p> <p>8. The development proposals are designed to take account of the results of a phase 1 habitat survey and any species specific surveys that may as a result be necessary, together with any necessary mitigation and significant enhancement measures.</p> <p>Archaeology 9. The proposals are designed to take account of the archaeological interest on the site as revealed through appropriate survey.</p> <p>Access 10. Vehicular access to the site will be from A20 Ashford Road.</p> <p>Highways and transportation 11. Improvements to capacity at the A20/Willington Street junction.</p> <p>12. Package of measures to provide bus stops, pedestrian refuges and improvements to the footway on the northern side of the A20 Ashford Road.</p> <p>13. Development will contribute, as proven necessary through a Transport Assessment, to improvements at the following junctions: i. the M20 Junction 8 (including the west-bound on-slip and merge); ii. the A20 Ashford Rd/M20 link road roundabout; iii. the A20 Ashford Rd/Penford Hill junction; iv. the A20 Ashford Rd/Eyhorne Street/Great Danes Hotel access; and v. the Willington Street/A20 Ashford Rd junction.</p> <p>14. Development will deliver a significant package of sustainable transport measures to secure access to the site by a range of sustainable modes, including the provision of a subsidised bus route, and must be supported by the implementation of a Travel Plan.</p> <p><u>Minerals safeguarding</u></p> <p><u>15. This site falls within the Minerals Safeguarding Areas as shown on the policies map and therefore development proposals will be required to undertake a minerals assessment to assess the viability and practicability of prior extraction of the minerals resource. The minerals assessment will comply with Policy DM7 of the Kent Minerals and Waste Local Plan (2013-2030) and any supplementary planning guidance produced by the Minerals Planning Authority in respect of minerals safeguarding."</u></p>
<b>MM40</b>	Policy DM3 Historic and Natural Environment supporting text	PC/129	<p>Amend Policy DM3 as follows:</p> <p>Policy DM3 Natural Environment (paragraph numbering to be added when plan fully restructured to reflect other changes)</p> <p>17.11 Maidstone's historic and natural environment is a fundamental part of the borough's economic wealth and social wellbeing, the benefits of which are far-reaching. It is essential to ensure these historic and natural assets bases remain robust and viable.</p> <p><del>17.12 Historic environment Maidstone has been shaped and influenced by a long past history, the legacy of which is a strong and rich cultural heritage. The Archbishop's Palace and Leeds Castle are two high profile heritage assets but the borough also abounds with many other historical buildings. These heritage assets contribute to the strong sense of place which exists across the borough. However, this rich historical resource is very vulnerable to damage and loss. The local plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.</del></p> <p><del>17.13 The local plan will ensure the qualities and local distinctiveness of the historic environment are recognised and protected. This will be</del></p>

		<p>achieved in part through the protection of Scheduled Ancient Monuments, Listed Buildings and Conservation Areas from inappropriate development. The local plan will seek to encourage a greater understanding of designated and non-designated heritage assets and their values through partnership working with communities, developers and asset managers. The council will encourage mutually beneficial and sustainable proposals to conserve and enhance heritage assets for future generations whilst acknowledging the social and economic challenges faced by land owners and managers.</p> <p><del>17.14 All development proposals will be expected to be accompanied by an initial survey to establish what on-site assets there are. Sufficient information to assess the direct and indirect effects of development on past or present heritage assets together with any proposed prevention, mitigation or compensation measures will also be required.</del></p> <p>17.18 The growth proposed in the borough provides a chance to increase the value of accessible green spaces and blue corridors. New development will be expected to contribute towards the goal of a linked network which extends across the borough and beyond. Development schemes will be expected to contribute towards improved connectivity through the provision of footpaths and cycle routes that are part of a strategic network; space for nature that contributes to the larger landscape-scale pattern of connected habitat; and the provision of imaginative recreational facilities that give educational and physical health benefits to local people. The council will liaise with neighbouring local authorities, including Kent County Council, to ensure potential linkages at all scales and across administrative boundaries are recognised in the development of specific proposals. Developers will also be expected to provide details of how the green and blue infrastructure elements of their proposal, including publicly accessible open spaces, sites managed for their biodiversity, <u>or</u> geodiversity <del>or heritage interest</del>, will be managed and maintained over the long-term.</p> <p><b>Policy DM3 –<del>Historic and n</del>Natural environment</b></p> <p>1. To enable Maidstone borough to retain a high quality of living and to be able to respond to the effects of climate change, developers will ensure that new development protects and enhances the <del>historic and</del> natural environment, <del>where appropriate</del>, by incorporating measures <u>where appropriate</u> to:</p> <ul style="list-style-type: none"> <li>i. <del>Protect positive historic and landscape character, heritage assets and their settings,</del> areas of Ancient Woodland, veteran trees, trees with significant amenity value, important hedgerows, features of biological or geological interest, and the existing public rights of way network from inappropriate development and <del>ensure that these assets do not suffer any</del> <u>avoid significant</u> adverse impacts as a result of development;</li> <li>ii. Avoid damage to and inappropriate development considered likely to have significant <u>direct or indirect</u> adverse effects on: <ul style="list-style-type: none"> <li><del>a. Cultural heritage assets protected by international, national or local designation and other non-designated heritage assets recognised for their archaeological, architectural or historic significance, or their settings;</del></li> <li><del>b. a.</del> Internationally, nationally and locally designated sites of importance for biodiversity; and</li> <li><del>e. b.</del> Local Biodiversity Action Plan priority habitats.</li> </ul> </li> <li>iii. Control pollution to protect ground and surface waters where necessary and mitigate against the deterioration of water bodies and adverse impacts on Groundwater Source Protection Zones, and/or incorporate measures to improve the ecological status of water bodies as appropriate;</li> <li>iv. Enhance, extend and connect designated sites of importance for biodiversity, priority habitats and fragmented Ancient Woodland; support opportunities for the creation of new Biodiversity Action Plan priority habitats; create, enhance, restore and connect other habitats, including links to habitats outside Maidstone Borough, where opportunities arise;</li> <li>v. Provide for the long term maintenance and management of all <del>heritage and</del> natural assets, including landscape character, associated with the development;</li> <li>vi. Mitigate for and adapt to the effects of climate change; and</li> <li>vii. Positively contribute to the improvement of accessibility of natural green space within walking distance of housing, employment, health and education facilities and to the creation of a wider network of new links between green and blue spaces including links to the Public Rights of Way network.</li> </ul> <p><del>2. Protect and enhance the character, distinctiveness, diversity and quality of Maidstone's landscape and townscape by the careful, sensitive management and design of development.</del></p> <p>3. Where appropriate, development proposals will be expected to appraise the value of the borough's <del>historic and</del> natural environment through the provision of the following:</p> <ul style="list-style-type: none"> <li>i. An ecological evaluation of development sites and any additional land put forward for mitigation purposes to take full account of the</li> </ul>
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			<p>biodiversity present, including the potential for the retention and provision of native plant species;</p> <p>ii. <del>Heritage and</del> arboricultural assessments to take full account of any <del>past or present heritage and</del> natural assets connected with the development and associated sites; and</p> <p>iii. A landscape and visual impact assessment to take full account of the significance of, and potential effects of change on, the landscape as an environmental resource together with views and visual amenity.</p> <p>4. Publicly accessible open space should be designed as part of the overall green and blue infrastructure and layout of a site, taking advantage of the potential for multiple benefits including enhanced play, wildlife, sustainable urban drainage, tree planting and landscape provision. The form and function of green infrastructure will reflect a site's characteristics, nature, location and existing or future deficits.</p> <p>5. <del>Development proposals will not be permitted where they lead to adverse impacts on natural and heritage assets for which mitigation measures or, as a last resort, compensation appropriate to the scale and nature of the impacts cannot be achieved.</del> <u>When significant harm cannot be avoided through consideration of alternative sites or adequate mitigation provided on-site within the immediate locality, compensatory measures will be achieved within the relevant Biodiversity Opportunity Area, or other location as agreed by the Local Planning Authority.</u></p> <p><u>6. Development proposals will give weight to the protection of the following designated sites for biodiversity, as shown on the Policies Map, which will be equal to the significance of their biodiversity/geological status, their contribution to wider ecological networks and the protection/recovery of priority species as follows:</u></p> <p><u>i) For internationally designated sites (including candidate sites), the highest level of protection will apply. The council will ensure that plans and projects proceed only when in accordance with relevant Directives, Conventions and Regulations. When the proposed development will have an adverse effect on the integrity of a European site, planning permission will only be granted in exceptional circumstances, where there are no less ecologically damaging alternatives, there are imperative reasons of overriding public interest and damage can be fully compensated.</u></p> <p><u>ii) For nationally designated sites (including candidate sites), development will only be permitted where it is not likely to have an adverse effect on the designated site or its interests (either individually or in combination with other developments) unless the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the designated site that make it of national importance and any broader impacts on the national network of Sites of Special Scientific Interest. Where damage to a nationally designated site cannot be avoided or mitigated, compensatory measures will be sought. Development will also accord with and support the conservation objectives of any biodiversity site management plans;</u></p> <p><u>iii) For locally designated sites (including draft published sites), development likely to have an adverse effect will be permitted only where the damage can be avoided or adequately mitigated or when its need outweighs the biodiversity interest of the site. Compensation will be sought for loss or damage to locally designated sites.</u></p> <p>Account should be taken of the Landscape Character Guidelines SPD, the Green and Blue Infrastructure Strategy and the Kent Downs AONB Management Plan.</p>
<b>MM41</b>	Policy <del>DM4</del> <u>DM5</u> Development on Brownfield Land	Action 11.1	<p>Amend Policy <del>DM4</del> <u>DM5</u>(2) Development on brownfield land</p> <p>Exceptionally, the residential redevelopment of brownfield sites in the countryside <u>which are not residential gardens</u>, which meet the above criteria <del>and which are in close proximity to Maidstone urban area, a rural service centre or larger village</del> will be permitted provided the redevelopment will also result in a significant environmental improvement and the site is, or <del>will</del> <u>can reasonably</u> be made, <del>demonstrably</del> accessible by sustainable modes to Maidstone urban area, a rural service centre or larger village.</p> <p>Additional paragraphs to be inserted after paragraph 17.34 of the supporting text:</p> <p><u>A number of brownfield sites in current or previous economic use are located in the countryside. Such sites are outside of the settlement boundaries, and countryside restraint policies apply. Exceptionally, the council will consider proposals for residential development on brownfield sites in rural areas. Key considerations will include:</u></p>

			<ul style="list-style-type: none"> <li>• <u>The level of harm to the character and appearance of an area;</u></li> <li>• <u>The impact of proposals on the landscape and environment;</u></li> <li>• <u>Any positive impacts on residential amenity;</u></li> <li>• <u>What sustainable travel modes are available or could reasonably be provided;</u></li> <li>• <u>What traffic the present or past use has generated; and</u></li> <li>• <u>The number of car movements that would be generated by the new use, and what distances, if there are no more sustainable alternatives.</u></li> </ul> <p><u>Residential gardens in urban and rural areas are excluded from the definition of a brownfield site.</u></p>
<b>MM42</b>	Policy DM5 <u>6</u> Air Quality	(PC/110 ) Action 11.2	<p>Policy to be amended as follows:</p> <p>17.36 The National Planning Policy Framework requires planning policies to sustain compliance with EU limit values or national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas. The council has a responsibility to work towards achieving these targets and does this through the Local Air Quality Management (LAQM) regime. Through this function the council has identified 6 areas currently exceeding EU guideline values (<u>exceedance areas</u>) and has an Air Quality Action Plan (AQAP) in place in order to identify measures aimed at reducing air pollution at these locations.</p> <p>17.39 <u>The significance of any air quality impact arising from development can be affected by a number of factors, including the scale, nature and location of development. For instance, a large housing development located outside of the AQMA may still have significant negative impacts on air quality within the AQMA, whereas a small scale residential extension within the AQMA may not have any perceptible impact on air quality. Similarly, a single additional dwelling may have a negative impact on an exceedance area whilst major development located elsewhere in the borough may not impact the AQMA itself, but may generate significant negative impacts in other locations.</u> The council will review the <u>potential</u> significance of the air quality impacts from new proposals <u>taking account of these factors and</u> in line with national guidance.</p> <p>17.40 <u>Where an Air Quality Impact Assessment (AQIA) is required, development proposals will be required to assess the existing air quality in the study areas, to predict the future air quality without the development in place and to predict the future air quality with the development, and mitigation, in place. As part of this process, the assessment should consider the potential cumulative impacts of development.</u> Evaluation of air quality impacts will take into account factors such as the number of people affected, the absolute levels and the predicted magnitude of the changes in pollutant concentrations, the scale and kind of the proposed mitigation. The evaluation will <u>AQIA should</u> also take into account how the impacts from the development relate to the principles <u>and measures</u> contained within the council's Air Quality Action Plan and other relevant strategic guidance documents. <u>Where the need for mitigation measures is identified through an AQIA, the delivery of these measures will be secured through planning condition or through s106 planning obligations.</u></p> <p>17.41 It is recognised that planning can play an important role in improving air quality and reducing individuals' exposure to air pollutants. Whilst planning cannot solve <del>immediate</del> <u>existing</u> air quality issues, <del>it can ensure that</del> <u>has a role to play so</u> any likely scheme impacts are reasonably <u>effectively</u> mitigated.</p> <p>17.42 It is also important to ensure <u>however that these existing air quality issues, and the</u> cumulative impacts of developments, are responded to in a <u>proactive and effective</u> fair and proportionate way. In order to achieve this, <u>the Council is in the process of updating the AQMA Action Plan and is currently preparing a</u> Low Emission Strategy <del>will be developed going forward.</del> <u>These documents provide a timely opportunity to address these long-standing issues, and the council will consider a wide range of options and measures, including further support for sustainable transport measures and the possibility of establishing Low Emission/Clean Air Zones, as part of this process. As well as the AQMA Action Plan and the Low Emission Strategy, forthcoming national policy changes are likely to have implications for the local plan policy. The Council is therefore committed to preparing a DPD on the subject of air quality to ensure the local policy framework is both effective and up to date.</u></p> <p><del>17.41 The Low Emission Strategy will outline the principles behind defining the scale of a development and its likely impact depending on its location and proximity to exceedance areas and the public. It will be developed in line with emerging best practice and national guidelines and be developed to support the Air Quality Action Plan.</del></p>

			<p><b>Policy DM5 6 Air Quality</b></p> <p>Proposals that have an impact on air quality that meet the following criteria will be permitted:</p> <ol style="list-style-type: none"> <li>1. Proposals located close to identified air quality exceedance areas as defined through the Local Air Quality management process will require a full Air Quality Impact Assessment in line with national and local guidance;</li> <li>2. Proposals within or adjacent to Air Quality Management Areas that are likely to have a negative impact on air quality should identify sources of emissions to air from the development and an Emissions Statement identifying how these emissions will be minimised and mitigated against must be provided; and</li> <li>3. Proposals in or affecting Air Quality Management Areas or of a sufficient scale to impact local communities should, where necessary, incorporate mitigation measures which are locationally specific and proportionate to the likely impact.</li> </ol> <p>Proposals that have an impact on air quality will be permitted, subject to the following criteria being met:</p> <ol style="list-style-type: none"> <li>1. <u>Proposals that have an impact on air quality will be permitted, subject to the following criteria being met:</u> <ol style="list-style-type: none"> <li>i. <u>Proposals for development which have the potential, by virtue of their scale, nature and/or location, to have a negative impact on air quality at identified exceedance areas, as defined through the Local Air Quality Management process, will be required to submit an Air Quality Impact Assessment (AQIA) to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels;</u></li> <li>ii. <u>Proposals for development which have the potential, by virtue of their scale, nature and/or location, to have a significant negative impact on air quality within identified Air Quality Management Areas will be required to submit an AQIA to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels, even where there will be no negative impact at identified exceedance areas;</u></li> <li>iii. <u>Other development proposals, where criteria 1 and 2 do not apply, but which by virtue of their scale, nature and/or location have the potential to generate a negative impact on air quality within identified Air Quality Management Areas will not be required to submit an AQIA, but should demonstrate how the air quality impacts of the development will be minimised.</u></li> <li>iv. <u>Development proposals which have the potential, by virtue of their scale, nature and/or location, to have a significant negative impact on air quality outside of identified Air Quality Management Areas will submit an AQIA to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels.</u></li> </ol> </li> <li>2. <u>The Council will prepare an Air Quality DPD which will take account of the AQMA Action Plan, the Low Emission Strategy and national requirements to address air quality.</u></li> </ol>
<b>MM43</b>	Policy DM6-Z Non-Conforming Uses	PC/111	<p>Amend policy to read:</p> <p><b>DM 6 Z:</b> Proposals for development which could create, intensify or expand noisy or noxious uses, or which could <i>potentially</i> generate volume or types of traffic unsuited to the local area, will only be permitted if they meet such other exceptions as indicated by policies elsewhere in this plan <u>where they do not, by way of their operation, cause nuisance to residents or users in the vicinity, and where anticipated adverse impacts on the local road network can be mitigated in accordance with Policy DM21. Proposals will also be required to meet other requirements set out elsewhere in this plan.</u></p>
<b>MM44</b>	Policy DM7 8 External Lighting	PC/51; PC/112	<p>Amend Policy DM7 8(1) (iii) as follows:</p> <p>iii. The lighting scheme would not be visually detrimental to its immediate or wider setting, <u>particularly intrinsically dark landscapes.</u></p>

			Amend Policy DM7 & criterion 2 to read: "Lighting proposals that <i>are within, neighbour or are near enough to significantly affect areas of nature conservation importance, e.g. <u>Special Areas of Conservation</u>, Sites of Special Scientific Interest, National Nature Reserves, and Country Wildlife Sites and Local Wildlife Sites</i> will only be permitted in exceptional circumstances."
<b>MM45</b>	Policy DM11 Housing Mix	PC/123	Amend Policy DM11 as below:  Policy <del>DM11</del> <u>SP19</u> Housing Mix  17.58 Developers will need to access a range of sources, including the SHMA, to help shape their proposals. Local stakeholders, including parish councils, may often be able to provide targeted information that assists an applicant to submit a locally relevant scheme. <i><u>Neighbourhood Plans can also be used as a mechanism to allow some flexibility and local context while contributing to the overarching strategic needs of the borough.</u></i> Where affordable housing is proposed or required, the housing register will provide additional guidance.  Policy <del>DM11</del> <u>SP19</u> (5) Housing Mix  5. The council will work with partners to <del>facilitate</del> <u>support</u> the provision of specialist and supported housing for elderly, disabled and vulnerable people.
<b>MM46</b>	Policy DM12 Density of Housing Development	PC/124	Amend Policy DM12 as below:  <b>Policy DM12 Density of housing development</b>  All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. <i><u>Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission.</u></i>  Subject to <del>this</del> <u>these</u> overriding considerations:  1. At sites within and <del>close</del> <u>adjacent</u> to the town centre new residential development will be expected to achieve net densities of between 45 and 170 dwellings per hectare. 2. At <u>other sites within and adjacent</u> to the urban area new residential development will be expected to achieve a net density of 35 dwellings per hectare. 3. At sites within or adjacent to the rural service centres and larger villages as defined under policies SP5-10 and SP11-16 respectively new residential development will be expected to achieve a net density of 30 dwellings per hectare.  <del>In other settlements not listed above new residential development will be expected to achieve a net density of 30 dwellings per hectare. Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, will be refused permission.</del>
<b>MM47</b>	Policy DM13 Affordable Housing	PC/126	Amend Policy DM13 as below:  Policy <del>DM13</del> <u>SP20</u> Affordable Housing  17.61 <del>Viability testing indicates that affordable housing is achievable across the borough on sites of five or more dwellings. <i>The Ministerial Statement published 28<sup>th</sup> November 2014 refers to the introduction of a threshold for infrastructure contributions. The National Planning Practice Guidance refers to circumstances where infrastructure contributions through planning obligations should not be sought from developers: affordable housing should not be sought from developments of 10 units or less, and which have a maximum combined floorspace of 1,000m<sup>2</sup>. The viability testing has assumed the national threshold of 11 dwellings for affordable housing.</i></del> To support community integration, affordable housing will be provided on-site, and alternative provision will not be accepted unless there are exceptional circumstances that justify it. Any proposals for off-site or financial provision must be made at the time of the application.

			<p>17.63 In order to respond to the identified need for affordable housing of different tenures through the period of the plan, the council will seek an indicative target of 70% affordable rented or social rented housing, or a mixture of the two, and 30% intermediate affordable housing (shared ownership and/or intermediate rent). This ratio was used for strategic viability testing purposes and has been shown to be viable. Specific site circumstances may affect the viability of individual proposals and the council recognises that the need for different tenures may also vary over time [2].</p> <p>[additional paragraph]  <u>17.xx The Government has introduced a vacant building credit to incentivise brownfield development on sites containing vacant buildings. In considering how the vacant building credit should apply to a particular development, the council will consider whether the building has been made vacant for the sole purposes of redevelopment and whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development.</u></p> <p>[2] Through the new Housing and Planning Bill 2015 <u>Act 2016</u>, the Government has signalled its intention to place <u>is placing</u> a duty on local planning authorities to require a proportion of Starter Homes on all reasonably-sized sites. <u>Secondary legislation is expected early 2017 and the</u> The council will maintain a watching brief and respond as appropriate.</p> <p><b>Policy DM13 SP20</b>  Affordable Housing  On housing sites or mixed use development sites of five <u>11</u> residential units (<u>gross</u>) or more, <del>and</del> <u>or which have a combined floorspace of greater than 1,000m2 (gross internal area)</u>, the council will require the delivery of affordable housing.</p>
<b>MM48</b>	Policy DM14 <u>13</u> Local Needs Housing	PC/65; PC/127	Amend supporting text to read: Policy DM14 <u>13 Affordable</u> Local Needs Housing <u>on Rural Exception Sites</u> 17.73 <u>Affordable</u> local needs housing seeks to address the lack of general supply by allowing the development of exception sites under agreed local needs, sustainability and environmental criteria. <u>Exception sites are small sites in locations where sites would not normally be released for housing development.</u> The housing must remain affordable in perpetuity and priority will be given to occupants who <u>meet relevant criteria, i.e. those who</u> have a specified connection to the settlement – often being residential, employment or family. Amend Policy DM14 <u>13</u> as below: <u>Affordable</u> Local Needs Housing <u>on Rural Exception Sites</u> <u>Outside of Maidstone, the five rural service centres and the five larger villages, The the</u> Council will work with parish councils and local stakeholders to bring forward <del>sustainably located</del> <u>affordable</u> local needs housing at its rural communities. The council will grant planning permission subject to the following criteria. 1. Development has been proven necessary by a local needs housing survey approved by the council which has been undertaken by or on behalf of the parish council(s) concerned. In consultation with the parish council and registered provider of social housing, the council will determine the number, size, type and tenure of homes to be developed after assessing the results of the survey. The council will also use the housing register to determine where there may be unmet housing needs. 2. People meeting the relevant occupation criteria will be given priority to occupy local needs housing (under the council’s housing allocation scheme). 3. <u>Affordable</u> local needs housing will remain available in perpetuity to meet the need for which it was permitted. This will be secured by planning conditions and/or legal agreements as appropriate. 4. Sustainability of the site and its settlement will be a prime consideration in decision making. The council will give preference to settlements and communities where a range of community facilities and services, in particular school, health, and shopping are accessible

			<p>from the site preferably on foot, by cycle or on public transport. The site must also be safely accessed to and from the public highway by all vehicles using the site at all times.</p> <p>5. The scale of development must be in proportion to the context of the settlement where it is located.</p> <p>6. Where national landscape, ecological and heritage designations are affected by the proposed development, <del>the necessity for development proposals must be proven to outweigh the purpose for which</del> <u>have regard to</u> the designation <u>and its purpose is made whilst complying with national policy and guidance.</u></p> <p>An affordable and local needs housing supplementary planning document will be produced to expand on how the proposals in this policy will be implemented.</p>
<b>MM49</b>	Policy DM165 Gypsy, Traveller and Travelling Showpeople accommodatio n	PC/108; Action 10.6	<p>Policy DM165; Amend criterion 2 as follows;</p> <p>2. The development would not result in <del>inappropriate</del> <u>significant</u> harm <u>to</u> the landscape and rural character of the area, <del>in particular the Kent Downs Area of Outstanding Natural Beauty, and the openness of the Metropolitan Green Belt.</del> Impact on these aspects will be assessed with particular regard to:</p> <p>i Local landscape character ii Cumulative effect – the landscape impact arising as a result of the development in combination with existing <u>lawful</u> caravans; and iii Existing landscape features – development is well screened by existing landscape features and there is reasonable prospect of such features’ long term retention.</p> <p>Additional planting should....</p>
<b>MM50</b>	Policy DM176 Town Centre Uses	PC/99; PC/100; PC/101	<p>Add a new paragraph after paragraph 17.82 to read;</p> <p><u>17.82a A proposal for small scale rural development related to the expansion of an existing rural business or retail development will not be required to comply with Policy DM176. Such development will be assessed under the terms of Policy DM37 or DM40 respectively.</u></p> <p>Amend paragraph to read: 17.83 <u>An impact assessment will be required for proposals above the Framework’s specified threshold of 2,500sqm.</u> In assessing the impact of proposals...</p> <p>In Policy DM176 add ‘or’ the end of criterion 1(ii) as follows: 1(ii) ...of a site allocated for the use proposed. <u>Or</u></p> <p>Include additional criteria 1(iii) and (iv) to state: <u>(iii) The development is in the countryside and is in accordance with Policy DM37 or Policy DM40; Or</u> <u>(iv) The development is designed to only serve the needs of the neighbourhood</u></p>
<b>MM51</b>	Policy DM21 Retention of Employment Sites	PC/66; PC/67	<p>Additional criteria to read (in new strategic policy SP22): <u>“X. Within designated Economic Development Areas, the redevelopment of premises and the infilling of vacant sites for business uses will be permitted.”</u> and</p> <p><u>“Y. Within designated Economic Development Areas located within the countryside proposals should ensure high quality designs of an appropriate scale and materials are accompanied by significant landscaping within, and at the edge of, the development.”</u></p>
<b>MM52</b>	Policy DM24 21 Sustainable transport	PC/55; PC/114; Action 11.5	<p>Merge Policy DM24 Criterion 3 and Policy DM25 Criterion 2 to form a revised Development Management policy DM2421: <u>Assessing the transport impacts of development</u></p> <p><b>Policy DM2421</b></p>

	<u>Assessing the transport impacts of development</u>		<p><b><u>Assessing the transport impacts of development</u></b></p> <p>3- 1. Development proposals must:</p> <ul style="list-style-type: none"> <li>i. Demonstrate that the impacts of trips generated to and from the development are <u>accommodated</u>, remedied or mitigated <u>to prevent severe residual impacts</u>, including where feasible <u>necessary</u> an exploration of delivering mitigation measures ahead of the development being occupied;</li> <li>ii. Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council’s Guidance on Transport Assessments and Travel Plans and in Highways England guidance; and</li> <li>iii. Demonstrate that development complies with the requirements of policy DM5 <u>6</u> for air quality.</li> </ul> <p>2. Proposals for major development will be permitted if adequate provision is made, where necessary and appropriate, within the overall design and site layout for the following facilities for public transport secured through legal agreements:</p> <ul style="list-style-type: none"> <li>i. Priority or exclusive provision for public service vehicle access to or through the proposed development area;</li> <li>ii. Safe and convenient passenger waiting facilities, information systems and signed pedestrian access routes;</li> <li>iii. Suitable provision for disabled access to the waiting facilities from all parts of the development area; and</li> <li>iv. Suitable provision for disabled access onto buses from the waiting facilities.</li> </ul> <p>Insert the following text as supporting text to Policy DM2421 – Assessing the transport impacts of development.</p> <p>Assessing the transport <del>needs</del> <u>impacts</u> of development</p> <p>17. 152 New developments have the potential to generate a considerable number of vehicular and pedestrian trips which in turn <del>has</del> <u>can have</u> both a direct and cumulative impacts on the transport network. Transport Assessments and Travel Plans, developed in accordance with KCC guidance, will be expected to accompany all planning applications for new developments that reach the required threshold. Improvements to public transport, walking, cycling and highway infrastructure <u>may be required</u> to mitigate these <u>identified</u> impacts <del>need to be in place</del> to ensure the increase in trips generated will not lead to <u>severe residual</u> <del>an unacceptable level of</del> transport impacts. To further minimise these impacts, measures and initiatives must be incorporated into the design of development to minimise vehicular trip generation. <u>Where appropriate</u>, new development proposals will <del>also</del> be expected to enter into legal agreements to <u>secure the delivery</u> of mitigation <u>to address</u> both their direct and cumulative impacts on the transport network. The council will also seek to secure Construction Management Plans to minimise impacts from new developments during construction.</p>
[MM53] [unused]			[MM number not used]
MM54	Policy DM284 Renewable and Low Carbon Energy Schemes	PC/115	Amend DM284(2) to read:  2. The landscape and visual impact of development, <del>with particular regard to any impact development within the on, or the setting of, the Kent Downs AONB or its setting or the setting of the High Weald AONB.</del>
MM55	Policy DM34 DM30 Design	PC/120; ED 026	Amend para 19.1 as follows: <del>Policy SP17 sets out the type of development which would be acceptably located within the borough’s countryside. The local plan seeks</del>

	Principles in the Countryside and supporting text		<p>high quality designs in all types of development but policy DM34 sets out additional principles to ensure high quality designs are realised in the borough's countryside.</p> <p><u>The achievement of high quality design in all developments is important. In addition to the requirements of policy SP17, where development is proposed in the countryside the design principles set out in policy DM30 must be met.</u></p> <p>Policy DM34 <u>DM30</u> Design principles in the countryside</p> <p>Outside of the settlement boundaries as defined on the policies map, proposals which would create high quality design, <u>satisfy the requirements of other policies in this plan</u> and meet the following criteria will be permitted:</p> <p>Where proposals meet criterion 1, development in the countryside will be permitted if:</p> <p><u>1 The type, siting, materials and design, mass and scale of development and the level of activity would maintain, or where possible, enhance local distinctiveness including landscape features;</u></p> <p><u>2 Impacts on the appearance and character of the landscape would be appropriately mitigated. Suitability and required mitigation will be assessed through the submission of Landscape and Visual Impact Assessments to support development proposals in appropriate circumstances;</u></p> <p>1. Conserve and enhance the landscape and scenic beauty of the Kent Downs AONB and its setting;</p> <p>2. Outside of the Kent Downs AONB, not result in harm to the identified landscapes of local value, landscapes which have been shown to have a low capacity to accommodate change, and in all other locations respect the landscape character of the locality;</p> <p>3. Outside the Kent Downs AONB, not result in harm to landscape of highest value and respect the landscape character of the locality;</p> <p>3. <u>Proposals would not</u> result in unacceptable traffic levels on nearby roads; unsympathetic change to the character of a rural lane which is of landscape, amenity, nature conservation, or historic or archaeological importance or the erosion of roadside verges;</p> <p>4. Where built development is proposed, there would be no existing building or structure suitable for conversion or re-use to provide the required facilities. Any new buildings should, where practicable, be located adjacent to existing buildings or be unobtrusively located and well screened by existing or proposed vegetation which reflect the landscape character of the area; and</p> <p>5. Where an extension or alteration to an existing building is proposed, it would be of a scale which relates sympathetically to the existing building and the rural area; respect local building styles and materials; have no significant adverse impact on the form, appearance or setting of the building, and would respect the architectural and historic integrity of any adjoining building or group of buildings of which it forms part.</p> <p>Account should be taken of the Kent Downs AONB Management Plan and the Maidstone Borough Landscape Character Guidelines SPD.</p>
<b>MM56</b>	DM4137 Expansion of existing businesses in rural areas	PC/97; Action 11.10	<p>Amend Policy DM4137 to read:</p> <p>Expansion of existing businesses in rural areas</p> <p><del>Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy DM21 or to a site within Maidstone urban area or one of the rural service centres. Where it is demonstrated that there would be no significant adverse impacts on the rural environment or amenity or that relocation cannot be achieved, the expansion of existing industrial or business enterprises which are currently located outside of the settlement boundaries as defined on the policies map will be permitted where:</del></p> <p><u>1. Planning permission will be granted for the sustainable growth and expansion of rural businesses in the rural area where:</u></p>

			<p>1. There is no significant increase in the site area of the enterprise. Minor increases and rounding off the existing site will be acceptable;</p> <p>2. There is no significant addition of new buildings.</p> <p><i>(i)</i> New buildings may be permitted, provided they are small in scale and provided the resultant development as a whole is appropriate in scale for the location and can be satisfactorily integrated into the local landscape;</p> <p>3. <i>(ii)</i> The increase in floorspace would not result in unacceptable traffic levels on nearby roads or a significant increase in use of an existing substandard access;</p> <p>4. <i>(iii)</i> The new development, together with the existing facilities, will not result in an unacceptable loss in the amenity of the area. In particular the impact on nearby properties and the appearance of the development from public roads will be of importance; and</p> <p>5. <i>(iv)</i> The <u>No</u> open storage of materials <u>will be permitted unless</u> can be adequately screened from public view throughout the year.</p> <p><u>2. Where significant adverse impacts on the rural environment and amenity would result from expansion, rural businesses requiring expanded premises should look to relocate to one of the Economic Development Areas identified in policy SP22 or to a site within Maidstone urban area or one of the rural service centres.</u></p>
<p><b>MM57</b></p>	<p>New Policy DM4 Development affecting designated and non-designated heritage assets</p>	<p>PC/131</p>	<p>Addition of a new policy as follows:</p> <p><b><u>Policy DM 4 – Development affecting designated and non-designated heritage assets</u></b></p> <p><u>The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. When making a decision concerning a listed building or its setting, the Council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Act also places the duty on the Council in making its decisions to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in the borough.</u></p> <p><u>The local plan allows some flexibility for the re-use and conversion of historic assets but care must be taken to ensure this does not lead to unacceptable adverse impacts. Small scale changes over time, especially the standardisation of building materials and practices, can erode the special character and appearance of places, and the setting of historic features such as listed buildings and scheduled monuments, which can be crucial in maintaining historic integrity.</u></p> <p><u>Policy DM1 provides clear guidelines about the need for development to be planned and designed in a manner which appropriately responds to its historic context and, where possible, positively enhances the historic character of the locality. Character analysis is provided in supporting documents such as the Conservation Area management plans, the Landscape Character Assessment and the specific character area assessment SPDs.</u></p> <p><u>Where development is proposed for a site which includes or has the potential to impact on heritage assets, developers must submit an appropriate heritage assessment which analyses the direct and indirect effects of development on those assets. Significance can be defined in this context as the value of a heritage asset to this and future generations because of its heritage interest which may be historic, archaeological, architectural or artistic. Significance derives not only from the heritage asset’s physical presence but also from its setting.</u></p> <p><u>In the determination of planning applications, the relevant assessment factors, including weighting of potential harm against wider benefits of the development, is set out in detail in the Framework paragraphs 131 to 135 (or as superseded).</u></p> <p><u>Policy DM 4 - Development affecting designated and non-designated heritage assets</u></p> <p><u>1. Applicants will be expected to ensure that new development affecting a heritage asset incorporates measures to conserve , and where possible enhance, the significance of the heritage asset and, where appropriate, its setting;</u></p> <p><u>2. Where appropriate, development proposals will be expected to respond to the value of the historic environment by the means of a proportionate Heritage Assessment which assesses and takes full account of;</u></p> <p><u>i. any heritage assets, and their settings, which could reasonably be impacted by the proposals;</u></p>

			<p><i>ii. the significance of the assets; and</i></p> <p><i>iii. the scale of the impact of development on the identified significance.</i></p> <p><i>3. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, applicants must submit an appropriate desk-based assessment and, where necessary, a field evaluation.</i></p> <p><i>4. The Council will apply the relevant tests and assessment factors specified in the Framework when determining applications for development which would result in the loss of, or harm to, the significance of a heritage asset and/or its setting.</i></p> <p><i>5. In the circumstances where the loss of a heritage asset is robustly justified, developers must make the information about the asset and its significance available for incorporation into the Historic Environment Record .</i></p>
<b>MM58</b>	Policy ID1 Infrastructure Delivery	PC/57; PC/58 (as amende d by PC/137)	<p>Amend Policy ID1 (2) third sentence to read:</p> <p>Dedicated Planning Agreements (S.106 of the Town and Country Planning Act, 1990) will be used to provide the <u>a range of site specific facilities <i>mitigation, in accordance with the S106 tests</i></u>, which will normally be provided on-site but may where appropriate be provided in an off-site location or via an in-lieu financial contribution.</p> <p>Additional criterion to read: <u><i>Infrastructure schemes that are brought forward by service providers will be encouraged and supported, where they are in accordance with other policies in the local plan. New residential and commercial development will be supported if sufficient infrastructure capacity is either available or can be provided in time to serve it.</i></u></p> <p>Insert additional paragraph to ID1 to state:</p> <p><u><i>"In order to reflect National Planning Practice Guidance paragraph 107, and also overcome the constraints imposed via the use of S106 agreements and/or Community Infrastructure Levy, normally S278 agreements under the Highways Act 1980 will be used to secure any necessary mitigation in connection with the Strategic Road Network."</i></u></p>
<b>MM59</b>	Monitoring and Review	Inspect or's Agenda to Hearing Session 15	<p>Replace the Monitoring and Local Plan performance targets section of the submission Local Plan (paragraphs 21.1 – 21.25 inclusive) with the following:</p> <p><b><u>Monitoring</u></b></p> <p><i>21.1. Local plan policies will deliver sustainable growth to meet housing, employment and other identified needs and associated infrastructure in a way which also aims to conserve the borough's built and natural heritage.</i></p> <p><i>21.2. An effective and proportionate monitoring framework is essential to ensure that the plan delivers the amount and type of development that is required, in the right place and at the right time, and also that any risks to the plan's delivery are highlighted promptly so that correcting action can be implemented in good time.</i></p> <p><i>21.3. In developing the local plan allocations and policies, the council has been aware of the risks to delivery and has sought to mitigate these through: a dispersed development strategy which allows a range of landowners and developers the opportunity to contribute to development in the borough; the promotion of sites which are known to be available; and understanding viability and operating a positive and flexible approach where it can be demonstrated that viability would hamper delivery.</i></p> <p><i>21.4. The results of monitoring will enable the council to understand the progress being made towards the local plan's key objectives. A comprehensive monitoring framework is set out on the following pages. This identifies targets for key policies in the plan, specific triggers which would indicate that targets may not be met and, in such circumstances, the actions to be taken in response. A number of contextual indicators are also included which, whilst not linked directly to the application of the Local Plan's policies, will</i></p>

*provide helpful understanding of broader trends at play in the borough.*

21.5. *The outcomes of monitoring against the identified targets will be reported annually in the Authority Monitoring Report (AMR).*

**Topics**

21.6. *The overall performance of the plan's policies will be monitored through review of appeal decisions and of applications granted as a departure from the Local Plan.*

21.7. *Paragraph 47 of the National Planning Policy Framework sets out the Government's desire to "boost significantly the supply of housing" and hence there must be a strong focus on housing delivery in the monitoring framework. The council will monitor delivery of past and anticipated future housing delivery including its housing trajectory and its 5 year supply position as well as its supply of pitches to meet its need for Gypsy and Traveller accommodation.*

21.8. *Given its aspirations for growth, the council will also monitor the delivery of employment and retail opportunities including by measuring the net additional floorspace created either by new construction or change of use.*

21.9. *Key supporting infrastructure requirements are set out in the Infrastructure Delivery Plan which also indicates potential funding sources for each project. It is vital to monitor delivery of identified schemes to ensure that the specific mitigation needed to support the plan's growth is coming forward during the plan period.*

21.10. *In addition to the above there are a variety of further monitoring indicators addressing the full scope of the Local Plan.*

**Local Plan Performance Targets**

<b><u>Indicator No.</u></b>	<b><u>Indicator</u></b>	<b><u>Target</u></b>	<b><u>Trigger</u></b>	<b><u>Action</u></b>	<b><u>Policy</u></b>
<b><u>General/Whole Plan</u></b>					
<i>M1</i>	<i>Number and nature of departures from the Local Plan granted consent per year</i>	<i>[no specific target]</i>	<i>Analysis of departures reveals a significant trend/issue in the nature of departures obtaining consent</i>	<i>Consider the need for changes to the Local Plan as part of a Local Plan Review.</i>	<i>Whole Plan</i>
<i>M2</i>	<i>Appeals lost against Local Plan policy per year</i>	<i>[no specific target]</i>	<i>Analysis of appeal decisions reveals a significant policy omission/issue</i>	<i>Consider the need for changes to the Local Plan as part of a Local Plan Review</i>	<i>Whole Plan</i>
<i>M3</i>	<i>Successful delivery of the schemes in the Infrastructure Delivery Plan</i>	<i>Timely delivery of the critical and essential schemes</i>	<i>Annual update of the IDP identifies risks to the delivery of critical/essential schemes; including</i>	<i>Identify actions which would overcome barriers to delivery of the infrastructure.</i>	<i>ID1</i>

			<i>(IDP) required to support the development in the Local Plan funded through CIL, developer contributions, New Homes Bonus and other funding sources.</i>	<i>identified in the IDP</i>	<ul style="list-style-type: none"> <li><i>Risk of a shortfall in funding</i></li> <li><i>Risk to the timing of delivery</i></li> </ul>	<i>Consider the need for a review of the IDP</i>	
<b>Housing</b>							
<i>M4</i>	<i>Progress on allocated housing sites per annum.</i>	<i>Timely delivery of allocated sites</i>	<i>Persistent shortfall in annual completions on allocated sites compared with target rates in the trajectory</i>	<i>Review deliverability of housing sites and address barriers to delivery including bringing sites contained within the long term trajectory forward, where necessary.</i>	<i>H1 RMX1</i>		
<i>M5</i>	<i>Predicted housing delivery in next 5 years (including NPPF buffer)</i>	<i>The target is the cumulative housing target for that 5 year period</i>	<i>A 5 year housing land supply cannot be demonstrated taking into account previous delivery and future targets</i>	<i>Review deliverability of housing sites and broad locations (as appropriate), including bringing sites contained within the long term trajectory forward.  Consider need for call for sites.</i>	<i>SS1</i>		
<i>M6</i>	<i>Housing trajectory: Predicted housing delivery in next 15 years</i>	<i>The target is the annualised cumulative housing target for that 15 year period.</i>	<i>A supply of housing cannot be demonstrated for the remaining plan period</i>	<i>Consider need for review of housing land supply</i>	<i>SS1</i>		
<i>M7</i>	<i>Windfalls: delivery of housing on unidentified sites</i>	<i>Number of completions corresponds with windfall allowance.  Location of all types of windfalls corresponds</i>	<i>Windfalls over phasing period (3-5 years) deviate significantly from the windfall allowance.  Windfalls deviate significantly from the spatial strategy over phasing period (3-5</i>	<i>Reconsider windfall allowance element of housing trajectory and its contribution to overall housing land supply.  Consider whether policy changes are</i>	<i>SS1</i>		

				<i>with spatial strategy.</i>	<i>years)</i>	<i>required to bring about greater consistency and limit greenfield development as part of the review of the Local Plan.</i>		
			<i>M8</i>	<i>Prior Notification office to residential conversions in the town centre</i>	<i>The number of completions corresponds with the allowance made in the trajectory.</i>	<i>Completions over a phasing period (3-5 years) deviate significantly from the allowance made in the trajectory</i>	<i>Reconsider this element of the housing trajectory and its contribution to overall housing land supply</i>	<i>SS1</i>
			<i>M9</i>	<i>Number of entries on the self-build register.  Number of plots for self-build units consented per annum</i>	<i>Number of self-build plots consented over a phasing period (3-5 years) corresponds to the borough-specific interest on the self-build register.</i>	<i>Sustained low delivery of self-build plots over a phasing period (3-5 years) compared with registered interest.</i>	<i>Review approach towards self-build plot provision, including with Registered Providers and housebuilders.</i>	<i>SP19</i>
			<i>M10</i>	<i>Number of dwellings of different sizes (measured by number of bedrooms) consented per annum</i>	<i>Mix of dwellings consented corresponds to the dwelling size mix outlined in the SHMA.</i>	<i>Sustained and significant mismatch in the dwelling mix consented compared with that outlined in the SHMA over a phasing period (3-5 years).</i>	<i>Review interpretation of Policy SP19  Work with housebuilders to identify and address the mismatch.</i>	<i>SP19</i>
			<i>M11</i>	<i>Number and tenure of affordable homes delivered (including starter homes)</i>	<i>Number and tenure of affordable homes completed/consented per annum matches policy requirement</i>	<i>Affordable housing delivery over phasing period (3-5 years) falls significantly below annual requirement  Tenure of affordable housing delivered over phasing period (3-5 years) deviates significantly from indicative policy target</i>	<i>Work with Registered Providers to secure greater delivery or change to tenure of delivery  Promote council owned sites for affordable housing.  Review</i>	<i>SP20</i>

						<i>interpretation of approach regarding off-site contributions.</i>		
			<u>M12</u>	<i>Affordable housing as a proportion of overall housing delivery in qualifying geographical areas consented/ completed relative to Policy SP20 requirements.</i>	<i>SP20 percentage requirements achieved on all qualifying developments in geographical areas.</i>	<i>Proportion of affordable housing delivered in the respective geographical areas over phasing period (3-5 years) deviates significantly from indicative policy targets</i>	<i>Review approach towards affordable housing provision, including with Registered Providers</i>	<u>SP20</u>
			<u>M13</u>	<i>Density of housing development in Policies DM12, H1</i>	<i>Achievement of overall net housing densities specified in Policy DM12 in/adjacent to the town centre, urban area, Rural Service Centres and Larger Villages.</i>	<i>Evidence of a trend in achieved net densities significantly above/below the rates specified in Policy DM12, H1</i>	<i>Consider the need for a review of housing land supply (trajectory)</i>  <i>Consider the need to revise indicative densities as part of a Local Plan Review</i>	<u>DM12</u> <u>H1</u>
			<u>M14</u>	<i>Number of nursing and care homes delivered</i>	<i>Net number of nursing/care home places completed/ consented over 5 year period matches requirement (including any backlog)</i>	<i>Evidence of policy not being effective in delivering additional places including:</i> <ul style="list-style-type: none"> <li><i>low numbers of places consented/completed relative to identified needs</i></li> <li><i>significant number of refused applications</i></li> </ul>	<i>Liaise with providers to identify barriers to delivery</i>	<u>DM14</u>
			<u>M15</u>	<i>Number of applications on the Housing Register</i>	<i>[no specific target]</i>  <i>This is a contextual indicator to monitor wider changes in</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	

				<i>social housing demand.</i>				
			<i>M16</i>	<i>Number of homeless households in the borough</i>	<i>[no specific target]</i> <i>This is a contextual indicator to monitor wider changes in social housing demand.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	
			<i>M17</i>	<i>House price: earnings ratio</i>	<i>[no specific target]</i> <i>This is a contextual indicator to monitor wider changes in the local housing market.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	
<b><i>Employment</i></b>								
			<i>M18</i>	<i>Total amount of B class employment floorspace consented/completed by type per annum</i>	<i>Net increase in B class floorspace sufficient to meet identified needs by 2031</i>	<i>Evidence of persistent under provision of employment land and/or Local Plan sites not meeting the economy's requirements including:</i> <ul style="list-style-type: none"> <li><i>Slow/no delivery of allocated sites</i></li> <li><i>Significant B class land supply on windfall sites in addition to and/or in preference to the allocations/EDAs</i></li> <li><i>Significant non B class floorspace being delivered on allocated sites/EDAs</i></li> </ul>	<i>Identify if barriers to delivery can be overcome e.g. though the Development Management process, including resolving specific site constraints</i>  <i>Consider the need for changes to the employment land strategy as part of the Local Plan review</i>	<i>SS1</i>

					<ul style="list-style-type: none"> <li><i>Overall delivery falling short of identified requirements</i></li> </ul>			
			<u>M19</u>	<i>Amount of B class floorspace by type consented/completed within Economic Development Areas per annum</i>	<i>Net increase in B class floorspace within EDAs</i>	<i>As above</i>	<i>As above</i>	<i>SP22</i>
			<u>M20</u>	<i>Amount of B Class floorspace by type consented/completed on allocated sites per annum</i>	<i>Timely delivery of allocated sites</i>	<i>As above</i>	<i>As above</i>	<i>SS1 EMP1 RMX1</i>
			<u>M21</u>	<i>Amount of land/floorspace within Economic Development Areas and allocated sites and elsewhere lost to non B class uses</i>	<i>No net loss of employment (B1, B2 and B8) floorspace within EDAs and allocated sites and elsewhere</i>	<i>As above</i>	<i>As above</i>	<i>SP22 EMP1</i>
			<u>M22</u>	<i>Percentage unemployment rate</i>	<i>[no specific target]  This is a contextual indicator to monitor wider changes in the local economy.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	
			<u>M23</u>	<i>Number of jobs in the borough</i>	<i>[no specific target]  This is a contextual indicator to monitor wider changes in the local economy.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	

<b>Retail</b>					
<u>M24</u>	<u>Amount of additional comparison and convenience retail floorspace consented/completed per annum</u>	<u>Net increase in convenience and comparison floorspace sufficient to keep pace with identified needs and in appropriate locations up to 2031</u>	<u>Evidence of Local Plan policies and/or sites not meeting the identified need for additional retail floorspace, including:</u> <ul style="list-style-type: none"> <li><u>Slow/no delivery of allocated sites</u></li> <li><u>Significant retail floorspace being delivered on sequentially less preferable sites in addition to/in preference to allocations</u></li> <li><u>Pipeline supply of convenience/comparison floorspace falling significantly below the forecast requirement over phasing period (5 years)</u></li> </ul>	<u>Identify if barriers to delivery can be overcome e.g. though the Development Management process, including resolving specific site constraints.</u>  <u>Consider the need for changes to the retail allocations/policies as part of the Local Plan review</u>	<u>SS1</u>
<u>M25</u>	<u>Amount of convenience and comparison retail floorspace consented/completed on allocated sites per annum.</u>	<u>Timely delivery of allocated sites</u>	<u>As above</u>	<u>As above</u>	<u>SS1 RMX1</u>
<u>M26</u>	<u>Proportion of non-A1 uses in primary shopping frontages</u>	<u>All 8 Primary shopping frontages contain at or above 85% A1.</u>	<u>Individual frontages falling significantly below 85% of A1</u>  <u>And/or</u>  <u>Significant number (e.g. 4 of the 8 frontages) fall below 85 %;</u>	<u>Consider the need for changes to the retail policies as part of a review of the Local Plan</u>	<u>DM27</u>
<b><u>Gypsies, Travellers &amp; Travelling Showpeople accommodation</u></b>					
<u>M27</u>	<u>Annual delivery of permanent pitches/plots (allocated and unidentified sites)</u>	<u>Net increase in permanent pitches/plots sufficient to keep pace with identified</u>	<u>The number of permanent pitches/plots consents granted significantly above or below identified needs over phasing period (5 years)</u>	<u>Consider the need for changes to the Local Plan allocations and/or revising the allocation policies as part of a review</u>	<u>SS1 GT1 DM15</u>

				<i>needs up to 2031</i>		<i>of the Local Plan</i>		
			<i>M28</i>	<i>Delivery of permanent pitches on allocated sites</i>	<i>Timely delivery of allocated sites</i>	<i>Evidence of Local Plan sites not meeting the identified need for additional Gypsy and Traveller pitches including:</i> <ul style="list-style-type: none"> <li><i>low/no delivery of allocated sites</i></li> <li><i>Significant number of pitches permitted on unidentified sites in addition to/in preference to allocations</i></li> </ul>	<i>Consider the need for changes to the Local Plan allocations and/or revising the allocation policies as part of a review of the Local Plan</i>	<i>SS1 GT1</i>
			<i>M29</i>	<i>Five year supply position</i>	<i>Five year supply of Gypsy pitches in place.</i>	<i>No confirmed five year supply of Gypsy pitches.</i>	<i>The lack of a 5 year land supply will be a significant consideration in planning decisions when considering applications for the grant of temporary planning permission</i>	<i>SS1</i>
			<i>M30</i>	<i>Number of caravans recorded in the bi-annual caravan count</i>	<i>[no specific target]</i>  <i>This is a contextual indicator to provide a snap shot of Gypsy provision in the borough.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>	
<b><i>Heritage</i></b>								
			<i>M31</i>	<i>Number of and nature of cases resulting in a loss of designated heritage asset as a result of development</i>	<i>No loss of designated heritage assets over the monitoring period as a result of development</i>	<i>Analysis of the relevant consents shows a loss of designated heritage assets over the monitoring period as a result of development</i>	<i>Review reasons for loss to ensure correct application of Local Plan policies.</i>	<i>DM4</i>
			<i>M32</i>	<i>Change in the</i>	<i>Decrease in</i>	<i>Sustained increase in the</i>	<i>Review approach</i>	<i>SP18</i>

			<u>number of entries on Historic England's Heritage at Risk register</u>	<u>the number of entries from 2016 baseline</u>	<u>number of entries from 2016 baseline</u>	<u>towards interventions, including with potential stakeholders and landowners</u>	
<b>Natural Environment - Biodiversity</b>							
	<u>M33</u>	<u>Loss of designated wildlife sites as a result of development (hectares)</u>	<u>No loss of designated wildlife sites as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of designated wildlife sites over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies</u>	<u>DM3</u>	
	<u>M34</u>	<u>Loss of Ancient Woodland as a result of development (hectares)</u>	<u>No loss of Ancient Woodland as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of Ancient Woodland over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies</u>	<u>DM3</u>	
<b>Agricultural Land</b>							
	<u>M35</u>	<u>Loss of the best and most versatile agricultural land as a result of development (hectares)</u>	<u>No overall loss of the best and most versatile agricultural land as a result of consented development on non-allocated sites (major applications only)</u>	<u>Analysis of the relevant consents shows a significant overall reduction in the amount of the best agricultural land over the monitoring period as a result of consents for major development on non-allocated sites</u>	<u>Review whether a specific change of approach is needed through the development management process and/or at a review of the Local Plan.</u>		
<b>Good Design and Sustainable Design</b>							
	<u>M36</u>	<u>Number of qualifying developments failing to provide BREEAM very good standards for water and energy credits</u>	<u>No qualifying developments fail to provide BREEAM very good standards for water and energy credits over the monitoring period</u>	<u>Analysis of the relevant consents shows that qualifying developments are failing to comply with the terms of Policy DM2.</u>	<u>Review reasons for failure to comply, to ensure correct application of Local Plan policies.</u>	<u>DM2</u>	

			<u>M37</u>	<u>Completed developments performing well in design reviews.</u>	<u>No sustained failure in the application of Policy DM1 identified through the design reviews undertaken during a phasing period (3 – 5 years)</u>	<u>Analysis of review outcomes reveals a sustained failure in the application of Policy DM1 over a phasing period (3 – 5 years)</u>	<u>Review the application of Policy DM1 in the development management process.</u>	<u>DM1</u>
<b>Open space</b>								
			<u>M38</u>	<u>Loss of designated open space as a result of development (hectares)</u>	<u>No loss of designated open space as a result of development (hectares)</u>	<u>Analysis of the relevant consents shows a loss of designated open space over the monitoring period as a result of development</u>	<u>Review reasons for loss to ensure correct application of Local Plan policies.</u>	<u>DM19</u>
			<u>M39</u>	<u>Delivery of open space allocations</u>	<u>Open space allocations delivered as part of the planning consent for associated housing development</u>	<u>Open space allocations are not delivered as part of the planning consent for associated housing development</u>	<u>Review reasons for failure to comply, to ensure correct application of Local Plan policies.</u>	<u>OS1</u>
			<u>M40</u>	<u>Delivery of new or improvements to existing designated open space in association with housing and mixed use developments</u>	<u>Delivery of new or improvements to existing designated open space in accordance with Policy DM19 and, where appropriate, Policy H1.</u>	<u>Open space improvements and new open space is not delivered in accordance with DM19 and, where appropriate, Policy H1.</u>	<u>Review reasons for failure to comply, to ensure correct application of Local Plan policies.</u>	<u>DM19 H1</u>
<b>Air Quality</b>								
			<u>M41</u>	<u>Progress in achieving compliance with EU Directive/national regulatory requirements for air quality within</u>	<u>Improvement in air quality at identified exceedance areas measured from the</u>	<u>Evidence of worsening situation in respect of air quality at exceedance areas and/or elsewhere within the AQMA.</u>	<u>Review reasons for loss to ensure correct application of LP policies. Identify if barriers to improving air quality can be</u>	<u>SP23, DM6 DM21</u>

			<u>the AQMA</u>	<u>2011 baseline and from previous year. New "existing" baseline to also be established.</u>		<u>overcome e.g. though the Development Management process, including resolving specific site constraints;</u>  <u>Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.</u>		
			<u>M42</u>	<u>Applications accompanied by an Air Quality Impact Assessment (AQIA) which demonstrate that the air quality impacts of development will be mitigated to acceptable levels.</u>	<u>All applications demonstrate compliance with Policy DM6 requirements</u>	<u>Applications being refused due to non-compliance with Policy DM6</u>	<u>Consider need for production of local planning guidance to provide further detail on the delivery and implementation of DM6.</u> <u>Consider the need for updates to the Air Quality Action Plan and/or policies for sustainable transport and air quality as part of a review of the Local Plan.</u>	<u>DM6</u>
<b><u>Infrastructure</u></b>								
			<u>M43</u>	<u>Planning obligations – contribution prioritisation (Policy ID1(4))</u>	<u>Developer contributions accord with the prioritisation where appropriate over the monitoring year.</u>	<u>Analysis reveals that significant deviations from contribution prioritisation are occurring</u>	<u>Identify reasons for deviation and consider the need to review the approach</u>	<u>ID1</u>
			<u>M44</u>	<u>Planning obligations – number of relevant developments with planning obligations</u>	<u>Developer contributions are achieved where needs generated by the development</u>	<u>Analysis reveals that contributions are not being made in a significant proportion of cases despite the identification of needs arising</u>	<u>Identify reasons for non-contributions and consider the need to review the approach and/or viability evidence</u>	<u>ID1</u>

				<i>are identified.</i>				
			<i>M45</i>	<i>Delivery of infrastructure through planning obligations/conditions</i>	<i>All measure/financial contributions secured through planning obligations/conditions are delivered/spent.</i>	<i>Analysis reveals that measures secured through planning obligations/conditions are not being delivered</i>	<i>Identify reasons for non-delivery and consider the need to review the approach and/or viability evidence</i>	<i>ID1 SP1- SP16, SP23, DM6</i>
			<i>M46</i>	<i>Introduction of CIL</i>	<i>CIL introduced by Autumn 2017</i>	<i>Delay to timetable and/or  Government changes to CIL framework</i>	<i>Reconsideration of CIL's introduction and/or timing</i>	<i>ID1</i>
<b><i>Transport</i></b>								
			<i>M47</i>	<i>Identified transport improvements associated with Local Plan site allocations</i>	<i>Timely delivery of the identified transport improvements associated with Local Plan site allocations</i>	<i>Identification of risks to the implementation of required schemes including</i> <ul style="list-style-type: none"> <li><i>• delivery delay</i></li> <li><i>• potential funding shortfall</i></li> </ul>	<i>Identify measures to overcome barriers to delivery.  Consider the need to review the ITS</i>	<i>H1 H2 RMX1 EMP1</i>
			<i>M48</i>	<i>Sustainable transport measures to support the growth identified in the Local Plan and as set out in the Integrated Transport Strategy (ITS) and the Walking &amp; Cycling Strategy</i>	<i>Timely delivery of sustainable transport improvements to support the growth identified in the Local Plan.  Achievement of the targets set out in paragraph 9.2 of the ITS.</i>	<i>Failure to identify specific measures to accord with Policy DM21 (2).  Failure to deliver the specific measures identified.  Failure to achieve targets in paragraph 9.2 of the ITS</i>	<i>Consider the need to review the ITS</i>	<i>SP23, DM21</i>
			<i>M49</i>	<i>Provision of Travel Plans for appropriate development</i>	<i>All qualifying development to provide a satisfactory</i>	<i>Analysis reveals a significant number of qualifying developments failing to provide an</i>	<i>Identify reasons for non-provision and consider the need to review the</i>	<i>SP23, DM21</i>

				<i>Travel Plan.</i>	<i>adequate Travel Plan.</i>	<i>approach</i>	
			<i>M50</i>	<i>Achievement of modal shift through:</i> <ul style="list-style-type: none"> <li><i>No significant worsening of congestion as a result of development</i></li> <li><i>Reduced long stay town centre car park usage</i></li> <li><i>Improved ratio between car parking costs and bus fares</i></li> </ul>	<i>[no specific target]</i>  <i>This is a contextual indicator to monitor modal shift.</i>	<i>[no specific trigger]</i>	<i>[no specific action]</i>
<b>MM60</b>	Monitoring and Review	PC/84	<p>Amend paragraphs 21.26 to 21.30 to read as follows:</p> <p><b>Review of the Local Plan</b></p> <p>21.26 It is important to ensure that an up-to-date planning policy framework is maintained to help meet identified need and coordinate well planned development and supporting infrastructure.</p> <p>21.27 The council is confident that the Local Plan can deliver the substantial growth required to meet objectively assessed need over the plan period. Existing planning consents and development interest and activity clearly demonstrate that substantial development will be delivered in the earlier parts of the plan period. Allocations in the local plan offer a degree of certainty to developers and a dispersed approach to site allocations allows a range of landowners and developers the opportunity to contribute to development in the borough. When considering proposals, the Borough Council takes a positive approach to sustainable development which reflects the NPPF. The local plan seeks a number of benefits from development but retains a flexible approach where it can be demonstrated that viability would hamper delivery.</p> <p><u>21.28 To ensure the Plan continues to be up to date, a first review of the Local Plan will be adopted by the target date of April 2021. This review process will enable key pieces of evidence to be updated and any consequent changes to aspects of the Plan to be made as a result. Matters which this first review may need to consider include an updated assessment of housing needs and the need to make specific housing site allocations, including at the Lenham and Invicta Barracks broad locations. An updated understanding of employment land needs may also be merited, in particular the need for new office floorspace, and additional land allocations could be required as a result. Transport measures may also need to form part of the review including the case for the Leeds-Langley Relief Road and alternatives to it, as well as other sustainable transport measures. The review may also be the opportunity to reconsider progress with the Syngenta and Baltic Wharf sites. It is likely to be prudent to extend the plan period as part of the review process.</u></p> <p>21.28 Progress in delivery into the longer term will depend on a number of factors, including national and international economic and environmental factors. Similarly, the need for development and the planning policy context may shift as the longer term is reached.</p> <p>21.29 The council will monitor policies in the plan annually following its adoption using this framework. Monitoring of the key local plan targets will indicate if there is a need to amend the approach in parts of the plan.</p>				

			<p>21.30 For these reasons, the council considers it prudent to commence a review the plan, the Infrastructure Delivery Plan and its supporting evidence in a timely manner and a review of the local plan will commence in 2022.</p> <p><b><u>Policy LPR1</u></b></p> <p><b><u>The Council will undertake a first review of the Local Plan. The matters which the first review may need to address include:</u></b></p> <p><b><u>a) A review of housing needs;</u></b>  <b><u>b) The allocation of land at the Invicta Barracks Broad Location and at the Lenham Broad Location if the latter hasn't been achieved through a Lenham neighbourhood plan in the interim;</u></b>  <b><u>c) Identification of additional housing land to maintain supply towards the end of the Plan period and, if required as a result, consideration of whether the spatial strategy needs to be amended to accommodate such development;</u></b>  <b><u>d) A review of employment land provision and how to accommodate any additional employment land needed as a result;</u></b>  <b><u>e) Whether the case for a Leeds-Langley Relief Road is made, how it could be funded and whether additional development would be associated with the road;</u></b>  <b><u>f) Alternatives to such a relief road;</u></b>  <b><u>g) The need for further sustainable transport measures aimed at encouraging modal shift to reduce congestion and air pollution;</u></b>  <b><u>h) Reconsideration of the approach to the Syngenta and Baltic Wharf sites if these have not been resolved in the interim; and</u></b>  <b><u>i) Extension of the Plan period.</u></b></p> <p><b><u>The target adoption date for the review of the Local Plan is April 2021.</u></b></p>
<p><b>MM61</b></p>	<p>Restructuring of Chapters in the Plan</p>	<p>PC/118;</p>	<p>As set out in examination document ED12 (subsequently renumbered again for inclusion of new policies DM4 and SP18:</p> <p>Amend chapters of the submitted plan; amalgamate Chapters 4,5,6,8,9,11,13,15, and 20 to be called Chapter 4 'Strategic Policies';</p> <p>Amend chapters of the submitted plan; amalgamate Chapters 7,10,12,14 and 16 to be called Chapter 5 'Strategic Site Policies'.</p> <p>Rename Policy DM11 as Policy <del>SP18</del><u>19</u> and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies';  Rename Policy DM13 as Policy <del>SP19</del><u>20</u> and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies';  Rename Policy DM20 as Policy <del>SP20</del><u>21</u> and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies';  Rename Policy DM21 as Policy <del>SP21</del><u>22</u> and remove from Chapter 17 and add to new Chapter 4 'Strategic Policies';  Rename Policy DM24 as Policy <del>SP22</del><u>23</u> - retain criteria 1) and 2) and merge with DM25 criterion 1) to form a new Strategic Policy in Chapter 4 'Strategic Policies';  Remove Policy DM24 criterion 3) and merge with Policy DM25 criterion 2) - renumber as Policy DM24 'Sustainable Transport';  Consequently delete reference to Policy DM25.  Move Policy ID1 to the new Chapter 4 'Strategic Policies'.</p> <p>Amend paragraph 2.5:</p> <p>Neighbourhood development plans, which are also called neighbourhood plans, are being prepared by a number of parish councils and neighbourhood forums. A neighbourhood plan attains the same legal status as the local plan once it has been agreed at a referendum and is made (brought into legal force) by the Borough Council. At this point it becomes part of the statutory development plan. Government advises that a neighbourhood plan should support the strategic development needs set out in the local plan and plan positively to support local development. Neighbourhood plans must be prepared in accordance with the National Planning Policy Framework and be in general conformity with the strategic policies of the adopted Maidstone Borough Local Plan (<u>Policies SP1 to SP23; H1, H2, OS1, GT1, RMX1, EMP1 and ID1 as well as Strategic Site Policies H1(1) – (66), GT1(1) – (16), H2(1) – (3), RMX1(1) – (5) and EMP1(1) – (4)</u>). Whilst general conformity to an emerging local plan is not a legal requirement, the reasoning and evidence informing the local plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. Where neighbourhood planning has been undertaken before an up to date local plan is in place, the council has taken an active role in advising and supporting the local</p>

neighbourhood plan team, sharing evidence and information.

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